

**THE NOISE AND TRACK MONITORING ADVISORY GROUP (NaTMAG) Thursday 20 November 2025 (virtual meeting)**

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**IN ATTENDANCE**

Kimberley O'Neill (Chair)	Gatwick Airport Ltd - Airspace Office and Chair of NaTMAG
Matthew Thompson	Gatwick Airport Ltd - Airspace Office and Secretary to NaTMAG
Andy Sinclair	Gatwick Airport Ltd - Head of Noise & Airspace Strategy
Goran Jovanovic	Gatwick Airport Ltd - Airspace Change Programme Manager
Rebecca Mian	Gatwick Airport Ltd - Noise Management Programme Manager
Jonathan Drew	Noise Management Oversight Board Chair
Nigel Emery	GATCOM
Malcolm Fillmore	GATCOM
Mike George	GATCOM
Nicholas White	GATCOM
Adam Dracott	Mid Sussex District Council
Tim May	DfT
Ross Snipe	DfT
Darren Bunce	NATS
Eric Wetherall	easyJet
Vicki Duggan (Guest Speaker)	Gatwick Airport Ltd – Wildlife Habitat & Hazard Manager
Lydia Grainger (Guest Speaker)	Gatwick Airport Ltd – Planning Manager – Consents & Policy

**APOLOGIES**

Alan Jones	GATCOM
Philip Lunn	GATCOM
Graham Lake	Independent Technical Advisor to GATCOM
Ed Winter	GACC
Leon Hibbs	Reigate and Banstead Borough Council
Sam Tull	Gatwick Airport Ltd – Airspace Office
Andrew Burke	NATS
Jonny Petts	easyJet
Adrian Eaton	DfT
Kathy Coffin	Gatwick Airport Ltd – Noise Action Plan Programme Manager

**MEMBERSHIP UPDATE**

- The Chair welcomed all members to the fourth and final NaTMAG meeting of 2025. A special welcome was extended to Darren Bunce from NATS and Eric Wetherall from easyJet who were standing in for Andrew Burke and Jonny Petts respectively. The group wished Andrew Burke a speedy recovery.
- Vicki Duggan and Lydia Grainger joined the meeting for a short period as guest speakers to present on Wildlife and Habitat Management at Gatwick and an update on the Noise Action Plan Action P9.

**MINUTES FROM THE PREVIOUS MEETING OF NATMAG**

- No amendments to the previous minutes were requested.

**ACTION TRACKER**

Action	Comments
<p><b>01/2023</b> – DfT to follow up with Airbus to provide an update on the Airbus A220 ‘whine’ issue.</p>	<p><b>OPEN</b> – Ross Snipe reported that Airbus completed a noise test on the new engine last month, confirming the previously reported whining noise issue is resolved. Updated engines will enter production next year, and existing aircraft will receive the modification during scheduled maintenance. Ross will follow up to clarify whether the retrofit can be completed on-wing or requires engine removal. This action will remain open until a response is brought to NaTMAG.</p>
<p><b>09/2025</b> – GAL to present a follow-up on LNAM at the November NaTMAG meeting.</p>	<p><b>CLOSED</b> – A follow-up on LNAM was provided as part of the Noise Management Board (NMB) update.</p>
<p><b>13/2025</b> – Airspace Office to provide a heat map of complaints in next round of reporting.</p>	<p><b>CLOSED</b> – Provided as part of the Airspace Office Quarterly Report agenda item.</p>
<p><b>14/2025</b> – Airspace Office to look at whether it is possible to identify specific incidents (specific flights) causing a high number of complaints. And if so, decide whether such analysis would provide enough additional value to justify the added workload.</p>	<p><b>OPEN</b> – The Chair explained that detailed analysis of complaint statistics has not yet been completed. The team plans to use the quieter winter period to conduct a thorough review, and the action will remain open until a full report is ready.</p>
<p><b>16/2025</b> – Airspace Office to trial a new KPI table format in parallel with existing table in the Q3 2025 Airspace Office quarterly report.</p>	<p><b>CLOSED</b> – Two versions of the new KPI table were circulated in the Airspace Office Quarterly Report. The new version was favoured and will feature in reports going forward.</p>
<p><b>17/2025</b> – Airspace Office to work with the NMB to consider expanding the ANPT to include key airlines regardless of number movements.</p>	<p><b>CLOSED</b> – Following a discussion between the Airspace Office and the NMB, it was agreed that the ANPT would not be expanded in order to capture those airlines with very few movements as this could paint a distorted picture of airline performance. Engagement efforts will continue for all airlines regardless of whether they appear on the table.</p>

## WILDLIFE AND HABITAT MANAGEMENT AT GATWICK (VICKI DUGGAN)

- Vicki Duggan began by outlining her key responsibilities within the airfield team. Her role oversees wildlife management, drone operations, and the control of cranes and temporary tall structures.
- Vicki discussed a recent bird strike involving a TUI flight departing from Gatwick. CCTV footage showed the aircraft striking an adult and a juvenile mute swan during take-off. The bird strike prompted two aircraft to go-around while the runway was cleared. The closure lasted 24 minutes. Swanwick ATC had been concerned that numerous diversions might become necessary, but the team's rapid clearance of the runway prevented wider disruption. Gatwick does not have a particular issue with mute swans, and some incidents are unavoidable despite strong control measures.
- Vicki presented London Gatwick's bird-strike risk register, explaining that it draws on five years of local data to assess probability and uses bird size and previous strike outcomes as a basis for determining likely severity. She highlighted the unique challenges of Gatwick's surrounding environment, which includes four rivers, four reservoirs, eleven ponds, woodlands, nature reserves, and the Crawley sewage treatment works at the runway end. This combination of habitats makes wildlife management particularly complex.
- Vicki then clarified what constitutes a confirmed strike. Any physical evidence, such as a carcass, remains, or a smear of blood, is recorded as a confirmed strike, even when no aircraft crew report an impact. Improved collaboration with airlines and engineers has increased reporting, especially for strikes identified on stand, though it is not always possible to confirm whether such strikes occurred at Gatwick or elsewhere during the flight.
- The airport follows regulatory guidance for wildlife-risk management including CAP 772, and Vicki maintains the Wildlife Habitat Control Management Plan, updating it as required. Bird Strike Management Ltd conducts checks up to 13 kilometres from the airport, assists with species identification, performs DNA analysis, and provides staff training. Specialist suppliers advise on grass management across Gatwick's clay-based airfield and oversee grounds maintenance both landside and airside. Sussex Police support the airfield team, who are trained and licensed to use firearms as a last resort when wildlife poses an imminent risk. Close engagement with contractors ensures that new projects do not inadvertently create wildlife attractants, and all development proposals within 15 kilometres are reviewed by the airport's safeguarding officer. Gatwick's bird-control team are trained to use deterrents such as green lasers, distress calls, and pyrotechnics. They submit reports every fifteen minutes and work within Gatwick's long-grass policy, maintaining grass at 200 to 300 millimetres to deter species that prefer short vegetation. Some water bodies are also netted, though habitat management is preferred when feasible.
- Mike George asked about the criteria behind safeguarding requirements. Vicki explained that safeguarding requirements are based on a colour-coded map that accounts for height and distance, and that all local authorities have access to it. Andy Sinclair added clarification – he explained that safeguarding is governed by rules designed to protect instrument flight procedures, and that these depend on distance from the aerodrome and the height of proposed structures. Mike then commented that safeguarding contribution to local planning applications is inconsistent, with some applications receiving comments and others not. Andy responded that much of the screening process is automated. The internal tool determines whether a proposal infringes a protected area, and the safeguarding team only needs to intervene when the tool indicates a potential issue.
- Malcolm Fillmore asked about the number of actual bird strikes at Gatwick. Vicki stated that up to the end of October there had been 144 confirmed strikes, but she reiterated that this figure reflects

any physical evidence, even something as minor as a small smear of blood. She acknowledged that Gatwick may appear to have high strike numbers because the airport reports every trace. Malcolm then asked how many of these strikes caused damage to aircraft. Vicki explained that only three of the 144 resulted in any damage, and only one of those was classified as major.

## 2024-2028 NOISE ACTION PLAN UPDATES

### **Action P2: We will continue to evolve the measures by which we rank airline noise and track keeping performance and report through our Airline Noise Performance Table (ANPT).**

- The Chair explained that the purpose of this action is to ensure that the ANPT remains up-to-date and evolves to include new and relevant metrics as they become available. She noted that the table currently contains three standard metrics, and that a comparative version was introduced this year, which allows performance at the same quarter last year to be viewed alongside current data. Looking ahead, Gatwick is planning to add-in the ‘Low Noise Arrivals Metric’ as part of a 2026 work package.

### **Action P9: We will monitor the number of additional residential units being created annually within the vicinity of the airport.**

- Lydia Grainger explained the action is not based on population metrics but instead aims to understand where and why planning permission for new residential developments is being granted. This includes identifying which decision-making body has authorised the development.
- The baseline data collection covers planning permissions granted between 2019 and 2024, reflecting the airport’s peak passenger year through to the most recent full year. Once collected, permissions will be mapped in GIS (Geographical Information Systems) format to show spatial patterns and the net increase in residential dwellings. This dataset will help Gatwick understand the decision-making rationale behind approvals and use that as an evidence base to influence future planning policy changes.
- Cllr Nicholas White asked what distance from the airport was being used as the study boundary. Lydia clarified that the work does not focus on a specific radius or contour but instead covers all six neighbouring local authorities adjoining Crawley. This is because the number of annual planning applications is managed at district level, and using whole authorities ensures no permissions are missed, even if noise contours shift in future.
- Malcolm Fillmore explained that his community lies directly under the runway’s flight paths and asked whether Gatwick routinely comments on new planning applications. Lydia explained that Gatwick does comment on noise-sensitive developments, particularly those within the 60 dB contour, but that the airport is not always consulted, especially where permitted development rights apply.
- Mike George noted the tension between efforts to reduce the number of residents exposed to aviation noise and the very high housing targets imposed on local authorities. He described significant increases in required annual housing numbers in his area following a Secretary of State decision. Lydia acknowledged these concerns, stating that Action P9 aims to understand how such developments are being approved and the context behind them. GAL also monitor and respond to Local Plan consultations and had most recently been involved in the Horsham and Mid Sussex Local Plan examinations.
- Nigel Emery asked whether Lydia could provide Horsham District Council with the airport’s noise contour maps to ensure that all relevant applications are referred to Gatwick for comment. Lydia

said that the airport had recently received a similar request and was considering what GIS layers would be most helpful for planning officers. The Chair suggested that these conversations could continue offline with Lydia.

**Action C22: We will continue to engage with and provide noise data as required to local Environmental Health Officers through the Gatwick Noise Monitoring Group.**

- The Chair noted that the Gatwick Noise Monitoring Group meets twice yearly, typically in May and December, with the next meeting scheduled for Thursday 4 December. The group enables the airport to share detailed noise data and investigate anomalies, such as unusual recordings or bird noise, using the airport’s Noise and Track Keeping System. Adam Dracott agreed that the group functions effectively and explained that shifting from quarterly to six-monthly meetings has created more meaningful datasets for trend analysis.
- Malcolm Fillmore asked whether the Rusper monitor had been relocated. The Chair confirmed that it had been moved 400 metres south into a neighbouring paddock and is now providing reliable data. She also confirmed that a suitable site had been identified for the Faygate monitor on land managed by the Beacon Hill Scouts Association, with installation expected once the contract is signed.

**AIRSPACE OFFICE QUARTERLY REPORT & DASHBOARDS**

• **KPI Table:**

- Members opted to move forward with a new version of the KPI table following the completion of Action 16/2025 (see Figure 1 below). **Post-meeting note:** formatting on ‘Total Noise Infringements’ row adjusted to appear in green when zero rather than amber.

KPIs	Q1 2025	Q1 2025 vs Q1 2024	Q2 2025	Q2 2025 vs Q2 2024	Q3 2025	Q3 2025 vs Q3 2024
Total Aircraft Movements	54,212	1.29%	71,042	-0.16%	77,540	-1.45%
Percentage of Chapter 14 Aircraft	64.46%	2.18%	66.66%	0.24%	67.72%	1.70%
Percentage of Chapter 4 Aircraft & Above	99.97%	0.11%	99.93%	0.03%	99.80%	-0.11%
Percentage of Chapter 3 & Below Aircraft	0.00%	-0.03%	0.02%	0.01%	0.02%	0.01%
Continuous Descent Operations (CDO) performance	91.31%	2.07%	90.26%	0.67%	90.20%	1.18%
Track Keeping Conformance	94.51%	3.23%	93.88%	3.70%	89.59%	1.20%
Total Noise Infringements	0	0.00%	0	0.00%	0	0.00%
Noise Complaints Received	1,374	-39.10%	2,993	-31.77%	3,085	-18.49%
Individual Complainants	72	-11.11%	162	5.19%	203	18.02%
Enquiry Response Performance Target is 95% Within 8 Days	99.80%	0.30%	99.10%	0.48%	99.20%	3.77%

Figure 1: Q1-Q3 2025 KPI Table (New Version)

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

- Excluding 26LAM/Route 4, track keeping conformance is very high, close to, if not 100% for all the airlines on the table.
- In terms of CDO performance, there is some variation. Encouragingly, there are more airlines in the green overall, with 19 in the green this quarter compared to 15 this time last year. The number in the red has also dropped slightly, down by 2.

- NaTMAG members picked up on Vueling dipping into amber for CDO performance this quarter. Given the high number of movements, the Airspace Office has setup up an engagement meeting with the airline in November.
  - Nigel Emery asked about preparations for Jet2's arrival at London Gatwick, anticipated for March 2026. He asked what steps would be taken to ensure Jet2 performed well from the outset, rather than appearing at the bottom of the table. The Chair explained that, for every new airline announced at Gatwick, the Airspace Office takes them through an onboarding process. A meeting with Jet2 would be arranged well in advance of the start of their operations to provide a full overview of Gatwick-specific operations, including an explanation of the performance tables. She noted that Jet2 currently operate seasonally at Gatwick, but that further engagement would still take place in the new year in light of their increased operations.
  - Jonathan Drew said that the small percentage increases in CDO performance among airlines at the top of the table were noteworthy and should be applauded. He highlighted the improvement of Channel Islands carrier Aurigny, noting that although it was not on the scale of an operator such as easyJet, it was now in the top ten in terms of movements and has seen a significant performance improvement.
  - Jonathan also noted the improvement of some of the Chinese carriers. The Chair described Air China as a "good news story" from last year. She explained that Air China had moved from operating a fleet of Boeing 777 aircraft to a fleet of Airbus A350-900s, which has led to a dramatic improvement in CDO performance.
- Traffic levels this last quarter dropped by 1.5% compared to Q3 last year, averaging 381 fewer aircraft movements per month.
  - July followed on from June with a high share of westerly operations, while August and September returned to the long-term average of about 70% westerly usage. The year-to-date easterly average remains elevated at 41%, due to strong easterly activity earlier in the year.
  - Utilisation of A320ceo aircraft has increased marginally relative to the first 6 months of the year. Use of the B737 MAX family has also risen by 1.6%.
  - CDO performance stayed strong across the 24-hour period, holding between 89% and 91%.
  - August delivered the highest night-time CDO performance of the year, which is notable given it coincided with the busiest night-flight period. This strong trend continued into September.
  - Easterly and westerly performance in August and September matched long-term averages. The only dip was in July, where easterly operations were slightly below average.
  - This year, the number of go-arounds has largely fluctuated in line with the number of arrivals, staying within the range of 0.5% to 0.76%. While July reflects the upper limit of this band, August corresponds to the lower.
  - In terms of the causes of go-arounds, the top three reasons across Q3 were Runway Occupied, Unstable Approach and Operational Reasons (Airlines). Runway occupancy is further broken down, highlighting departure slow to roll as the most prominent cause, accounting for 48.7% of all runway occupancies in the quarter. Members asked whether there was work being done to look into this cause. The Airspace Office asked that this question be deferred to the next FLOPSC meeting where this discussion is more applicable.
- Malcolm Fillmore asked for clarification on what was meant by 'Operational Reasons (Airport)'. The Chair explained that operational reasons were split between airport-related and airline-related causes. Airport-related operational reasons could include bird strikes, foreign object debris on the runway or a runway inspection. Airline-related operational reasons could include a cabin not being secure like a passenger standing up on the aircraft during arrival. She indicated

that this category covered a wide range of scenarios and was therefore presented in a summarised form.

- Aircraft must not join the ILS closer than 10 nautical miles (NM) from touchdown or below 3,000ft at night. July saw an increase in aircraft joining below these limits, mainly due to adverse weather patterns, ATC sequencing, and an increase in the number night movements.
- For daytime operations, DfT noise abatement rules require arrivals to stay above 2,000ft until intercepting the ILS glidepath, which is about 6.1NM from touchdown. In Q3, two daytime arrivals joined inside 6.1NM – one due to an ATC heading, the other from a late glide slope interception.
- Members were keen to understand which scenarios would cause arrivals to join at less than 8NM. Eric Wetherall offered a pilot's perspective on circumstances that might lead to an aircraft joining at less than 8NM. Eric explained that, in general, such decisions were driven by Air Traffic Control rather than pilots. He said that he had recently been positioned within 10NM for reasons of separation and time-based sequencing, to fit the aircraft into the arrival pattern efficiently. **Post-meeting note:** NATS Swanwick added that it may happen as a result of ATC misjudgement or a pilot not staying on their heading. Controllers wouldn't expect this to happen in busy traffic due to the way they work the traffic.
- In Q3, infringements over Crawley were mainly caused by go-arounds or discontinued approaches, and infringements over East Grinstead were due to discontinued approaches.
- Horsham infringements occurred either when aircraft on westerly approach maintained a runway heading for traffic deconfliction before turning south as part of the standard go-around procedure, or when aircraft on easterly approach returned to the ILS, also following a go-around.
- For Lingfield, there were two infringements – one as a result of a temporary loss of situational awareness following an unexpected autopilot mode change, and the other as a result of an ATC descent clearance.
- July saw the highest level of track keeping conformance on Route 4 in Q3 and the largest share of westerly operations. However, in August and September, conformance dropped to around 61–65%, which is similar to earlier in 2025. For all other routes, conformance has stayed very high, at 99.7% or above, with most deviations caused by weather avoidance.
- In Q3, the most used departure routes were 4, 1, and 7 for westerly departures, and 5, 3, and 2 for easterly departures.
- There were no departure noise infringements so far in 2025.
- In Q3, all four departure infringements over Crawley were due to weather avoidance manoeuvres.
- There have been no breaches of the 1,000ft altitude rule so far in 2025.
- For Route 4 departures, 0.5% overflew Horley in July. Though that figure dropped to 0.25% in August and September – the lowest rate seen so far this year.
- As of Q3 end, 764 dispensations had been granted by the DfT. About 92% of which were due to ATC staffing issues in France and adverse weather affecting European and London airspace. Members wanted to confirm whether the sample dispensations list they received prior to the meeting was for all requested dispensations or just those granted. This was a list of dispensations that had been granted by the DfT. The Airspace Office follows a rigorous process for assessing dispensations and the list of dispensations that are applied for is unlikely to include all the dispensations that the airlines have requested or supplied evidence for. In order to apply the Airspace Office requires widespread impact, reasoning that fits with DfT guidance and enough potential (potential being the number of scheduled night flights minus the number of avoided night flights).

- Complaints dropped steadily month by month through Q3, with June in Q2 the high point for the number of complaints this year. July saw the most individual complainants this quarter at 107, but numbers fell in August and September after the summer peak.
- Most complaints came through the online webform, with WebTrak as the second most common method.
- Jonathan Drew asked about telephone complaints. He wanted to know whether complaint figures reflected use of the new phone number. The Chair explained that both the old and the new numbers were currently active as part of a transition period but eventually the old number will cease to function so both numbers should be shared widely.
- Tonbridge, Tunbridge Wells, and Broadbridge Heath topped the list for complaints, though all Broadbridge Heath complaints came from a single individual.
- Mike George raised the issue of complaints from Broadbridge Heath, asking whether the single complainant there was objecting to everything and whether their concerns related to arrivals or departures. He noted that, since the complaints came from one person, they were likely repetitive and asked how the team managed the workload. The Chair explained that the individual complained about both Gatwick and non-Gatwick activity, with altitude having no effect. She explained that the team had provided full information about relevant overflights and continued to log complaints but no longer responded to each one, as per the Gatwick Complaint Handling Policy<sup>1</sup>.
- The number of new complainants dipped slightly in July and rose to 50 in August which was during the school holidays and then dropped again in September.
- Most complaints about arrivals were linked to the westerly arrival swathe, making up nearly three-quarters of all arrival-related complaints. For departures, complaints were more evenly split between westerly and easterly operations. However, easterly departures drew more complaints in the categories of 'Vectoring' and 'under NPR', while westerly departures saw far more complaints in the 'adjacent to NPR' category. About 27% of all other complaints related to start of roll. These were mainly concerns about engine or take-off noise.
- Malcolm Fillmore asked whether complaints that are not related to Gatwick were excluded from the charts. The Chair replied that they were not excluded and that the team records every complaint received, excluding threatening or abusive complaints, referring the complainant to the relevant airport if the issue was found to relate elsewhere.
- Members noted an increase in complaints along the Sussex coast and wanted to know if there was any reason for this. The Airspace Office explained that this was only 5 complaints (4 arrivals, 1 departure), from just 4 complainants, all in the peak of summer. The complaints also correlated to aircraft flying at an altitude of at least 8,000ft, several above 10,000ft.
- In response to Action 13/2025, Figures 2 and 3 below show heat maps of the distribution and volume, respectively, of complaints in Q3 2025.

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<sup>1</sup> <https://www.gatwickairport.com/on/demandware.static/-/Sites-Gatwick-Library/default/dw3fcb4e40/images/Corporate-PDFs/Noise%20&%20Airspace/Engagement/GAL%20Complaints%20Handling%20Policy%202025.pdf>

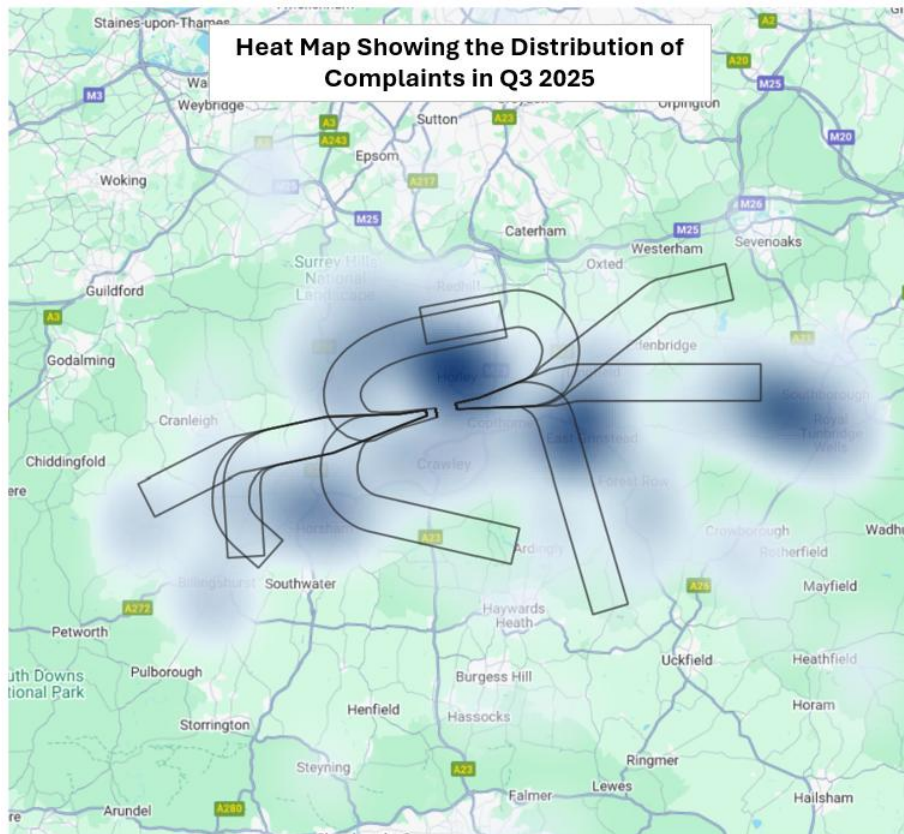


Figure 2: Heat Map Showing the Distribution of Complaints in Q3 2025

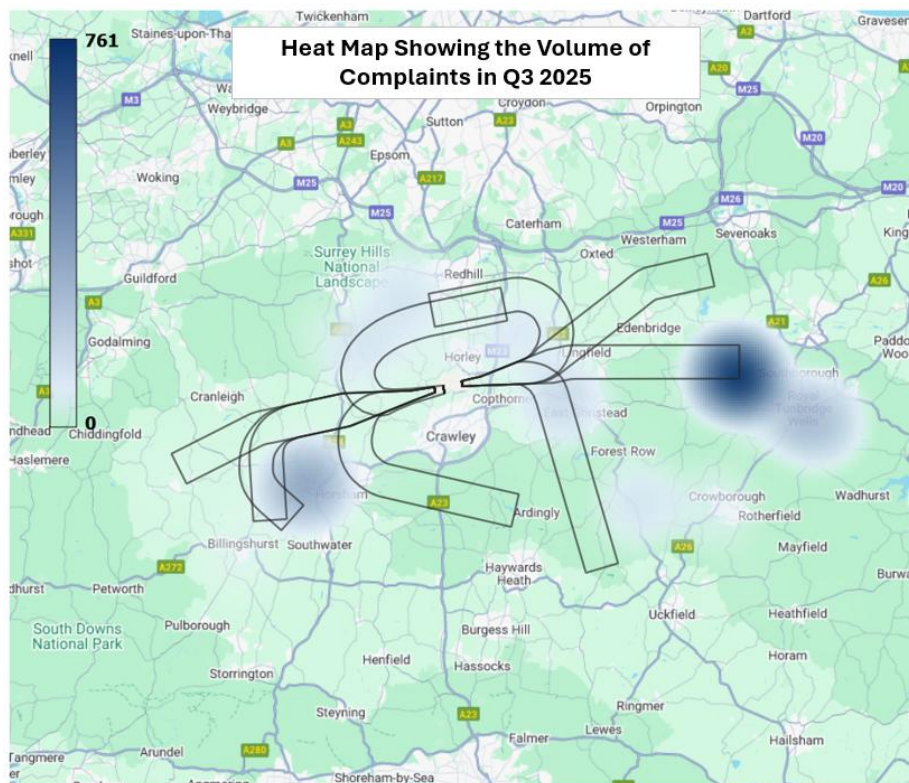


Figure 3: Heat Map Showing the Volume of Complaints in Q3 2025

- There was an increase in engine tests in Q3 due to the busy summer schedule and the higher maintenance demand that comes with this. Total durations were also longer compared to the first half of the year because more tests were carried out.
- All Ground Power Unit (GPU) usage had dispensation and there were no reports of non-compliant Auxiliary Power Unit (APU) usage.
- Mike George raised concerns about the cumulative noise and emissions from multiple aircraft running APUs simultaneously, noting that while individual impacts are small, peak-time effects could be significant and warrant investigation as the airport grows. The Chair acknowledged that the Airspace Office currently monitors only airborne noise, suggested involving Aerodrome Compliance colleagues, and agreed to explore obtaining manufacturer data and arranging a future discussion on the issue.
- **Action 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.  
**Post-meeting note:** The Chair has spoken to the Head of Aerodrome Compliance and APU noise data is not something that they record. Next step is to speak to airlines/engine manufacturers to see if data is available for analysis.
- **Route 4 ANPT Dashboard:**
  - The number of airlines in the green dropped slightly moving from Q2 to Q3. However, conformance does tend to fluctuate throughout the year based on traffic levels on this route.
  - In some cases, the RAG (red, amber, green) status is not always a true measure of conformance. Ryanair for example has slipped from Green down to Red. However, this drop was caused by just one track keeping deviation – it's because the airline had so few Routes 4 departures that their percentage has been skewed.
  - Gatwick's biggest airline, easyJet, has dropped from 72.96% in Q2 down to 63.39% in Q3. While the Airspace Office will work with easyJet to bring this figure back up, it is important to note that easyJet had almost 2,000 more movements in Q3 than Q2.
  - Eric Wetherall questioned why easyJet's conformance had declined without a corresponding rise in track violation alerts. The Airspace Office explained that these violations are rarely flagged due to the known flyability issue on this Route 4. Things should improve after the Airspace Change Process concludes.
  - Norwegian, despite having the second highest number of departures on Route 4, have maintained their strong performance, above 85% for the fourth consecutive quarter. 86.6% this quarter is also an improvement on their Q3 2024 conformance.

## DfT UPDATE

- Tim May explained that there was not a significant amount to report on at present. The department's main focus is on finalising several research reports. These include the Aviation Night Noise Effects Study (ANNE) and the Aviation Noise Attitudes Study (ANAS) being carried out by the Civil Aviation Authority (CAA) on behalf of the DfT. Both reports are expected to conclude and be ready for publication in the first half of next year. Tim also noted that the DfT has commissioned a separate piece of work from York Aviation examining the economic benefits of night flights.

- The DfT remains closely involved in matters related to Heathrow expansion and expects a further Government announcement on that very soon. The Department is also engaged in the ongoing work on airspace modernisation, and a consultation on proposed changes to air navigation guidance is anticipated before the end of the year.
- Malcolm Fillmore asked whether the York Aviation study would be publicly released or would remain an internal document. Tim confirmed that the study would be published and would be available in time to inform the future night flights consultation. Malcolm then asked whether the study focused solely on noise or also examined health effects, including the impact of particulates. Tim clarified that the York Aviation study was limited to assessing the economic benefits of night flights. Health effects, specifically relating to noise, are being addressed in the ANNE Study, though this work does not cover air pollution either. He described the two-part structure of the study: a social survey exploring people's attitudes toward night flights, followed by a study that monitors sleep to determine whether individuals are actually being woken by aircraft events.
- Mike George raised questions regarding the scope of the York Aviation study. He noted that it covers only the three designated airports and queried why the analysis does not extend to other airports such as Luton, Birmingham, or Manchester, which also experience significant numbers of night flights. Tim explained that the scope was limited for pragmatic reasons, including time and budget constraints, and because the primary purpose of the study is to inform decisions on the next night flights regime at the three designated airports. However, he acknowledged that many of the findings would likely be relevant to other airports, particularly those with similar night-flight business models. He noted that Heathrow, however, is relatively unique due to the long-haul nature of its early morning arrivals.
- Jonathan Drew then asked whether the economic report would consider both benefits and disbenefits or whether it would focus purely on economic gains. Tim confirmed that the study assesses both direct and wider indirect economic benefits but does not address the economic costs associated with negative impacts such as health effects. Jonathan sought further clarification on whether the separate night noise effects study would assign economic values to the health impacts it identifies. Tim indicated that it would be possible to derive cost values related to sleep disturbance and annoyance.

## **NOISE MANAGEMENT BOARD (NMB) UPDATE**

- Rebecca Mian began by outlining the current live projects. Two of the three projects remain active, having had the Factors Affecting Aircraft Noise project signed-off at September's Board, with a second – Late Running Aircraft – due for completion sign-off by the Board in December's meeting cycle.
  - The final Factors Affecting Aircraft Noise report has been circulated to NMB members and will be published on the website after the current cycle of NMB meetings. Rebecca explained that there is interest in follow-on work, specifically in creating an interactive table to present the substantial information generated through that project. This concept has already been shared with both the Community Assembly and the Oversight Board, and the response was positive. Work on developing that proposal will continue into 2026.
  - Significant analysis for the Late Running Aircraft project has already been undertaken, and the team has identified a number of key contributing factors. The project is currently being finalised ahead of a presentation being given to both the Community Assembly and

the Oversight Board during the December meeting cycle, after which the team hopes the project will be formally signed off.

- Rebecca then updated members on the Community Noise Metrics project. Two workshops have already been held, and reports capturing the views expressed in those workshops have been completed. A small number of participants were unable to attend the most recent session, so there will be an extended discussion at the upcoming Community Assembly. Rebecca emphasised that the work is ongoing and that community involvement is key; the previous workshop was not the last opportunity for community members to input.
- Rebecca explained that a briefing session/ workshop had been held recently to generate ideas for upcoming projects. This session gathered thoughts and opinions from members and revisited several ideas collected earlier in the year. These will feed into the development of new projects to begin in 2026, with further discussion to take place with all NMB members before decisions are made.
- Rebecca moved on to provide an update on the legacy projects: Departure Noise Limits (DNL) and the Low Noise Arrivals Metric (LNAM). She acknowledged the delays affecting both pieces of work. While Envirosuite (now under the umbrella of Ideagen) has resolved the majority of the long-standing technical issues, a few final fixes are still outstanding. For DNL, the team is preparing airline engagement and briefing materials so that the rollout can begin once the last fixes are confirmed. A community briefing has already taken place to demonstrate the continued relevance of the scheme. Rebecca noted that they are trying to time the engagement correctly to avoid a long gap between briefings and implementation.
- Regarding the Low Noise Arrivals Metric, Rebecca explained that once the technical fix is confirmed, the data will need to be re-validated and then, importantly, verified against the Civil Aviation Publication CAP 2302. Previous checks had shown small discrepancies between the NTK system and ERCD's calculations, so close cooperation with industry partners is needed to ensure alignment. The Chair noted that validation of both LNAM and DNL has been particularly challenging because Gatwick is the first airport to trial the new NTK system functionality. With no other airports implementing LNAM or using QC in this way (for a DNL scheme), there is no benchmark for comparison.
- Mike George asked whether the system would allow non-compliant LNAM approaches to be flagged visually on WebTrak in the same way that non-CDO approaches currently are. Rebecca added that exploration of this functionality would form part of the 2026 work to this project and clarified that LNAM will operate alongside the CDO metric; it is not intended to be a replacement at this stage. The Chair added that all noise abatement deviations, whether it be a track keeping deviation or non-CDO flight, flag with an orange circle on WebTrak.

## **AIRSPACE UPDATE**

### **LONDON AIRSPACE SOUTH (LAS) / FUTURE AIRSPACE STRATEGY IMPLEMENTATION – SOUTH (FASI-SOUTH)**

- Goran explained that LAS is the first deployment of Gatwick's wider FASI-South airspace change, itself a component of the larger FASI-South modernisation programme sponsored by the DfT and the CAA. As had been reported in previous NaTMAG meetings, LAS was permitted to progress as an early deployment, delivered jointly by NERL and Gatwick, because it could be implemented while remaining fully aligned with the other FASI-South airspace changes and without creating

any interdependencies that might affect current operations at other London TMA airports. Goran noted that these conditions were valid approximately 18 months ago, but that circumstances have since changed.

- As of early March, there has been a major shift in the scope of the overall FASI-South deliverable, including the addition Heathrow R3 into the FASI programme that was not part of the original plan. Because of this new uncertainty, the programme sponsors (the DfT and the CAA) wrote to the team in October and advised that the previous requirements can no longer be satisfied, particularly the requirement that LAS remain non-interdependent. This means that the deployment can no longer be progressed as originally intended.
- As a result, the sponsors have instructed the team to pause work on LAS and responsibility for progressing all FASI-South-related design work will now transition to the UK Airspace Design Service (UKADS).
- Goran explained that because of this, the previously anticipated public consultation in 2026 will no longer take place. The overall FASI-South timeline will now be replaced by new plans from UKADS. Gatwick will continue to play a defined role as a partner under the evolving CAP1616 process.

#### **ROUTE 4 AIRSPACE CHANGE**

- Goran explained that the project has now successfully passed the Stage 3 Gateway and received approval to proceed to public consultation. However, because of the importance of adhering strictly to process, he stated that he would not provide further detail at this time. He asked attendees to remain alert for upcoming communications from the airport announcing the start of the consultation.

#### **KEY MESSAGES**

##### **KEY MESSAGES TO GATCOM:**

- Vicki Duggan gave NaTMAG members an overview of Wildlife and Habitat Management at Gatwick.
- A solution to the Airbus A220 'whine' issue has been found and implementation of the fix will begin soon.
- A new version of the quarterly KPI table is now in use. This version uses RAG status colouring instead of arrows to convey change.

##### **KEY MESSAGES TO THE NMB:**

- A solution to the Airbus A220 'whine' issue has been found and implementation of the fix will begin soon.

##### **KEY MESSAGES TO FLOPSC:**

- Vicki Duggan gave NaTMAG members an overview of Wildlife and Habitat Management at Gatwick.
- A solution to the Airbus A220 'whine' issue has been found and implementation of the fix will begin soon.

## **DATES OF NEXT MEETINGS**

NaTMAG – Thursday 5 February 2026, 10:00 to 13:00, Online.

GNMG – Thursday 4 December 2025, 10:00 to 12:00, Online.

FLOPSC – 2026 dates TBC.

RPIG – 2026 dates TBC.

NMB Community Assembly – Wednesday 3 December 2025, 10:00 to 12:00, Online (Registration still open for membership.)

NMB Oversight Board – Thursday 4 December 2025, 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 November 2025
01/2023	DfT to follow up with Airbus to provide an update on the Airbus A220 'whine' issue.	Feb-23	DfT	Feb-26		<b>OPEN</b>	Ross Snipe reported that Airbus completed a noise test on the new engine last month, confirming the previously reported whining noise issue is resolved. Updated engines will enter production next year, and existing aircraft will receive the modification during scheduled maintenance. Ross will follow up to clarify whether the retrofit can be completed on-wing or requires engine removal. This action will remain open until a response is brought to NaTMAG.
09/2025	GAL to present a follow-up on LNAM at the November NaTMAG meeting.	May-25	GAL	Nov-25	Nov-25	<b>CLOSED</b>	A follow-up on LNAM was provided as part of the Noise Management Board (NMB) update.
13/2025	Airspace Office to provide a heat map of complaints in next round of reporting.	May-25	AO	Nov-25	Nov-25	<b>CLOSED</b>	Provided as part of the Airspace Office Quarterly Report agenda item.
14/2025	Airspace Office to look at whether it is possible to identify specific incidents (specific flights) causing a high number of complaints. And if so, decide whether such analysis would provide enough additional value to justify the added workload.	May-25	AO	Feb-26		<b>OPEN</b>	The Chair explained that detailed analysis of complaint statistics has not yet been completed. The team plans to use the quieter winter period to conduct a thorough review, and the action will remain open until a full report is ready.
16/2025	Airspace Office to trial a new KPI table format in parallel with existing table in the Q3 2025 Airspace Office quarterly report.	Aug-25	AO	Nov-25	Nov-25	<b>CLOSED</b>	Two versions of the new KPI table were circulated in the meeting papers. Feedback addressed as part of the Airspace Office Quarterly Report agenda item.

Action No/Year	Action/Decision/Next Step	Raised	Responsible	Plan date	Actual date	Status	Comments: Updated November 2025
17/2025	Airspace Office to work with the NMB to consider expanding the ANPT to include key airlines regardless of number movements.	Aug-25	AO/NMB	Nov-25	Nov-25	<b>CLOSED</b>	Following a discussion between the Airspace Office and the NMB, it was agreed that the ANPT would not be expanded in order to capture those airlines with very few movements as this could paint a distorted picture of airline performance. Engagement efforts will continue for all airlines regardless of whether they appear on the table.
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.	Nov-25	Chair	Feb-26		<b>OPEN</b>	