

**THE NOISE AND TRACK MONITORING ADVISORY GROUP (NaTMAG) Thursday 01 February 2024 (virtual meeting)**

(DRAFT MINUTES – to be ratified at NaTMAG meeting in May 2024)

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**IN ATTENDANCE**

Kimberley Heather (Chair)	Gatwick Airport Ltd – Airspace Office and Chair of NaTMAG
Richard Lipscomb	Gatwick Airport Ltd – Airspace Office and Secretary to NaTMAG
Andy Sinclair	Gatwick Airport Ltd – Head of Noise and Airspace Strategy
Rebecca Mian	Gatwick Airport Ltd – Noise Management Initiatives Manager
Sam Tull	Gatwick Airport Ltd – Airspace Office
Goran Jovanovic	Gatwick Airport Ltd – Airspace Change Manager
Kathy Coffin	Gatwick Airport Ltd – Noise Compliance & Reporting Manager
Liz Kitchen	GATCOM
Alan Jones	GATCOM
Mike George	GATCOM
Malcolm Fillmore	GATCOM
Ed Winter	GACC
Leon Hibbs	Reigate and Banstead Borough Council
Jonathan Drew	Noise Management Board Executive Board (NEX) Chair
Adam Dracott	Mid Sussex District Council
Andrew Burke	NATS

**APOLOGIES**

Matthew Hadden	NATS
Ian Greene	DfT
Gary Marshall	DfT
Victoria Chester	GATCOM

**MEMBERSHIP UPDATE**

- The Chair opened the meeting and welcomed all members. It was noted that the DfT were not present at the meeting, however they had forwarded a briefing note with updates on progress with the Night Flight Consultation and the Airbus A220 resonance issue. It was also noted that the DfT had confirmed they will likely not be attending the May 2024 NaTMAG, however, a separate meeting with members to be held in April was proposed. The DfT wanted to inform members that their non-attendance was due to availability and resource, and that it does not reflect a lack of commitment to the group. This has been included in the minutes for reference.

**MINUTES FROM THE PREVIOUS MEETING OF NaTMAG**

- There were no comments or corrections to the minutes of the previous meeting.

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• **ACTION TRACKER**

Action	Comments
<b>01/2023</b> - DfT to follow up with Airbus to provide an update on the Airbus A220 'whine' issue.	<ul style="list-style-type: none"> <li><b>Open</b> - The DfT will continue to follow up with Airbus and provide regular updates to NaTMAG, however a solution is not expected to be implemented until the end of 2024. It was suggested by members that the engine manufacturer should be contacted, rather than the airframe manufacturer as the issue is with noise from the engine.</li> </ul>
<b>03/2023</b> - Airspace Office to work with the NMB to consider producing an information sheet/poster regarding the WebTrak and Airspace & Noise Information Portal for distribution among NaTMAG members.	<ul style="list-style-type: none"> <li><b>Open</b> - It was noted that internal discussions had taken place at Gatwick, and it was agreed that this would form part of the new standard practice as part of the NMB third-term.</li> </ul>
<b>08/2023</b> - Airspace Office to circulate easyJet's Descent Profile Optimisation (DPO) presentation	<ul style="list-style-type: none"> <li><b>Open</b> – easyJet were not in attendance, however the Airspace Office have requested the information.</li> </ul>

- **ACTION 09/2024:** Airspace Office to suggest that the DfT contact the engine manufacturer as the whine issue derives from an engine.
- It was asked by members when the NMB review will come into effect. It was confirmed that they are working towards August/September 2024. It was also confirmed that touchpoint meetings are happening to keep NMB members informed, and that work for the NMB review is currently on schedule.

**NOISE ACTION PLAN (NAP) ROUND 3 UPDATES**

An update was provided on Actions 1, 10 and 12 of the Round 3 NAP:

- **Action 1 - “We will maintain a charging differential in our published airport charges which incentivises the use of aircraft with the best-in-class noise performance”.**
  - GAL is currently consulting with airline users on the airport charges which will apply from 1 April 2024 to 31 March 2025.
  - GAL is not proposing to make any changes to the structure of airport charges, including environmental charges.
  - A charging differential has been maintained.
  - Charges for ICAO Chapter 14 aircraft are broken down by GAL into High, Base and Minus categories (shown below)

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Charge Category	Sample Gatwick Aircraft		Qualification Criteria: Cumulative Margin* CM relative to ICAO Chapter 3 Limits (EPNdB)
Chapter 3 & Below	B737-400		
Chapter 4	B737-800 & A320	B767 & B747-400	17>CM>=10
Chapter 14 High	A320 & B757	A330	20>CM>=17
Chapter 14 Base	B777	A320 & B757	23>CM>=20
Chapter 14 Minus	A320neo & B737MAX	A380, A350 & B787	CM >=23

- A question was asked about whether the charging differentials are published, and if so where these can be found.

Post meeting note: Link to charging differentials can be found here: [Gatwick Airport: Conditions of Use 2023/24](#)

- **Action 10 - “We will continue to monitor adherence to and review the effectiveness of our ground noise operational controls”.**
  - No usage of GPUs in Q4 2023.
  - A question was asked about whether the airport receives aircraft from other airports to perform engine tests. It was mentioned that Boeing do have a maintenance hangar at the airport, but GAL was not aware of any engine runs related to this activity.
- **ACTION 10/2024:** GAL to confirm whether aircraft based away from the airport are brought to Gatwick for engine testing.
- **Action 12 – “We will continue to minimise aircraft auxiliary power unit use in order to reduce ground noise and local air quality emissions via Gatwick Airport Directives and monitoring of compliance”.**
  - No non-compliant APU (Auxiliary Power Unit) uses in Q4 2023.
  - A point was made by members about APU usage in the warmer months, and that these will be needed to create the air-conditioned air in the aircraft cabins. It was asked whether there are plans to use pre-conditioned air.
- **ACTION 11/2024:** Airspace Office to update on pre-conditioned air availability to aircraft.

Post meeting note: As part of its Decade of Change plans GAL will play its part in UK aviation transition to net zero carbon, this includes consideration of solutions such as the supply of pre-cooled air. At this stage there is nothing to report but as these plans develop NaTMAG will be updated.

### ROUND 3 NAP ANNUAL PROGRESS REPORT

- It was mentioned that item numbers 40, 41, 42 and 43 are shown as “completed/achieved”, but also classified as “ongoing”. The text will be revised to be clear on which actions are still ongoing until the end of the life of the plan.

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- **ACTION 12/2024:** GAL to review the classification of Noise Action Plan item numbers 40 to 43.
- A discussion was had around night jet overrun in Summer 2023.
- A question was asked about why the penalty for the overrun in summer is taken from the following season, i.e. Winter 2023/24 and not the corresponding summer season the following year. Members raised a concern that reducing movements from the winter schedule as a way of penalising airlines when demand is not as high. A suggestion was made that airlines should be penalised by reducing the movements from the busier summer season the following year.
- It was explained that the processes followed are set by the DfT. It was noted that this point could be a topic of discussion with the DfT at the additional meeting to be planned around the Night Flights Consultation in April 2024.
- A question was asked about whether there needs to be a roll-back on the number of night flights allowed due to the number of unscheduled arrivals that happened in 2023. A response was given stating that you cannot speculate based on events that have not yet occurred. It was further noted that slots are planned well before the season starts, and that you cannot make any allowances for delays that happen elsewhere across the network. It was further explained that since the pandemic, the way aviation operates has changed, and it's not comparable to the years preceding the COVID-19 pandemic. Fifty-two million minutes' worth of delays had occurred in 2023, the majority of which were caused by factors outside of the UK. Rotational delays across Europe, namely in France and Germany were the main contributing factor to delays in 2023.
- It was mentioned that the [NOP \(Network Operations Portal\)](#)<sup>1</sup> is a tool that can be utilised to give insight into the operations across the network at any given time.
- A question was asked about whether flights out of Gatwick are being affected by the conflict in Gaza. It was explained that there are not any routes from Gatwick that would specifically be affected. A point was also made that many carriers have temporarily ceased operations to Israel.
- Following a question about the timing of the consultation on the night flight regime the Chair agreed to follow up with the DfT.

#### **AIRSPACE OFFICE QUARTERLY REPORT (INC. GROUND NOISE SUMMARY)**

- An overview of the Airspace Office quarterly report for Q4 2023 was presented.
- The total number of aircraft movements increased by 9.5% in Q4 2023 compared to Q4 2022. This is 94% of Q4 2019 movements. 2019 is used as a benchmark for returning traffic levels post the COVID-19 pandemic.
- Compared to 2022, movements in October 2023 increased by 4%, November by 10.7% and December increased by 12.3%.
- Westerly/easterly runway split in Q4 2023 was above the long-term average with both months only experiencing 12% of easterly operations.
- A question was asked about why the recovery since the COVID-19 pandemic has slowed more recently. It was explained that further analysis would need to be done to explain this, but this should be covered as part of Q1 2024 reporting. CDO (Continuous Descent Operations) performance reduced by 1.4% in Q4 2023. Across the day+shoulder and 24-hour period CDO splits, December saw the lowest performance in the quarter due to the poor weather caused by the named storms which brought very strong winds.

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- Track keeping conformance decreased by 5.6% in Q4 2023 mainly due to adverse weather across several days. An increase in conformance on Route 4 increased westerly conformance to over 90%.
- The total number of noise complaints recorded increased by 2% compared to Q3 2023, and the total number of complainants reduced by 6%. Response time of 95% within the KPI was achieved at 98.8%. A large percentage of complaints during westerly operations are categorised as occurring under the arrivals swathe as in previous quarters.
- Members noted that complaints decreasing in each quarter vs 2022 was a good achievement. It was explained that in the years following the COVID-19 pandemic, residents were not used to the increasing noise levels and so complaints increased in the years after. It was also noted that during the winter period, fewer people have windows open or are outside, which means they are less likely to be disturbed by the noise than in the summer. It was further explained that Q2 2023 had a prolonged period of easterly operations which increased complaints from those areas.
- The percentage of new generation, short haul aircraft in use remained consistent with Q3 2023 at 19%.
- The number of days that the Northern Runway was in use increased in October and November with the work on the Rapid Exit Taxiway (RET) continuing, however the number of movements on these days decreased due to fewer movements in the night period.
- The number of go-arounds decreased in October and November 2023 in line with the overall decrease in movements. Go-arounds increased in December driven by increased traffic levels due to the holiday season, and the strong gusting winds on several days which caused unstable approaches. It was noted that some aircraft had multiple attempts at landing before diverting.
- Go-arounds caused by “slow to roll” aircraft made up 50% of the runway occupancy incidents, followed by “slow to vacate”.
- A question was raised about go-arounds, and would it be possible to add a note adjacent to the graphs to explain what the Airspace Office include as go-arounds.

**Post meeting note:** *if an aircraft performs multiple go-arounds before diverting away from Gatwick, these will not be recorded as go-arounds, as the aircraft did not land at the airport. Aircraft that carry out multiple go-arounds and eventually land at Gatwick are counted as one go-around.*

- **ACTION 13/2024:** Airspace Office to add explanatory note to go-around page to explain the logic behind excluding certain go-arounds.
- A question was asked about why some go-around reasons are listed as unknown. It was explained that this data is recorded manually, and if a controller does not list a reason, then this will get recorded as unknown. It was explained that the Airspace Office reconcile the go-arounds in the Noise and Track Keeping system (NTK) on a weekly basis against a report sent from NATS Tower. If there are differences, these are then investigated. If a go-around was missed from the original NATS Tower data, then these will also be listed as unknown.
- It was explained by NATS that “slow to vacate” and “runway occupied” recorded go arounds, may not necessarily be caused by the operating crews. It could be due to a closed taxiway, which would extend the time that an aircraft occupies the runway.



- A question was raised by members about the arrival's statistics graph and whether it's possible to show the data over a 15-month period so a comparison can be made on specific months across different years. It was acknowledged by the Airspace Office that this has been raised in the past by members, and that, although it was considered, the Chair did not wish to overcrowd the report when previous reports were available on the website. It was further explained that the Airspace Office are looking at moving the whole quarterly report to Power-BI which will allow members to further interrogate the data by applying their own filters. A date for this is TBC 2024 but NaTMAG will be kept informed of progress.
- **ACTION 14/2024:** Airspace Office to consider adding a prior year axis line to the departure statistics graphs in the AO Q1 2024 report.
- Referring to Figure 20 in the Airspace Office quarterly report, members asked for clarification on what can cause "overflight of Horsham" infringements. The Airspace Office presented a track map as an example that occurred in October 2023 which showed a go-around. It was further explained that the aircraft crossed the boundary of Horsham to the east as it flew the crosswind leg of the circuit. It was further explained that there are several factors that may cause an aircraft to fly an extended upwind/departure leg, such as avoiding climbing traffic out of Heathrow, or to create enough distance between the aircraft that departed in front.
- Referring to the Horley overflights in the Airspace Office quarterly report, NATS provided an explanation about what causes aircraft to be vectored over Horley. It was explained that aircraft are given vectors to utilise this area to climb aircraft as quickly as possible. It was noted that aircraft could be above 10,000ft at this time, but the NTK system only looks at lateral positioning, rather than vertical. It was raised by members that the AIP ruling was still relevant and that NATS had made very good progress in the past in addressing the issue and members were concerned about a return to past practises. It was acknowledged that not all the current footprint of Horley was covered by the AIP ruling, however overflights are recorded over the agreed footprint.
- No arrivals joined the ILS less than 6.1nm in Q4, however, on westerly operations a higher percentage of arrivals joined within 8NM in Q4 than in Q3. This was mainly driven by the lower traffic levels and the increase in aircraft avoiding adverse weather.
- There was one Lingfield infringement in Q4 which was passed to the airline for investigation. Investigations concluded that this was due to pilot error.
- No noise infringements reported in 2023.
- Ground noise statistics included engine runs which remained below Section 106 limits. There were no uses of Ground Power Units (GPU) in Q4 2023. Total minutes used for engine tests increased in Q4 as more maintenance can be carried out on aircraft with the less demanding winter schedule.
- Members showed concern towards the considerable number of airlines showing amber and red on the Airline Noise Performance Table (ANPT) for CDO performance for Q4 2023. It was explained that the Airspace Office have been meeting with these airlines, and that there is a plan to arrange further meetings.
- A question was asked about whether the Airspace Office plan to bring top performing airlines and low performing airlines together in meetings to share best practice. The Airspace Office confirmed that this is planned for 2024.

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- A question was asked about whether the Airspace Office have had successful communication with Wizz Air UK, Wizz Air Hungary, and Wizz Air Malta to investigate the differences in performance. The Airspace Office explained that they have recently held a meeting which all three Wizz Air airlines attended. It was explained that the meeting was very productive, and the airlines were very open to discussing the issues at hand and understood the need for improvement. It was explained that the Wizz Air UK pilots based out of Gatwick will fly into Gatwick multiple times a week, however, the pilots of Wizz Air Malta and Wizz Air Hungary may only fly to Gatwick once or twice a year hence the difference in performance. The Airspace Office have confirmed that they will be following up with Wizz Air again in 6 months or so to check-in.
- NATS advised that CDO is a procedure in widespread use across western Europe and is not unique to Gatwick, so European airlines should be very familiar with it.
- Members showed concern about the very low CDO statistics for Air China. It was explained that the Airspace Office have already met with Air China, however it was proving difficult to communicate effectively about noise abatement procedures due to the language barrier. It was further explained that CDO is not something seen in many parts of the world such as Asia and America, and therefore pilots who predominantly fly in these areas are less familiar with CDO.
- It was mentioned by members that they feel QC per seat as a measurement in the Airline Noise Performance Table is not required, and this prompted the question about whether communities find it useful. It was explained by the Airspace Office that the metric of QC per seat is used internally to monitor which airlines are using the quieter aircraft. It was also explained that communities like to see information from behind the scenes as it promotes transparency.

#### NMB Update

- An update was given on NMB initiatives.
  - **Departure Noise Limits:** GAL are awaiting resolution, by their service provider, of a technical issue with an NTK system add-on required for the monitoring of the new scheme.
  - **Reduced Night Noise Trial:** The trial commenced on 11 January. A few overnight runway closures have limited the data collection; to date, there have been 15 trial participants using 5 different aircraft types. The plan was to be able to provide the first monthly report the week commencing 12 Feb. Due to the nature of the data processing, this first report will only document 2 weeks' worth of data; from March, the monthly report will provide a full month's data set. No safety or operational concerns have been identified.
  - **Low Noise Arrival Metric:** The end of March will mark 6 months since data collection commenced in the NTK system, so an update on how the metric is performing will be available for the next NaTMAG
  - **ACTION 15/2024:** Airspace Office to share some LNAM results at the May 2024 NaTMAG meeting.
  - **NMB Review:** The Review report has been circulated to NMB members. Any NaTMAG members wishing to receive a copy of the report should contact the NMB secretariat at: [NMB@gatwickairport.com](mailto:NMB@gatwickairport.com)

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- It was noted that touchpoint meetings for second term NMB members are scheduled for 13 March and 12 June. The team intends to use the first touchpoint meeting to brief NMB members on the proposed plans for the next NMB term unless members express their wish for a separate briefing.
- It was mentioned to members that anyone wishing to join these meetings should let GAL know so it can be run past the NMB Chairs. It was reiterated that anyone wishing to join the meetings, should do so with the intention of joining the NMB for the third term.

### **Fair & Equitable Distribution (FED) Project:**

The interim report, which documents the empirical stages of the project, is due to be published by the CAA, and circulated by GAL imminently. Again, this is only being distributed to NMB members as standard, but if NaTMAG members wish to receive a copy, please contact the NMB secretariat at: [NMB@gatwickairport.com](mailto:NMB@gatwickairport.com). Following the completion of empirical research, the practical framework has now been built, and is being tested through the Expert Review Group and members of the CAA AMS Support Fund Board; it has not yet been tested with community members as it is far too technical at this stage. Once the initial workings have been developed into a user friendly prototype, there will be engagement scheduled with NMB members.

### **Airspace Update**

Gatwick provided an update on the progress of Route 4 ACP (ACP-2018-86):

- Good progress has been made, with the draft consultation strategy ready to be implemented and signed. It was explained that in terms of the options appraisal, GAL have engaged with the CAA to reclarify the baseline to be used. It was agreed that the originally agreed hybrid baseline based on 2019 traffic volumes and 2023 flight tracks will not be used. Instead, CAA have advised that the 2023 actual volumes and tracks should be used from Stage 3 onwards as the basis for Year 1 and Year 10 volumes.
- It was explained that CAP1616 version 5 will apply from Stage 3 onwards, which means further assessments (Habitats Regulation Assessment) will need to be conducted as part of the full options appraisal.
- Gatwick provided an update on FASI-South ACP (ACP-2018-60):
- Airspace Modernisation in the UK is being delivered via a single coordinated programme known as Future Airspace Strategy Implementation South (FASI-S). The airspace change is being delivered in four regional clusters, with 21 airport sponsors and NERL.
- Airports are responsible for changes below 7,000ft, and NERL is responsible for the changes in network airspace above 7,000ft. Due to the scale and complexity, the South East cluster will be delivered over several deployments.
- Gatwick's FASI-S airspace change proposal (ACP) is currently at Stage 3.
- It was explained that although the project has somewhat stalled due to CAA led initiative to bolster and deliver a consolidated London airspace design, through a concept of Single Design Entity, progress has been made overall.
- Gatwick explained that ACOG, NERL and Gatwick have jointly explored the option to progress and deploy the changes to the south of the airport ahead of the main suite of changes detailed in previous points, under the London Airspace South (LAS) title.

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- Scope of LAS changes will affect network airspace in TC WILLO sector, with minor changes to surrounding sectors, and Gatwick arrivals and departures from and to the south, up to the border with France.
- The changes are required to minimise interdependencies with other London cluster ACP proposals, not require changes to current procedures, traffic flow or behaviours for other London airports below 7,000ft, and not to restrict other London airports from making their own low level (below 7,000ft) changes in the future.
- The process for how the split into deployments governing Gatwick's ACP will formally take place, will be described in the upcoming draft Airspace Change Masterplan iteration 3, draft of which is planned to be published in Feb 24, followed by a public engagement exercise, which will take place over the Q1 – Q2 2024.
- All documents related to Gatwick's FASI-South ACP are published on the CAA's Airspace Change Portal 3.
- **ACTION 16/2024:** Airspace Office to provide project decision at next NaTMAG meeting.

#### **AOB**

- No AOBs were raised.

#### **KEY MESSAGES**

##### Key Messages to GATCOM:

- The Noise Action Plan Annual Progress Report for 2023 was reviewed by NaTMAG members and will be published to the Gatwick noise website.
- NMB updates: RNN Trial began on the 11 January 2024, the Departure Noise Limits will be revised once an issue with the NTK system is resolved (expected end of February), the Low Noise Arrival Metric is collecting data in the NTK system, and the FED framework has been built and verified by the CAA.
- Gatwick's FASI-S airspace change proposal (ACP) is currently at Stage 3. Public consultation due in Q4 2024.

##### Key Messages to FLOPSC:

- Gatwick's FASI-S airspace change proposal (ACP) is currently at Stage 3. Public consultation due in Q4 2024.

##### Key Messages to NMB:

- Gatwick's FASI-S airspace change proposal (ACP) is currently at Stage 3. Public consultation due in Q4 2024.

#### **DATES OF NEXT MEETINGS**

FLOPSC – Tuesday 26 March 2024, 13:00 to 14:30 via teleconference or, in person Destinations Place.

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GNMG – Wednesday 10 April 2024, 10:00 to 12:00, via teleconference.

NaTMAG – Thursday 9 May 2024, 10:00 to 13:00, via teleconference.

NMB – Tuesday 12<sup>th</sup> March 2024 14:00 to 16:00 & Wednesday 12th June 2024 14:00 to 16:00

<sup>1</sup>[www.public.nm.eurocontrol.int/PUBPORTAL/gateway/spec/index.html](http://www.public.nm.eurocontrol.int/PUBPORTAL/gateway/spec/index.html)

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**ANNEX A: ACTION SUMMARY**

Action No/Year	Action/Decision/Next Step	Raised	Responsible	Plan date	Actual date	Status	Comments: Updated February 2024
01/2023	DfT to follow up with Airbus to provide an update on the Airbus A220 'whine' issue.	Feb 2023	DfT	May 2023		OPEN	The DfT will continue to follow up with Airbus and provide regular updates to NaTMAG, however a solution is not expected to be implemented until the end of 2024.
03/2023	Airspace Office to work with the NMB to consider producing an information sheet/poster regarding the WebTrak and Airspace & Noise Information Portal for distribution among NATMAG members.	May 2023	AO/NMB	Nov 2023		OPEN	Action is longer term and will be carried forward into the NMB 3rd term.
08/2023	Airspace Office to circulate easyJet's Descent Profile Optimisation (DPO) presentation	Nov 2023	AO	May 2024		OPEN	easyJet were not in attendance in May-24, however the Airspace Office have requested the information.
09/2024	Airspace Office to suggest that the DfT contact the engine manufacturer as the whine issue derives from an engine.	Feb 2024	AO	May 2024		OPEN	
10/2024	GAL to confirm whether aircraft based away from the airport are brought to Gatwick for engine testing.	Feb 2024	AO	May 2024		OPEN	
11/2024	Airspace Office to update on pre-conditioned air availability to aircraft.	Feb 2024	AO	May 2024		OPEN	
12/2024	GAL to review the classification of Noise Action Plan item numbers 40 to 43.	Feb 2024	AO	May 2024		OPEN	

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Action No/Year	Action/Decision/Next Step	Raised	Responsible	Plan date	Actual date	Status	Comments: Updated February 2024
13/2024	Airspace Office to add explanatory note to go-around page to explain the logic behind excluding certain go-arounds.	Feb 2024	AO	May 2024	Feb 2024	CLOSED	
14/2024	Airspace Office to consider adding a prior year axis line to the departure statistics graphs in the AO Q1 2024 report.	Feb 2024	AO	May 2024		OPEN	
15/2024	Airspace Office to share some LNAM results at the May 2024 NaTMAG meeting.	Feb 2024	AO	May 2024		OPEN	
16/2024	Airspace Office to provide FASI-S project decision at next NaTMAG meeting	Feb 2024	AO	May 2024		OPEN	

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