

GATWICK AIRPORT NOISE MANAGEMENT BOARD

NCF-10

Wednesday 24th May 2023 – Microsoft Teams Meeting

Key Points & Actions

Welcome

The NCF Chair welcomed attendees to the meeting and outlined the topics to be covered.

Noise Action Plan (NAP) Briefing

Noise Consultants Limited (NCL) summarised Environmental Noise (England) Regulations, roles and responsibilities, programme for engagement, NAP workstreams and progress, and highlighted areas not covered by the NAP. It was noted the slides would be shared after the meeting.

A few key items were noted as below:

- Strategic noise mapping is complete
- There was a legal requirement to use 2021 data for the noise mapping exercise, the issue of using this unrepresentative COVID impacted period will be addressed in the NAP
- An emphasis on public participation for early and effective opportunities to participate in the preparation and review of the NAP

NCL shared the programme for engagement: GATCOM 27th April, NaTMAG 11th May, NMB Community Forum 24th May, Defra meeting 12th June, GATCOM Steering Group 28th June, Extraordinary NaTMAG 29th June, NMB Executive (NEX) 12th July, GATCOM 20th July, NaTMAG 3rd August, Defra deadline 1st September.

- GACC asked how the new NAP would estimate a reduction of people effected by noise as a result of NAP measures. Also noting that communities supported the use of average noise exposure contours to assess overall estimates of reduction compared to some form of baseline.
 - This point was noted by NCL.
 - GAL confirmed that as well as the strategic noise mapping, which had been produced, annual noise exposure contours (i.e. 2019) would help create an appropriate baseline to inform the NAP. It was highlighted that the benefits of some actions may be best measured by specific metrics targeted for those actions.
- Plane Wrong asked that 2019 data be used as a baseline and not just supplementary. Noting that any use of 2021 data would be misleading. Also, adding a wish for noise metrics to be reviewed through the engagement process to ensure they were meaningful.
 - NCL confirmed that the focus would be 2019.
- CAGNE Forum asked if night flight restrictions would be included.
 - NCL confirmed that the issue of night flights would be included but highlighted that the NAP can only reflect what is set out by Defra.
- PAGNE asked how communities can feed in views.
 - GAL referred back to the stages highlighted in the programme for engagement slide. It was added that feedback and thoughts would be welcomed through the appropriate representatives to those meetings, and through the NMB email address; it was confirmed that these would be passed on to the team conducting the review.

Airspace Modernisation Programme: Future Airspace Strategy Implementation – South (FASI-S)

GAL delivered a comprehensive update on FASI-S and it was noted that the slides would be shared after the meeting.

Trax provided a project timeline update and highlighted July 2023 for engagement on the outcomes of Stage 2.

- PAGNE questioned whether the visuals in this engagement would include details (including place names) and clear mapping showing the precise track of where planes might fly over the ground.
 - GAL responded that there would be higher fidelity of mapping in the content of the material to be used in the next round of engagement but not place names. It was explained that the development of options was still work in progress and the information would be contextualised to explain to local stakeholders the process of enhancing and analysing options that is continuing to take place.
- Plane Wrong questioned whether FED would feed into FASI-S.
 - Trax confirmed the plan was to incorporate the outcomes of FED (most likely during Stage 3). It was also noted that additional options based on local stakeholder feedback that proposed reducing impacts to rural areas and areas of low ambient noise were developed and included in the initial options appraisal.
- CAGNE Forum questioned if the type of people and areas were accounted for when determining population overflow.
 - Trax confirmed that factors like tranquillity, Areas of Outstanding Natural Beauty, biodiversity, hospitals, places of worship were all included in the initial options appraisal.
- CAGNE asked if there was a night time and day time element to FASI-S.
 - Trax confirmed there were both day and night metrics included in the evaluation.

GAL shared that the next set of engagement invites would be released soon.

FED Update

MMU provided an update on FED around qualitative research, initial outcomes, highlights and next steps. Also, gratitude was expressed for the fulsome input of those who had taken part.

- GACC cautioned that care should be taken over the principle - that seemed to be forming based on stakeholder feedback - that focussing traffic on those areas currently effected was fairer. In particular, GACC noted (1) that "currently affected" should be defined to include all areas materially impacted by aircraft noise and (2) that any such principle should be reviewed carefully if increased traffic would raise noise in affected areas above the levels recommended by the WHO.
 - MMU confirmed that the goal was to achieve as little unfairness and inequity as feasible.

GAL welcomed any input on the topic through the NMB and confirmed that these would be forwarded to the team.

NMB Review Discussion

GAL discussed that the end of the second NMB term is approaching and welcomed thoughts and feedback on how communities would like engagement to look for the next year and highlighted GAL's interest in communities' needs from engagement.

- GACC noted that this depended on the future NMB outlook, and the confidence communities had in the NMB. GACC added that the structure and outcome of the review was required ahead of giving feedback on involvement. GACC also noted a desire for the NMB to have a set of targets that GAL can be held to account for.
 - GAL confirmed that feedback that has been submitted will be gathered and fed into the review, and that there will be a further opportunity to engage throughout the process; this will be communicated ahead of the next NCF. GACC stated that Defra's guidance required public engagement, not just engagement via Gatwick groups.

NaTMAG Key Messages Readout

Following through on the agreement at the last NCF GAL shared a NaTMAG readout. It was noted that if any clarity is needed questions were welcomed.

- Further engagement on the Fourth Round of Gatwick's Noise Action Plan will take place with NEX, NaTMAG, GATCOM and GATCOM Steering Group in the coming months.

- The Gatwick Noise Insulation Scheme had been reviewed and an uplift to the grant was put in place on 1 May 2023, increased to £4,300 plus VAT from £3,000 plus VAT, in line with inflation.
- The total number of aircraft movements increased by 80% in Q1 2023 compared to Q1 2022.
- The Airspace Office engaged with 10 airlines during Q1 2023. A resulting outcome of this engagement was that Sun Express circulated an internal letter to their flight crew explaining CDO monitoring at Gatwick and included recommendations on how they can improve their performance.
- A member of the Airfield and Civils Programme presented slides on the summer 2023 construction work on the Echo Romeo Rapid Exit Taxiway (RET). This aims to reduce taxi time for arriving aircraft and, in turn, go-arounds as aircraft spend less time exiting the runway.
- The Chair gave a demonstration of the Airspace & Noise Information Portal, also known internally as 'Insightfull', following on from a previous demonstration to NCF members. Members were encouraged to use the site, which can be found at [Gatwick Insightfull \(gatwickairport.com\)](https://gatwickairport.com/insightfull).
- Regarding the Airbus A220 'whine' noise issue identified by a previous NaTMAG member, the DfT continue to engage with Airbus, who have determined the 'whine' is a result of an engine combustor resonance issue. Modification of the engine is a tricky process and for that reason the DfT do not anticipate it being completed on new aircraft until the end of 2024.
- NMB updates were shared on the NMB Outcomes Workshop, Low Noise Arrivals Metric, Reduced Night Noise Trial and Landing Gear Deployment.
- An update was provided on the airport's airspace change work being undertaken with regards to FASI-South. Work on FASI-S Stage 2B is almost complete, GAL has been working with NATS En-Route PLC (NERL) on Deployment A of a proposed implementation plan.
- The revised Route 4/26LAM Noise Preferential Route (NPR) has now been implemented into the Gatwick Noise and Track Keeping (NTK) system. The revised conformance monitoring swathe now reflects the definition of the NPR that is contained in Gatwick's Aeronautical Information Publication (AIP).

Departure Noise Limits (DNL) Update

GAL described background to DNL, including the history of DfT ownership of the scheme, and introduced GAL's innovative new approach to applying limits. GAL explained the key features of the proposed new scheme which has been adapted following feedback from community and industry workshops:

- Included a differential in limits between day and shoulder/night
- Grouped shoulder/night periods in terms of noise limits
- Retained option for more significant fines at night
- Added a five yearly review
- The limits are between 6-14dB stricter across the groups than the previous scheme
- Increased fine amounts

GAL explained next steps as a submission to Secretary of State for Transport. It was also noted that another engagement session on the matter would be held for communities on 29th June.

- GACC raised that targeting 100 aircraft per year is the wrong approach and target for the scheme.
 - GAL stressed that the 100 number was not used in the formulation of the scheme but rather a bell curve approach to target the lowest fringes of noise performance. It was also noted that if introduced this ground-breaking scheme would arguably be the most stringent in the UK.

Annual Public Meeting

GAL discussed a potential to move the Annual Public Meeting to February each year, following local stakeholder feedback, and welcomed thoughts on this.

Reduced Night Noise Trial Update

GAL explained a threat to the September start date of the trial citing push back from the Civil Aviation Authority on the instrument flight procedure validation (required before commencement). GAL added there is work in progress to salvage the trial for Q4 this year and that an update would follow CAA confirmation.

AOB

CAGNE raised a question on if it was possible for the NCF to get an update on noise envelope for GAL's northern runway project.

- GAL confirmed in a future meeting it could be an agenda item though the timing would be subject to submission of the Development Consent Order.

NCF/10 Attendees

| Name | Organisation |
|-----------------|----------------------------|
| Warren Morgan | NCF Chair |
| Ruud Ummels | NCF Vice Chair |
| Rebecca Mian | Gatwick Airport Limited |
| Nichola Shaw | Trax International Limited |
| Kathy Coffin | Gatwick Airport Limited |
| Goran Jovanovic | Gatwick Airport Limited |
| Chris Barnes | Trax International Limited |
| Andy Sinclair | Gatwick Airport Limited |
| Charlotte Hill | Egis |
| Liz Lockwood | CAGNE |
| Ed Winter | Plane Wrong |
| Chris Leyland | CAGNE Forum |
| Charles Lloyd | GACC |
| Atholl Forbes | PAGNE |
| Paul Hooper | MMU |
| Robin Monaghan | Anderson Acoustics |
| Will Martin | Noise Consultants Limited |

Apologies

| Name | Organisation |
|--------------------------|---------------------------------------|
| Ian Hare | APCAG |
| Councillor Matt Boughton | Tonbridge and Malling Borough Council |

Future NMB Meetings

| NDG | | NEX | | NCF | |
|--------|--------------------------------|--------|-------------------------------|--------|---------------------------------|
| NDG-17 | 14 th June 2023 | NEX-9 | 12 th July 2023 | NCF-11 | 27 th September 2023 |
| NDG-18 | 19 th July 2023 | NEX-10 | 8 th November 2023 | | |
| NDG-19 | 30 th August 2023 | | | | |
| NDG-20 | 18 th October 2023 | | | | |
| NDG-21 | 29 th November 2023 | | | | |