**THE NOISE AND TRACK MONITORING ADVISORY GROUP (NaTMAG) Thursday 14 May 2026 (virtual meeting)**

## IN ATTENDANCE

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|---|---|
| Kimberley O'Neill (Chair) | Gatwick Airport Ltd – Airspace Office and Chair of NaTMAG |
| Matthew Thompson | Gatwick Airport Ltd – Airspace Office and Secretary to NaTMAG |
| Sam Tull | Gatwick Airport Ltd – Airspace Office |
| Andy Sinclair | Gatwick Airport Ltd – Head of Noise & Airspace Strategy |
| Goran Jovanovic | Gatwick Airport Ltd – Airspace Change Programme Manager |
| Charlotte Smerdon | Gatwick Airport Ltd – Noise Management Programme Manager |
| Nigel Emery | GATCOM |
| Malcolm Fillmore | GATCOM |
| Mike George | GATCOM |
| Alan Jones | GATCOM |
| Nicholas White | GATCOM |
| Peter Barclay | GACC |
| Graham Lake | Independent Technical Advisor to GATCOM |
| Jonathan Drew | Noise Management Oversight Board Chair |
| Adam Dracott | Mid Sussex District Council |
| Leon Hibbs | Reigate and Banstead Borough Council |
| Adrian Eaton | DfT |
| Andrew Burke | NATS |
| | |
| Peter Jarvis | Gatwick Airport Ltd – Strategic Capacity Manager (Guest Speaker) |

## APOLOGIES

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| Rebecca Mian | Noise Management Programme Manager |
| Ed Winter | GACC |
| Elinor Lytton | NATS |
| George Wilson | easyJet |

## MEMBERSHIP UPDATE

The Chair welcomed the group to the second meeting of 2026 and welcomed back Peter Barclay who was standing in for Ed Winter as the GACC representative. Some staff changes in the Airspace and Noise Team were noted with Sam Tull recently being promoted to Senior Airspace Office Analyst. He will now take on the noise monitoring and Gatwick Noise Monitoring Group chairing role. Kathy Coffin has recently left the business, and the Chair has now taken ownership of managing the Noise Action Plan. Rebecca Mian has gone on maternity leave so Charlotte Smerdon will be covering the Noise Management Board in the interim. The Chair also introduced guest speaker Peter Jarvis who would be presenting on the new arrivals holding policy. The Chair noted that there was no representative from easyJet on the call so it would be useful to encourage them to attend in future.

## MINUTES FROM THE PREVIOUS MEETING OF NATMAG

- No amendments to the previous minutes were requested.

## ACTION TRACKER

| Action | Comments |
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| **01/2023** – DfT to follow up with Airbus to provide an update on the Airbus A220 'whine' issue. | **OPEN** – Adrian Eaton provided an update following engagement with Airbus and the engine manufacturer. He reported that:<br>• A revised engine design has been tested and confirmed to address the "whale noise" engine resonance issue associated with the A220.<br>• Certification of the updated engine is expected by late 2026 or early 2027 for newly delivered aircraft.<br>• For existing aircraft, retrofit kits are available but must be installed during major maintenance events rather than routine servicing.<br>• Some airlines are already reconsidering their A220 deployments due to reliability challenges, which may reduce the scale of the issue over time. |
| **18/2025** – NaTMAG Chair to speak with Aerodrome Compliance colleagues about the availability of APU manufacturer's noise and emissions data with the possibility that it might be used to inform a future piece of work. An update to be provided at the February NaTMAG meeting. | **OPEN** – The Chair explained discussions were held with Airbus and internal Gatwick teams. It was subsequently agreed that the issue would be progressed via Sustainable Aviation, given Airbus' participation in that forum.<br><br>Charlotte Smerdon reported on discussions at the Sustainable Aviation Quieter Group meeting held in April 2026. Key points included:<br>• Airbus expressed willingness to provide data and technical expertise where possible.<br>• APU noise will become a recurring agenda item within the Sustainable Aviation Quieter Group. This will facilitate knowledge sharing and best practice development across industry stakeholders.<br><br>Action to remain open pending future updates. |
| **01/2026** – Airspace Office to review the definition of a training flight, liaising with pilot representatives who attend NaTMAG and FLOPSC. | **CLOSED** – The Airspace Office reached out to several of Gatwick's major airlines and concluded the following: A training flight is any routine operational flight conducted as part of a structured pilot training programme in which a pilot who is already licensed and technically qualified is still operating under the supervision of a Training Captain to gain required line experience before full release to independent duties. The pilot performs normal crew functions but must complete a prescribed number of supervised flights and successfully pass a final Line Check. This predominantly relates to |

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| | Command Upgrade and Direct Entry Captain training flights rather than initial First Officer line training. |
| **02/2026** – NaTMAG Chair to engage relevant Environmental Health Officers to explore options for addressing the prolific complainant's concerns in Broadbridge Heath. | **CLOSED** – The Chair reported on engagement efforts relating to the single individual complainant in Broadbridge Heath:<br>• Gatwick contacted the Environmental Health Officer (EHO) at Horsham District Council.<br>• The EHO agreed to meet the individual concerned.<br>• Gatwick wrote to the individual three times to setup this meeting, but the individual did not respond. Complaints continue to be submitted at a high frequency.<br>• Gatwick are unable to share the details of the complainant's address due to GDPR constraints.<br><br>As a result, this engagement attempt has not been successful and the action will be closed. |

**NEW ARRIVALS HOLDING POLICY (GUEST SPEAKER: PETER JARVIS, LONDON GATWICK)**

- Peter Jarvis explained that his role at Gatwick includes managing the night quota allocation framework, which is formally administered by Airport Coordination Limited (ACL), an independent coordinator. While ACL makes allocation decisions, these are governed by agreed rules with airlines.
- He outlined that the "pool" quota is specifically intended to allow airlines without historic quota access to night operations.
- A review of pool usage over the previous four seasons identified a growing trend of flights arriving earlier than scheduled, particularly those planned to arrive between 06:00 and 07:00 but instead landing before 06:00.
- Peter highlighted two key concerns with early arrivals:
    - Community impact: Increased noise during the sensitive early morning period (05:00–06:00).
    - Operational impact: Increased congestion on taxiways, at a time when no formal capacity is declared.
- He noted that such early arrivals effectively circumvent the intended capacity controls.
- A new process was introduced approximately five weeks prior, developed in collaboration with NATS. Key features include:
    - Airlines using pool quota (i.e. without historic rights) are no longer permitted to land before 06:00.
    - Gatwick provides NATS with a list of flights authorised to land during the night period.
    - If aircraft attempt to arrive early, NATS intervenes by:
        - Reducing speed during the en-route phase,
        - Instructing aircraft to enter holding stacks, or
        - Extending routing into the airport.

- Peter reported that the policy has been successful to date, with 14 flights prevented from landing early, as well as early behavioural change, including a recent week with no early arrivals or holding, suggesting airlines may have begun adjusting departure times to avoid delays.
- Mike George raised concerns about increased holding over residential areas and complaints being submitted in these areas. The Chair assured that associated complaints would be monitored. Post-meeting note: There is already a complaint category recorded in the Airspace Office quarterly report called 'Under Stack'.
- Malcolm Fillmore observed that British Airways appeared to be the primary airline operating early morning arrivals and requested clarity on which airlines have the right to land before 06:00. Peter explained that allocation decisions are made by ACL based on requests and available quota. Airlines can then choose when to use their allocated slots. Peter noted that in addition to British Airways, TUI also schedules early-morning arrivals. Peter reiterated that flights scheduled at or before 06:15 must hold valid night quota which British Airways and TUI do. Andrew Burke cautioned that operational (tactical) lists of authorised arrivals can vary daily due to aircraft swaps and operational adjustments, meaning they may differ from the published allocation lists.
- Graham Lake welcomed the initiative but raised three considerations:
    - The potential for increased congestion and holding after 06:00,
    - Integration of arrival management systems (AMAN/XMAN),
    - The possibility of holding aircraft further out over water rather than over land.
- Andrew Burke responded:
    - Early morning arrival volumes are relatively low due to a dominant departure flow, limiting holding demand.
    - Extended Arrival Management (XMAN) enables early speed control up to several hundred miles out, reducing the need for holding.
    - Holding further out requires higher altitudes and larger airspace, which introduces operational constraints and potential impacts elsewhere in the network.
- Jonathan Drew welcomed the policy, emphasising that even a small number of early arrivals can significantly affect community disturbance. He asked when complaint trends might become evident. The Chair responded that we will continue to log complaints relating to residents 'Under Stack' but that we would also look into the timings of when these specific complaints are submitted. Peter clarified that only 14 flights had required intervention so far, and holding at that time of day was previously minimal.
- Andy Sinclair explained that the current policy aims to influence airline behaviour rather than create a permanent reliance on holding. He emphasised that delaying departures at origin, to ensure on time arrival outside the core night period, is the most effective long-term solution.
- A follow-up update to NaTMAG may be scheduled later in the year to review progress and outcomes.

**2024-2028 NOISE ACTION PLAN UPDATES**

**Action P11:** We will consider the introduction of a daytime Noise Envelope, in accordance with the Government Policy at the time.

- The Chair stated that this action is currently paused, pending a decision on the Northern Runway proposal.
- Andy Sinclair explained that:

- The Noise Envelope forms an integral component of the Northern Runway Development Consent Order (DCO).
- Progress on this action is therefore dependent on the outcome of the ongoing DCO Judicial Review.
- A noise envelope will be taken forward under the auspices of the Northern Runway Project if approved to proceed.

**Action C10:** We will continue to administer the Department for Transport night flight regime and ensure that we operate within the prescribed ATM and Quota Count (QC) limits.

- The Chair confirmed that Gatwick is actively managing this requirement and that performance and compliance are formally reported through quarterly reporting processes.

**Action C12:** We will continue to engage actively with Government, the Regulator, Sustainable Aviation, and other bodies where relevant to aviation noise impact management and implement all relevant recommendations and requirements.

- Andy Sinclair outlined a structured programme of regular engagement, including:
  - Quarterly meetings with the DfT Noise Policy team.
  - Quarterly meetings with the DfT Airspace Modernisation team.
  - Biannual engagement with the CAA Environmental team.
  - Participation in the Airports Council International noise task forces.
  - Active involvement in the Sustainable Aviation Quieter group.
- Andy also confirmed Gatwick's recent contributions to:
  - Development of the Sustainable Aviation Noise Roadmap, aligned with the International Civil Aviation Organization (ICAO) "Balanced Approach" to noise management.
  - Consultations tied to UK airspace modernisation including, the UK Airspace Design Service (UKADS), UK Airspace Consultation Service (UKACS) and regulatory guidance.
  - The CAA survey on airport noise insulation schemes.
  - The DfT Aviation Night Noise Effects (ANNE) Study, and the CAA-led Aviation Noise Attitudes Survey (ANAS).

**AIRSPACE OFFICE QUARTERLY REPORT & DASHBOARDS**

- **Key Performance Indicators (KPIs):**

  - Sam Tull introduced the Airspace Office quarterly report and began by presenting the key performance indicators for Q1 2026 in comparison to Q1 2025. He explained that total aircraft movements were down by approximately 4%. Despite this reduction, there was a positive increase of around 3% in Chapter 14 aircraft movements, contributing to a very high overall proportion of compliant aircraft, with 99.93% classified as Chapter 4 or above.
  - Sam confirmed that no noise infringements were recorded during the quarter.
  - Sam further reported that both CDO performance and track keeping conformance had improved, with both metrics exceeding 90%, and track keeping conformance reaching nearly 95%.

  - Sam noted that while the total number of complaints had increased significantly, the number of individual complainants had actually decreased by 12.5%. This indicated that a smaller number of individuals were submitting a higher volume of complaints.

- **Airline Noise Performance Table (ANPT):**

  - Sam stated that 35 airlines operated at Gatwick during Q1 2026 and featured on the ANPT (requirement of minimum 10 movements per week to feature on table). Of these, 22 airlines achieved "green" performance for Continuous Descent Operations (CDO), and approximately half of the airlines demonstrated improvement when compared with their performance in Q1 2025.
  - Sam highlighted that Emirates had recorded the largest improvement (approximately 13%); however, members noted that operational variability (including potential service disruption and fleet changes due to the recent conflict in the Middle East) may affect comparability.
  - The lowest performer was Sky Isles of Scilly Skybus (50%), which no longer operates at Gatwick and therefore will not be a target of future engagement.
  - Concerns were raised regarding China Eastern Airlines and TAP Portugal; engagement with both carriers is planned this year.
  - Six airline engagement meetings were held during Q1 (Jet2, Condor, Air France, Eurowings, AirAsia X and Animawings), all of which were new or expanding operators.
  - Further engagement in Q2 has focused, so far, on improving Route 4 conformance, with early signs of positive impact.

- Sam explained that overall aircraft movements in Q1 2026 were 683 fewer per month than in Q1 2025. Despite this, he highlighted a positive trend in the use of newer generation aircraft, including the Airbus A320 Neo and Boeing 737 MAX.
- He reported that runway usage patterns were generally consistent with long-term averages.
- Sam confirmed that CDO performance remained strong, with all three months achieving above 90% during daytime and shoulder periods. He noted that performance during the night period declined slightly in March. He explained that this was largely due to operational conditions, specifically the occurrence of eleven nights of low visibility during March, compared with more favourable weather conditions in January and February.
- Sam reported that there was an increase in the number of go-arounds during March. He explained that this increase was primarily driven by a rise in unstable approaches, combined with higher traffic levels. Despite this increase, Sam clarified that go-arounds still accounted for less than 1% of total arrivals across the quarter.
- Sam addressed observations that a higher than usual number of arrivals joined the final approach at less than 10 nautical miles in January. He explained that no clear trend or single causal factor had been identified.
  - Andrew Burke explained that small variations around the 10 nautical mile threshold are common due to operational factors such as ILS capture, aircraft turning behaviours, and minor judgement margins in positioning. He also highlighted the influence of seasonal weather differences.
- Sam reported that track keeping conformance was generally very high across all routes, achieving at least 99.7% conformance, with the exception of Route 4. He noted that Route 4 conformance

had improved in Q1 2026 though when compared with typical historical conformance. Sam attributed this improvement to sustained engagement with airlines over the past six months. He provided examples, including Emirates implementing reduced turning speeds and Singapore Airlines delaying acceleration until reaching 4,000 feet.

- A detailed discussion took place regarding the definition of Horley in relation to overflight rules. Mike George explained that the current definition reflects the geographic boundaries established in the 1960s and does not account for subsequent residential expansion, particularly to the north of the town. He stated that this creates a situation where some residents consider themselves to be within Horley but are not included within the official overflight monitoring area. The group agreed that while it would not be practical to continually update operational boundaries, the wording used in official documentation could be clarified. Andy Sinclair confirmed that any formal change would require external approval and could not be implemented unilaterally. It was agreed that this matter would be taken offline for further review.

**ACTION 03/2026:** GAL, working with the DfT, to look into the possibility of amending the wording around the Horley overflight rule within the AIP in order to better reflect the true footprint.

- Sam reported that the winter season concluded on 29 March 2026, with a total of 2,687 night movements utilised, remaining below the permitted cap. He noted that three dispensations were granted by the Department for Transport to allow repatriation flights related to the conflict in the Middle East.
- Sam reported that complaint numbers had increased on a month-by-month basis, although the number of individual complainants had decreased.
- Sam identified Tonbridge and Broadbridge Heath as the areas generating the highest number of complaints, explaining that Broadbridge Heath complaints were submitted by a single individual (see outcome of Action 02/2026 which looked to address this). The Chair confirmed that complaints from Tonbridge are all genuine and originate from a small number of frequent complainants. She clarified that these complaints are largely associated with arrivals rather than departures, particularly aircraft joining the ILS.
- Sam also highlighted an increase in ground noise complaints, rising from 4 in Q1 2025 to 21 in Q1 2026, although he cautioned that this may partly reflect a change in categorisation terminology.
- Sam reported that engine testing activity increased slightly over the quarter but remained within Section 106 limits. He confirmed that two instances of GPU usage occurred, both of which were authorised by dispensation, and that no APU non-compliance events were recorded. He also noted that the number of non-modified FOPP A320 family aircraft remained low.

- **Route 4 ANPT Dashboard:**

    - Sam provided an update on Route 4 departure conformance, beginning with a clarification regarding Emirates operations given the conflict in the Middle East. He confirmed that Emirates operated 156 departures during Q1 2026, which represented a reduction of approximately 30 movements compared with Q4 2025. He noted that while this was a decrease, it was not considered to be significant enough to materially distort the overall performance data.
    - Sam reiterated that the Airspace Office has actively engaged with both Singapore Airlines and Emirates regarding their Route 4 departure procedures. He explained that both

airlines have implemented specific operational measures to improve conformance, and that these interventions are reflected in their improved conformance figures. He also confirmed that engagement is currently ongoing with Wizz Air UK, which is presently achieving approximately 70% conformance on Route 4, and that a meeting has been scheduled with easyJet, noting that easyJet operates the highest volume of Route 4 departures.

- Sam noted that the Route 4 consultation has now closed. He stated that, subject to the outcome of the Airspace Change Process, there is an expectation that a new RNAV departure procedure for Route 4 could be implemented towards the end of 2027. He expressed the view that the introduction of an RNAV route should help to significantly improve Route 4 conformance statistics.
- Malcolm Fillmore commented that British Airways' conformance appeared unexpectedly low. Sam responded that this issue had been discussed at previous meetings and that the conformance differential may be attributable to fleet-related limitations. Malcolm noted that British Airways operates relatively older aircraft types at Gatwick, which could plausibly explain the reduced conformance.
- Sam further observed that airlines operating Airbus aircraft appear, at present, to perform better on Route 4, which may suggest a platform-related advantage.
- Mike George commented that it was disappointing to see Norwegian's Route 4 conformance relatively low, given that all Norwegian departures from Runway 26 use Route 4. He stated that, given their familiarity with the route, Norwegian might reasonably be expected to demonstrate stronger conformance. Sam responded that Norwegian's conformance was just shy of 90%, placing them in the middle of the table. He explained that a modest improvement would move the airline into the amber conformance category.

**DEPARTMENT FOR TRANSPORT (DFT) UPDATE**

- Adrian Eaton provided an overview of recent internal changes within the Department for Transport. He explained that following a departmental restructure last year, aviation noise policy now sits within a revised aviation decarbonisation and environment directorate. He confirmed that these changes are now fully embedded.
- Adrian advised that a significant proportion of current DfT resource is focused on the Heathrow expansion programme. This work is being undertaken in advance of the forthcoming consultation on revisions to the Airports National Policy Statement (ANPS), which is expected to be published shortly.
- Adrian reiterated the DfT's intention to publish two major pieces of research: 1. Aviation Night Noise Effects Study, 2. Aviation Noise Attitudes Survey. He stated that it is the DfT's objective for both studies to be published before the launch of the ANPS consultation.
- Adrian also provided an update on ongoing work with York Aviation examining the socioeconomic impacts of night flying. He confirmed that an initial draft of the modelling report has been received and that the DfT is aiming to publish this work before the Parliamentary summer recess.
- Adrian explained that although the current extension to the night flight regime only came into effect in October last year, the DfT has already begun early consideration of the process for the post-2028 night flight regime.

## NOISE MANAGEMENT BOARD (NMB) UPDATE

- Charlotte Smerdon reported that one of the current live projects focuses on developing a noise impact table, intended to be a publicly accessible, interactive source of information. The table will present different aircraft noise sources and key factors that influence noise levels. Charlotte explained that the project is in its early stages and the next milestone will be to identify suitable internal IT resources at Gatwick and to brief them on the concept and delivery requirements.
- Charlotte advised that a second live project involves the development of a personal noise dashboard. The dashboard will present metrics that were identified through community engagement exercises conducted over the past year. Charlotte confirmed that the project is also in its early stages and the next planned milestone is the development of a prototype to support stakeholder testing and feedback.
- Charlotte stated that a third project has recently commenced, assessing options for a slightly steeper Instrument Landing System (ILS) glide slope. She explained that assessment criteria are currently being defined and that stakeholder engagement will follow.
- Charlotte noted that internal scoping is ongoing for a fourth project, the subject of which will be informed by discussions held during the Q1 Community Assembly and Oversight Board engagement cycle.
- Jonathan Drew highlighted a recent Rolls-Royce briefing to the Community Assembly, which focused on engine noise, including the long-term outlook for next-generation aircraft such as Chapter 16-compliant designs. He noted that this type of strategic, forward-looking engagement aligns well with the NMB remit.
- Mike George asked how the Rolls-Royce presentation had been received by the Community Assembly. Charlotte reported that feedback had been very positive, with the presentation described as technically robust and clearly explained. She noted that the Rolls-Royce representative remains actively engaged with the Noise Management Board and is open to ongoing dialogue.
- Graham Lake commended the work being undertaken at Gatwick and encouraged the airport to actively communicate, share learnings, and promote best practice with other airports and industry forums. The Chair supported these comments and confirmed that the Airspace Office already participates in a user forum with other airports using the same Noise and Track Keeping (NTK) system. She highlighted recent engagements with the other London airports and Finavia and expressed a desire to expand such collaborative learning further.

**ACTION 04/2026:** Airspace Office to update NaTMAG on any key developments that come out of future user forums relating to the airport's NTK system in 2026.

## AIRSPACE UPDATE

## ROUTE 4 AIRSPACE CHANGE

- Goran Jovanovic confirmed that the public consultation for the Route 4 Airspace Change formally concluded on 28 April. He noted that the consultation phase included:
    - Four in-person public engagement events, and
    - Six online webinars.

- Approximately 182 individuals participated directly in these engagement sessions.
- Goran reported that Gatwick has, to date, received:
    - 1,803 online responses,
    - 16 paper responses, and
    - 11 phone call enquiries.
- He advised that while no further submissions are anticipated, any late responses received will be included in the analysis.
- The geographical distribution of responses was as follows:
    - Approximately 92% originated from Surrey, reflecting the primary location of the proposed route,
    - Around 6% were from West Sussex, and
    - A small number of responses were received from other areas, including Leicestershire, linked to the location of the British Gliding Association's central office.
- In terms of respondent type:
    - Approximately 97.5% of responses were from individual local residents,
    - The remaining responses were submitted by organisations, including a number of local businesses.
- Goran advised that the programme has now formally entered the final part of Stage 3 of the CAP 1616 Airspace Change Process, which relates to consultation response. Current activity focuses on:
    - Collating and reviewing all consultation responses,
    - Identifying key themes and issues raised, and
    - Assessing how feedback applies to the proposed airspace design.
- Following analysis, a Consultation Response Document will be prepared and submitted to the CAA. Subject to CAA acceptance, the document will then be published on the Airspace Change Portal.
- After completion of Stage 3, the programme will move into Stage 4, which involves final options appraisal and refinement of the preferred solution.
- Overall programme timelines remain unchanged with implementation of the final airspace change anticipated for late 2027/early 2028.
- Peter Barclay formally congratulated Goran, Andy Sinclair, and the wider Airspace team on the quality of the consultation process. He highlighted:
    - The clarity and depth of the consultation materials,
    - The visible presence of senior team members at engagement events, and
    - The confidence this provided to local communities.

**FUTURE AIRSPACE STRATEGY IMPLEMENTATION – SOUTH (FASI-SOUTH)**

- Goran advised that there is currently limited progress to report on the wider FASI programme until engagement with the UK Airspace Design Service (UKADS) has progressed further.

## KEY MESSAGES

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- Initial results show that the new early-morning arrivals holding policy has been a success.
- Engagement with Airbus confirms a revised Airbus A220 engine design addressing the “whale noise” engine resonance issue is validated and expected to be certified by late 2026/early 2027, with retrofits for existing aircraft possible in major maintenance windows.
- The action around APU noise is now being progressed through Sustainable Aviation where APU noise will become a standing agenda item to support ongoing industry collaboration.
- A recent presentation by Rolls Royce on engine noise was well received at the NMB Community Assembly.

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### KEY MESSAGES TO FLOPSC:

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## DATES OF NEXT MEETINGS

NaTMAG – Thursday 6 August 2026, 10:00 to 13:00, Online.
GNMG – Wednesday 20 May 2026, 10:00 to 12:00, Online.
FLOPSC – Wednesday 27 May 2026, 13:00 to 14:30, online or in person.
NMB Community Assembly – Wednesday 10 June 2026, 10:00 to 12:00, Online (Registration still open for membership.)
NMB Oversight Board – Wednesday 17 June 2026, 10:00 to 13:00, In-person at London Gatwick (Community members are required to attend the preceding Community Assembly in order to register for the Oversight Board that quarter.)

**ANNEX A: ACTION SUMMARY**

| Action No/Year | Action/Decision/Next Step | Raised | Responsible | Plan date | Actual date | Status | Comments: Updated May 2026 |
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| 01/2023 | DfT to follow up with Airbus to provide an update on the Airbus A220 'whine' issue. | Feb-23 | DfT | May-26 | | **OPEN** | Adrian Eaton provided an update following engagement with Airbus and the engine manufacturer. He reported that:<br>• A revised engine design has been tested and confirmed to address the "whale noise" engine resonance issue associated with the A220.<br>• Certification of the updated engine is expected by late 2026 or early 2027 for newly delivered aircraft.<br>• For existing aircraft, retrofit kits are available but must be installed during major maintenance events rather than routine servicing.<br>• Some airlines are already reconsidering their A220 deployments due to reliability challenges, which may reduce the scale of the issue over time. |
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| 02/2026 | NaTMAG Chair to engage relevant Environmental Health Officers to explore options for addressing the prolific | Feb-26 | Chair | May-26 | May 2026 | **CLOSED** | The Chair reported on engagement efforts relating to the complainant in Broadbridge Heath: |

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| | complainant's concerns in Broadbridge Heath. | | | | | | • Gatwick contacted the Environmental Health Officer (EHO) at Horsham District Council.<br>• The EHO agreed to meet the individual concerned.<br>• Gatwick wrote to the individual three times to setup this meeting, but the individual did not respond. Complaints continue to be submitted at a high frequency.<br><br>As a result, this engagement attempt has not been successful and the action will be closed. |
| 03/2026 | GAL, working with the DfT, to look into the possibility of amending the wording around the Horley overflight rule within the AIP in order to better reflect the true footprint. | May-26 | GAL | Aug-26 | | **OPEN** | |
| 04/2026 | Airspace Office to update NaTMAG on any key developments that come out of future user forums relating to the airport's NTK system in 2026. | May-26 | AO | Nov 2026 | | **OPEN** | Will remain a standing item post-2026. |