THE NOISE AND TRACK MONITORING ADVISORY GROUP (NaTMAG) Thursday 05 February 2026 (virtual meeting)

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
Sam Tull	Gatwick Airport Ltd – Airspace Office
Goran Jovanovic	Gatwick Airport Ltd – Airspace Change Programme Manager
Rebecca Mian	Gatwick Airport Ltd – Noise Management Programme Manager
Kathy Coffin	Gatwick Airport Ltd – Noise Action Plan Programme Manager
Nigel Emery	GATCOM
Malcolm Fillmore	GATCOM
Mike George	GATCOM
Alan Jones	GATCOM
Philip Lunn	GATCOM
Nicholas White	GATCOM
Ed Winter	GACC
Leon Hibbs	Reigate and Banstead Borough Council
Andrew Burke	NATS
Elinor Lytton	NATS

APOLOGIES

Andy Sinclair	Gatwick Airport Ltd – Head of Noise & Airspace Strategy
Jonathan Drew	Noise Management Oversight Board Chair
Adam Dracott	Mid Sussex District Council
Adrian Eaton	DfT
Tim May	DfT
Graham Lake	Independent Technical Advisor to GATCOM
Jonny Petts	easyJet

MINUTES FROM THE PREVIOUS MEETING OF NATMAG

- No amendments to the previous minutes were requested.

ACTION TRACKER

Action	Comments
01/2023 – DfT to follow up with Airbus to provide an update on the Airbus A220 'whine' issue.	**OPEN** – No further updates as the DfT were not present at the meeting.
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.	**CLOSED** – The Chair explained that the team had been unable to complete this due to a heavy volume of work in the team. The work will instead be incorporated into a wider complaints process review under the Noise Action Plan action P17.

Action	Comments
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 advised that she had consulted relevant parties in Aerodrome Compliance, at easyJet, and at the CAA. She confirmed that no suitable data had been obtained so far, though this did not necessarily mean the information did not exist. Next steps are to contact the engine manufacturers. The action remains open as the investigation continues.

NOISE ACTION PLAN ANNUAL PROGRESS REPORT 2025

- Kathy Coffin began by providing a brief overview of the DEFRA guidance that informed the Noise Action Plan, including the requirement to take account of the 2021 strategic noise mapping and annual noise contours. She summarised the plan's structure, which divides actions into categories based on the ICAO Balanced Approach, including reduction of noise at source, land-use planning, noise-abatement procedures, and operating restrictions, each with core and progressive components.
- Kathy reviewed the development timeline of the Noise Action Plan, noting that it had been submitted to DEFRA in September 2023 and adopted in October 2024.
- Kathy then summarised the number of actions in each category of the NAP Annual Progress Report 2025 and described how their status—ongoing, completed, in progress, paused, or stopped—is represented in the annual report. She explained that majority of both core and progressive actions were either ongoing or in progress. She highlighted that no actions were classified as stopped or not started, and that paused actions related to external circumstances beyond the airport's control.
- The full report was shared with members in advance of the meeting for feedback.
- Mike George asked whether the update replaced the planned mid-term deep-dive review. Kathy confirmed that it did not, and that the mid-term review was still scheduled for later in the year and that a subsequent special NaTMAG meeting will be scheduled to review that report.
- The next steps are for the draft NAP Annual Report to be reviewed by GATCOM and the GATCOM Steering Group before being published to the website in April.

2024-2028 NOISE ACTION PLAN UPDATES

Action C3: We will continue to rank our airline partners in relation to their noise and track keeping performance and report the results through our Airline Noise Performance Table.

- This action is being delivered by the Airspace Office, who continue to monitor, rank, and report airline performance on a monthly and quarterly basis. Progress on this action will continue to be reviewed at NaTMAG meetings.

Action C4: We will continue to promote, monitor, and report on adherence to the arrival and departure noise abatement procedures detailed in the London Gatwick Aeronautical Information Publication.

- This action is being delivered by the Airspace Office, who continue to review compliance with noise abatement procedures, engaging with key airlines on a regular basis. Progress on this action will continue to be reviewed at NaTMAG meetings.

Action C21: We will continue to maintain the Noise Management Board.

- Gatwick has committed to maintaining and supporting the Noise Management Board for another year.

NOISE MANAGEMENT BOARD (NMB) UPDATE

- Rebecca Mian reported that two of the three 2024 NMB projects—Factors Affecting Aircraft Noise and Late Running Aircraft—are complete.
    - The first is published online; the second will be published in March, with early access available on request.
- The third project, Community Noise Metrics, is nearing completion following extensive engagement with community representatives, and aims to deliver a toolkit and personal dashboard.
- Rebecca explained that member feedback is helping to guide future projects. With many feasible, tangible result-yielding projects already delivered, the focus is now on identifying impactful areas of further work, including where we can possibly incorporate/address long-standing community concerns such as night flights.
- In Q2/Q3 of 2026, the NMB will take on a NAP project around health impact evaluation metrics. The action is specifically to consider the feasibility of implementing evaluation metrics to better reflect potential health effects resulting from aviation noise.
- This will take considerable initial groundwork to ensure we get the project right, have the right specialists on board, and avoid duplicating anything already done/being done across the industry; but also, potentially being able to use some of those studies within this one, i.e. Heathrow's longitudinal study currently underway. We will also need to consider the upcoming outputs of government studies, i.e. ANNE, ANAS, and the Economic Benefits of Night Flights study.
- Leon Hibbs asked for clarification on the intended scope of the project, raising concerns about the need for appropriate noise contour data, particularly down to lower thresholds, to support meaningful epidemiological analysis.
- Rebecca confirmed that the concerns raised were valid and were part of the early scoping work. She emphasised that the project was at its earliest stage, and the team were determining details.
- Philip Lunn queried whether some of the concern around aircraft noise and its potential health impacts may stem not from changes in airport operations, but from new housing developments around Gatwick. He noted that many new residents have moved into areas close to established flightpaths – areas where aircraft noise has existed for decades - yet may not have previously lived near an airport. He questioned whether the perceived "increase" in noise issues may in part reflect this shift in population rather than any change in aircraft noise itself.
- Rebecca took note of this point and pointed Philip in the direction of projects like the FED study, which previously sought to address such points. Rebecca also clarified that that was not the scope

of this particular project, but that it does have the potential to lead to future projects looking into health impacts, quality of life, etc.

- Kathy Coffin highlighted the Noise Action Plan measure NAP Proactive 9, which seeks stronger coordination with councils to ensure planning processes properly inform prospective residents of what to expect. Mike George raised concerns about a major housing development adjacent to Route 4 and the lack of distribution of noise information materials by developers. Malcolm Fillmore suggested that aircraft noise disclosure should be a formal part of conveyancing rather than developer led. Councillor Lunn noted differing political views toward Gatwick across local councils and observed that competitive conveyancing practices make additional checks unlikely without regulation. Sam Tull reported that Gatwick routinely provides detailed aircraft noise, overflight and track information to potential homebuyers upon request.

- Rebecca then provided an operational update on the new departure noise limits (DNL) scheme and the Low Noise Arrival Metric (LNAM). Progress had been delayed due to required Envirosuite system fixes, but these have now been completed. The Chair reported that wind adjusted LMax discrepancies were resolved for DNL, historical data validation is underway, and LNAM verification is progressing with the CAA's ERCD team.

AIRSPACE OFFICE QUARTERLY REPORT & DASHBOARDS

- Sam Tull presented the Airspace Office Quarterly Report.

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

    - A total of 34 airlines featured on the ANPT table during Q4, and 26 of these airlines improved their CDO performance, as indicated by the positive (green) percentage changes in the table.
    - For the first time, all three of Wizz Air's AOCs demonstrated green CDO performance, suggesting that the airline engagement work undertaken by the Airspace Office is producing positive results.
    - Qatar Airways experienced a decline in CDO performance, moving them into the amber category; follow-up engagement is planned to understand the cause and support improvement.
    - Five airlines improved their RAG status during the quarter, transitioning either from red to amber or from amber to green.

- Runway movements decreased during November as the winter season began but rose again slightly in December due to increased holiday travel over the festive period.
- Across the final three months of the year, the easterly–westerly split remained consistent with the long-term average, with approximately 70% westerly operations. November saw slightly higher westerly use before conditions returned to typical levels in December.
- The increased number of Chapter 14 aircraft was reflected in a higher number of A320Neo and B737 MAX movements. This increase is viewed positively as airlines continue to modernise their fleets with quieter, more efficient aircraft.

- Usage of the Northern Runway decreased toward the end of the year in both total movements and days of operation, reflecting the overall reduction in seasonal traffic.
- CDO performance remained high across daytime, shoulder, and 24-hour periods during Q4. November achieved the highest performance for both the day/shoulder period and the full 24-hour period. December experienced a reduction in night-time CDO performance due to adverse weather conditions.
- The number of go-arounds decreased in Q4, which aligns with the reduction in aircraft movements. The percentage of arrivals that resulted in a go-around remained stable at approximately 0.5%, which is consistent with figures seen throughout the year.
- Analysis of causal factors showed that runway occupied events, unstable approaches, and airline operational reasons together accounted for 77% of all go-arounds during Q4. In November, unstable approaches were more common due to strong winds, while runway occupied events were more frequent during higher traffic levels.
- Members asked whether there are individual airlines responsible for the departure 'slow to roll' events that is causing go-arounds to occur. Sam explained that this work has been deferred to FLOPSC/RPIG.
- No arrivals joined at less than 3,000ft (measured to 2,598ft) during the final three months of 2025. Both the number of arrivals joining at less than 10NM (nautical miles) and those joining below 3,000ft (measured to 2,798ft) decreased month-by-month during Q4.
- A single event involving an aircraft joining at less than 6.1NM occurred in October. Feedback from NATS indicated that this was likely caused by an incorrect ATC heading.
- All overflights recorded across Crawley, East Grinstead, and Horsham in Q4 were attributed to either go-arounds or discontinued approaches. There was a single altitude infringement over Lingfield, which was associated with a training flight flown manually by a captain and first officer undergoing training.
    - Members raised questions regarding the definition of a “training flight.” The Airspace Office will look to seek clarification before the next meeting.

- **Action 01/2026:** Airspace Office to review the definition of a training flight, liaising with pilot representatives who attend NaTMAG and FLOPSC.

- Track keeping conformance remained high across all routes except for 26LAM/Route 4. Easterly conformance was 100% for all three months. Westerly conformance remained below the long-term average due primarily to the lower Route 4 performance.
- No noise infringements were recorded.
- There was a departure altitude infringement over Crawley during Q4, which was caused by weather avoidance.
- The airport recorded zero 1,000ft infringements during Q4 and throughout 2025.
- The summer season ended on the final Sunday in October. Total night movements reached 10,624, remaining below the seasonal limit of 11,200. A total of 818 dispensations were granted by the DfT, representing a 24% reduction compared with summer 2024. Of these, 93% were attributed to ATC staffing issues, and both domestic and European weather events. One government dispensation was issued for a flight in the national interest.
- By the end of December (Week 10), the winter season’s actual movement total was tracking below the planned figure. No dispensations had been requested at this point as there has been little potential and no evidence to support widespread disruption.

- The Lingfield (G201) noise monitor was vandalised in December and has been temporarily removed. The Chair is actively seeking a replacement site, and several members have contributed suggestions.
- The overall number of complaints and complainants decreased during Q4, reflecting both lower traffic levels and colder weather. The web form continues to be the most commonly used method for submitting complaints.
- One individual in Broadbridge Heath submitted 510 complaints in Q4. Many of these referenced very loud or low aircraft but may be a misinterpretation of local noise sources, including a known local stone cutting business. The individual has also submitted complaints about aircraft flying at higher altitudes, which suggests that some concerns may not relate to overflights and not Gatwick operations. Members agreed that further investigation would be helpful. The Chair will contact the local Environmental Health Officer to see if a site visit could be beneficial to understand the noise climate in the area.

- **Action 02/2026:** NaTMAG Chair to engage relevant Environmental Health Officers to explore options for addressing the prolific complainant's concerns in Broadbridge Heath.

- Engine testing remained within Section 106 limits. October recorded the highest number of engine test minutes, while December showed a significant reduction. No non-compliant GPU or APU activity was recorded.
- Both the number and share of A320 family unmodified aircraft reduced during Q4, reflecting the lower frequency of wet-lease operations compared with the summer peak months.
- A correction was made to the joining point statistics after a mismatch to runway direction was identified. The corrected data now appears in the report.
- The 20-year table, which had not been ready in time for the earlier report circulation, has been completed and included and the report published on the website.

- **Route 4 ANPT Dashboard:**

    - Emirates' performance increased from 29.15% in Q3 to 100% after updating their navigation coding following targeted airline engagement.
    - Some low percentages were due to airlines that do not regularly fly the route, such as KM Malta, which had only one recorded departure on Route 4.
    - Malcolm Fillmore queried British Airways' low Boeing 777 performance. Sam explained that aircraft performance differences can affect turn radii and conformance. He referenced discussions with Condor, who noted older Boeing 757s have more restrictive bank angle limits.
    - Sam asked members if the Route 4 RAG thresholds should be revised, as the current system marks anything below 90% as red, even though typical performance ranges from 60–75%. Members agreed not to change the thresholds to remain in line with other published reports
    - Ed Winter asked whether the Route 4 performance dashboard was published online. The Chair clarified that it is only produced for review during NaTMAG meetings (as agreed last year) and is not published externally.

AIRSPACE UPDATE

ROUTE 4 AIRSPACE CHANGE

- Goran Jovanovic reported that the public consultation for Route 4, which commenced on 20 January, is progressing well and has already generated over 100 responses. Gatwick is operating a three week response timeframe for email enquiries.
- The consultation programme comprises six webinars and four in-person events. With the exception of the event on 12th February, in-person events have been intentionally scheduled later in the process to allow the public sufficient time to review the consultation materials and develop informed questions.
- Ed Winter asked whether the responses would be made visible to the public. Goran confirmed that all consultation-related queries and responses will be collated in a public FAQ on the CAA's official Route 4 consultation website: https://consultations.airspacechange.co.uk/london-gatwick-airport/route4/

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

- Goran advised that work on the FASI programme remains paused pending the formal establishment of the UKADS (UK Airspace Design Service). In the meantime, both the CAA and the Department for Transport have issued several consultations related to UKADS and UKACS (UK Airspace Coordination Service), including the Air Navigation Directions and Air Navigation Guidance consultations. Gatwick has submitted responses to all consultations, raising particular concerns about the proposal to reduce the noise consideration altitude threshold from 7,000ft to 4,000ft. Goran explained that the airport had stressed that noise impacts do not disappear above 4,000ft, reflecting longstanding community feedback.
- Leon Hibbs asked whether Gatwick had already shared documentation of previous work with UKADS. Goran explained that although nothing had been formally submitted, extensive material had already been provided indirectly through existing collaborative work with NERL, particularly on London Airspace South.
- Leon then sought Gatwick's view on the potential removal of Noise Preferential Routes (NPRs). Goran stated that Gatwick would be broadly supportive if track conformance was assured, noting that satellite-based navigation provides a strong foundation for this.

AOB

- Mike George raised the new night flight protocol discussed at FLOPSC. The Chair confirmed that Gatwick will shortly introduce a restriction preventing unscheduled aircraft from landing before 06:00 local time, with such flights instead held in a holding pattern until after 06:00. Scheduled arrivals before 06:00 will continue to be permitted to land. The airport expects to implement the measure in mid- to late-February, although the exact date is not yet confirmed. The Chair will share the full details with NaTMAG, GATCOM and the NMB once the date is confirmed.
- Malcolm Fillmore asked whether Gatwick holds a list of flights scheduled to arrive before 06:00. The Chair confirmed that ACL provides this information, but that schedules are dynamic and not permitted for external circulation. Gatwick will monitor compliance internally and report impacts through NaTMAG.

- Leon Hibbs asked what had prompted the change. The Chair explained that Gatwick had observed early morning arrivals shifting earlier over several years, particularly long-haul flights benefiting from favourable jet streams. The airport wished to prioritise local residents' concerns regarding early morning noise and therefore developed this measure collaboratively with the Sales and Operations Planning team.
- Malcolm asked whether departures were also being reviewed. The Chair clarified that the new measure relates solely to non-scheduled early arrivals. Pre-06:00 departures are scheduled operations and therefore permitted to operate.

KEY MESSAGES

KEY MESSAGES TO GATCOM:

- The Noise Action Plan Annual Progress Report has been drafted and reviewed by NaTMAG members.
- The Route 4 consultation has gone live and should be publicised, particularly to communities north of the airport.

KEY MESSAGES TO THE NMB:

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KEY MESSAGES TO FLOPSC:

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DATES OF NEXT MEETINGS

NaTMAG – Thursday 14 May 2026, 10:00 to 13:00, Online.

GNMG – Wednesday 20 May 2026, 10:00 to 12:00, Online.

FLOPSC – Wednesday 25 March 2026, 13:00 to 14:30, online or in person.

RPIG – TBC.

NMB Community Assembly – Wednesday 18 March 2026, 10:00 to 12:00, Online (Registration still open for membership.)

NMB Oversight Board – Wednesday 25 March 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 February 2026
01/2023	DfT to follow up with Airbus to provide an update on the Airbus A220 'whine' issue.	Feb-23	DfT	May-26		OPEN	No further updates as the DfT were not present at the meeting.
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	Feb-26	CLOSED	The Chair explained that the team had been unable to complete the work due to a heavy volume of work in the team. The work will instead be incorporated into a wider complaints-process review under the Noise Action Plan.
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02/2026	NaTMAG Chair to engage relevant Environmental Health Officers to explore options for addressing the prolific complainant's concerns in Broadbridge Heath.	Feb-26	Chair	May-26		OPEN	