

**THE NOISE AND TRACK MONITORING ADVISORY GROUP (NaTMAG) Thursday 8 May 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
Sam Tull	Gatwick Airport Ltd - Airspace Office
Andy Sinclair	Gatwick Airport Ltd - Head of Noise & Airspace Strategy
Kathy Coffin	Gatwick Airport Ltd - Noise Action Plan Programme Manager
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
Alan Jones	GATCOM
Philip Lunn	GATCOM
Ed Winter	GACC
Graham Lake	Independent Technical Advisor to GATCOM
Adam Dracott	Mid Sussex District Council
Leon Hibbs	Reigate and Banstead Borough Council
Alan Rimington	Crawley Borough Council
Ian Greene	DfT
Gary Marshall	DfT
Adrian Eaton	DfT
Andrew Burke	NATS
Jonny Petts	easyJet
Nick McFarlane (Guest speaker)	Egis
Jack Robinson (Observer)	Sydney Airport

**APOLOGIES**

Victoria Chester	GATCOM
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**MEMBERSHIP UPDATE**

- The Chair welcomed all members to the second NaTMAG meeting of 2025. Matthew Thompson, who has recently joined the Airspace Office at Gatwick Airport, was welcomed to the group and joined the meeting as an observer. Matthew replaces Richard Lipscomb as Secretary to NaTMAG. Jack Robinson, a visiting Noise Analyst from Sydney Airport, also joined as an observer.
- Special thanks were given to both Ian Greene and Gary Marshall who were attending their final meeting as representatives from the DfT. NaTMAG members wished them all the best for the

future. Adrian Eaton, who will replace Ian Greene, was also in attendance and will attend future meetings.

- Nick McFarlane from Egis joined the meeting as a guest speaker to present on the Low Noise Arrival Metric (LNAM).

**MINUTES FROM THE PREVIOUS MEETING OF NaTMAG**

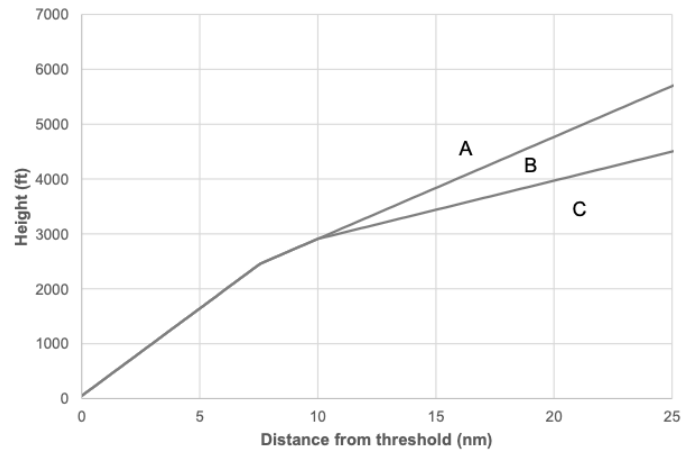
- No amendments to the previous minutes were requested.

**ACTION TRACKER**

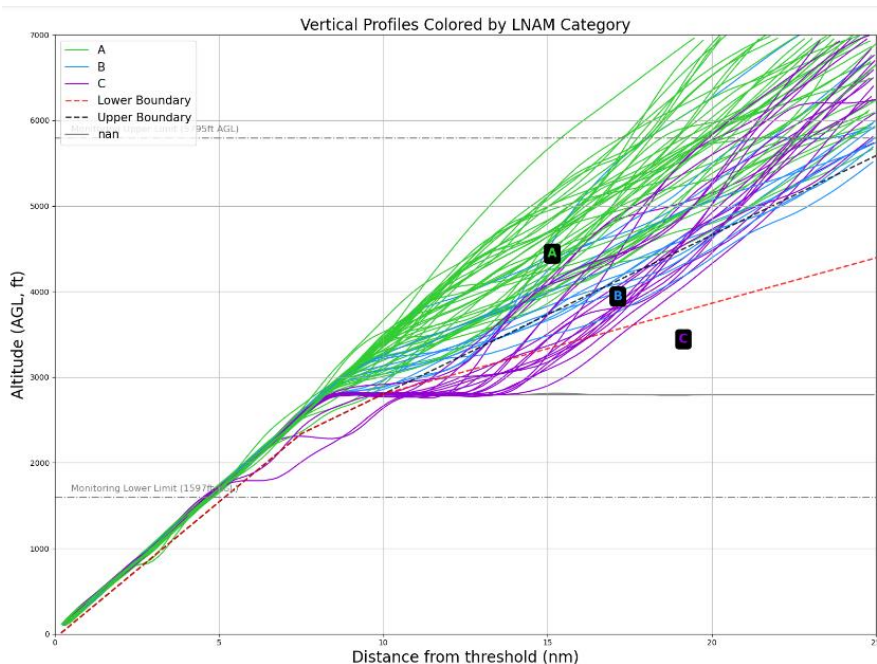
Action	Comments
<b>01/2023</b> – DfT to follow up with Airbus to provide an update on the Airbus A220 ‘whine’ issue.	<b>Open</b> – DfT explained that there had been little change since the presentation delivered March of last year. The only slight change has been the estimated entry into service date which has been pushed back from November 2025 to mid-2026.
<b>15/2024</b> – Airspace Office to share some LNAM results at the May 2025 NaTMAG meeting.	<b>Closed</b> – LNAM results shared, with further updates to come in November NaTMAG meeting.
<b>23/2024</b> – Airspace Office to discuss feasibility of introducing a comparison of CDO across prior periods to track performance in the ANPT.	<b>Closed</b> – Airspace Office presented the updated ANPT with last years’ quarter comparison. Members stated they were happy for it to be published on the website as replacement for the current format.
<b>28/2024</b> – easyJet to consider whether they want their statistics to be split out for easyJet Europe, easyJet UK and easyJet Switzerland.	<b>Closed</b> – easyJet recognised that their three AOCs perform differently and agreed with the Airspace Office that the statistics should be split moving forward. Members raised a similar issue with Ryanair’s subsidiaries, however, NATS explained that the dynamic nature of their fleet would make splitting these out difficult. The Airspace Office also noted the strong performance of Ryanair and suggested that it was better to focus on those airlines that perform more poorly for the time being. Members agreed.  <b>Action 08/2025:</b> Airspace Office to split easyJet AOCs in Airspace Office reports moving forward.
<b>05/2025</b> – Airspace Office to follow up with Emirates to ensure that they are intending to reply to the complaint received about low flying aircraft.	<b>Closed</b> – Speldhurst PC received a response from Emirates, however they felt it was lacking in detail. They also received further communication from NATS explaining that without additional detail on the aircraft (date, time etc.) it is difficult for them to respond accurately. Speldhurst PC took note of this for future reference.

## LOW NOISE ARRIVAL METRIC (LNAME)

- Nick McFarlane was invited to NaTMAG as a guest speaker to give an update on the work being done around the Low Noise Arrival Metric (LNAME) and share some results of the data analysis.
- LNAME is a measure of the performance of arriving aircraft, a 'proxy' for quietness. It builds on existing CDO performance monitoring by looking at the angle of descent on arrival, as opposed to just minimising level-offs. Flights are given a rating (A, B, or C), depending on where their descent profile falls on the below graph. Staying above the upper line (region A) is optimal.



- The metric was defined by the CAA and is published in a document called CAP2302<sup>1</sup>.
- Envirosuite has added LNAME performance to the ANOMS Noise and Track Keeping system used by the Airspace Office. In addition, a dashboard has been built to validate LNAME performance and compare it to CDO compliance. The below graph was presented as a visual aid.



<sup>1</sup> <https://www.caa.co.uk/publication/download/19348>

- While an airline may have high CDO compliance, this does not necessarily translate to strong LNAM performance. A sample of flights taken from April 2024 showed nearly 90% CDO compliance, but less than 60% LNAM A performance. That being said, airlines with good CDO performance were more likely to achieve LNAM A's than those whose performance was poorer. It is important to note that an airline's performance may also differ across its fleet if it consists of multiple aircraft types.
- Members asked how much longer the LNAM Monitoring Group would be looking at the data before formally implementing the measure and including it in regular airline engagements. It was noted that communities would be keen to see the benefits of this new metric as soon as possible.
  - Response: Monitoring will continue up to September, after which the Airspace Office expect to be able to incorporate it into routine engagements where they will begin by explaining the metric and its benefits to the airlines. The Airspace Office stressed the importance of being ready with a sufficient evidence base before going to airlines to discuss their performance. It was also noted that CAP2302 is a now national standard, so this will affect timeframes.
- Members asked whether LNAM performance would be shown on WebTrak.
  - Response: This is something that is being considered.
- Members asked whether certain aircraft types were disproportionately represented in the LNAM C category.
  - Response: This is something that will be investigated as data analysis continues. One interesting thing that has been noticed is that many of the of the wide-body aircraft types that descend through region A, do dip into region C in the last couple of seconds of their descent. This tags them as an LNAM C even though they spend most of the time as an LNAM A.
- Members noted that the data for an airline with very few movements could be skewed by just one poorly performing flight.
  - Response: The Airspace Office explained that airlines are ranked by number of movements when making comparisons to account for this.
- Members asked whether it was possible to show the locations that are overflowed on arrival to see which areas are most affected by poor performers.
  - Response: Due to the wide range of arrival routes, it is difficult to show this information on existing visualisations. However, the data could be broken down in this way when presenting to specific communities.
- **Action 09/2025:** GAL to present a follow-up on LNAM at the November NaTMAG meeting.

## 2024-2028 NOISE ACTION PLAN UPDATES

- **Proactive Action 7 (P7):** *"We will review the departure noise limits and fines for airlines that breach the limits."*
  - The departure noise limits scheme has experienced significant delays due to long-standing issues with the service provider, though these are mostly resolved now.
  - The data validation process is in its final stages, with a six-month shadow period for the new noise scheme tentatively scheduled for June 2025. Given the time that has passed since the initial communications, the airlines will be re-engaged ahead of the shadow period, and there

will also be a refresher briefing for community members and other stakeholders (planned for August).

- A small revalidation exercise will be completed to assess how the updated scheme performs on recent data (last 12 months).
- The Airspace Office confirmed that the team is almost ready to launch the new scheme in the Noise and Track Keeping system. A key improvement on this was the successful integration of wind data, allowing calculations to be performed within the system itself rather than relying on manual external processes.
- **Proactive Action 12 (P12):** *“We will continue to explore innovative methods to reduce noise impacts.”*
  - The Noise Management Board is transitioning to a flexible programme of work that replaces the previous static three-year work plan. This new approach enables the addition of new projects based on available capacity, operational needs, and stakeholder input.
  - A live project database is being maintained, containing all previously submitted project ideas. It was noted that although 172 ideas had been narrowed down to 21 and then to six active projects, the original ideas were retained for future reference and potential future activation.
  - The programme includes a structured process for reviewing, selecting, and progressing projects. This process includes consultations with project teams, wider stakeholder groups, and the Community Assembly, with all projects presented to the Oversight Board for checkpoint reviews.
- **Proactive Action 13 (P13):** *“We will continue to maintain a Noise and Track Keeping (NTK) system that is suitable relevant, and reliable.”*
  - Towards the end of 2024, the Airspace Office upgraded their test system to ANOMS version 9.10.6, the latest version available. Upgrading the test system first enabled testing of new functionality and identification of any bugs before upgrading the live system. The live system will be upgraded to 9.10.6 this month (May 2025).

## KEY PERFORMANCE INDICATORS & AIRSPACE OFFICE QUARTERLY REPORT (INC. GROUND NOISE REPORT)

- **KPIs:**
  - In Q1 2025 there were 54,212 movements, marking a 1.3% increase compared to Q1 2024 and 87% of the same period in 2019.
  - Percentage of Chapter 4 aircraft & above was 100% and Percentage of Chapter 3 aircraft & below was less than 0.00%.
  - Overall CDO performance has increased by 2% and overall track keeping conformance was at 94.51% for the quarter.
  - There was a 39.10% decrease in noise complaints and an 11.11% decrease in number of individual complainants.
  - Enquiry response was very high at 99.8%.

- On the Airline Noise Performance Table, only 3 airlines were in the red for CDO performance – the Airspace Office will engage with these airlines to help drive improvement. Track keeping conformance was very high for all airlines (excluding route 4 due to the known flyability issue).
- Members noted that Emirates showed no improvement in their CDO performance compared to last quarter, staying at 76%. NATS queried whether a single daily flight might be skewing the data due to the time of arrival given that Emirates operates only 3 flights a day.
- There was an increase in movements in January and March when compared with last year. Fewer days in February 2025 compared to February 2024 accounted for the slight reduction over this month.
- Both February and March saw a higher number of easterly operations (48%) which is atypical for this time of year. January's operations aligned more closely with long-term averages.
- There has been an increase in Chapter 14 green aircraft as part of Gatwick's fleet replacement efforts.
- Northern Runway usage rose in February due to the Main Runway being closed for maintenance, along with a greater number of flights during the school half term. This decreased again in March.
- CDO performance throughout the 24-hour period and day and shoulder periods, consistently exceeded 90%, with March reporting figures of 92.8% and 93.0%, respectively. During the core night, CDO performance was marginally lower than during the day and should periods, primarily due to low visibility encountered on several nights/early mornings in this quarter.
- 'Runway occupied', 'Unstable approach', and 'Weather' accounted for 77% of go-arounds.
- 15% of runway occupancy cases were down to aircraft being 'Slow to vacate'. Runway direction plays a part in this - the new RET is for westerly arrivals and this quarter saw an unusually high number of easterly days. NATS also pointed out that Advanced Mixed Mode (AMM) was introduced to Gatwick on 6 March which may have had an impact on the spacing strategy into the airport. Furthermore, easyJet noted that the increase in heavier aircraft that we see over the summer season translates to more time on the runway.
- No noise infringements were reported.
- All the infringements over Crawley were due to go-arounds (safety procedure).
- Overflights over East Grinstead and Horsham were due to runway changeovers taking place following a go-around.
- Members noted that the Horley departure infringements graph (Fig. 28 in AO Q1 2025 report) is misleading - despite the reduction in the number of infringements, the corresponding percentage of infringements per Route 4 departures shows very little change.
- **Action 10/2025:** Airspace Office to update the Horley departure infringements graph to include the percentage of infringements per the number of route 4 departures (Fig. 28 in AO Q1 2025 report).
- Track keeping was high (99%+) for all NPRs with the exception of Route 4 which averaged 73% conformance. Members requested a Route 4 track density map to accompany track keeping statistics.
- **Action 11/2025:** Airspace Office to provide a Route 4 track density map in next round of reporting.

- Winter night flight operations remained within limits, with a total of 2,358 movements. There were 155 dispensations granted, 132 due to weather, 12 due to French ATC strikes, 5 due to the South Terminal closure in November, and 6 due to the Heathrow closure in March.
- Members noted low winter levels and already high summer levels of night jet movements.
  - Response: The Airspace Office reassured members that we remain within limits set out by DfT and that a 10% carry-over is allowed.
- Noise monitors Rusper, Ifold2, and Faygate are to be re-sited. A potential site for Faygate is being investigated and awaiting councillor feedback. Suggestions for potential sites, particularly for Ifold2, are welcome.
- There was an increase in complaints and number of complainants month-on-month in line with air traffic increase. The increased number of complaints in March specifically, can also be attributed to the high number of easterly operations that month deviating from typical operating patterns tends to lead to a rise in new complaints.
- Tonbridge and Broadbridge Heath had originated 38.3% and 22.9% of total complaints, respectively, these were generated by a single resident in each area.
- Members suggested removing these prolific single complainants.
  - Response: This has been discussed before and excluding noise complaint data in this way affects the accuracy of reporting and the number of complaints actually received (with the exception of abusive or threatening complaints which are deleted).
- Westerly arrivals accounted for 66% of all complaints related to arrival operations, despite London Gatwick only operating 52% of movements in this direction this quarter.
- Members queried the high volume of complaints from Tonbridge as this location should not be affected by easterly departures (easterly operations accounted for a higher percentage of total movements than usual this quarter).
- **Action 12/2025:** Airspace Office to conduct a short survey of Tonbridge complaints to verify cause.
- Members would like to see the concentration of complaints in different locations.
- **Action 13/2025:** Airspace Office to provide a heat map of complaints in next round of reporting.
- Members highlighted possible pooling of complaints from new housing developments.
- Members asked whether it was possible to identify specific incidents (specific flights) causing a high number of complaints.
- **Action 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.
- Number of engine tests and ground noise as whole was well within S106 limits.
- The number of flights operated by unmodified Airbus A320 family aircraft, which have not had the Fuel Over-Pressure Protector modification (FOPP) installed, has remained low.
- Joining point performance was comparable to Q1 2024.

- Reflecting on the 19-year KPI table, track keeping conformance has reduced over the last two years, primarily due to the introduction of the Revised Route 4 in April 2023.

### PROTOTYPE COMPARISON ANPT

- The prototype comparison ANPT shared in the previous NaTMAG meeting was updated to show only the comparison with the previous years' quarter. RAG colour coding was added for ease of comparison, along with a percentage change column.
- Members agreed that the dashboard is very useful for identifying trends and stated they were happy for it to be published on the website as replacement for the current format.

### NOISE MANAGEMENT BOARD (NMB) UPDATE

- A rundown of the six current projects was provided, with confirmation that three had been prioritised for active work.
  - The **'Community Noise Metrics'** project was highlighted as a priority initiative aimed at developing metrics that better reflect community experiences rather than relying solely on long-term averages. A community member workshop is being organised to launch this work, facilitated by Professor Paul Hooper, the expert leading on this project.
  - The **'Factors Affecting Aircraft Noise'** project aims to develop an interactive, evolving table explaining the various sources and factors that contribute to aircraft noise. This tool is intended to be a living resource that could be updated over time as new information and data becomes available.
  - The **'Reduced Late-Running Aircraft'** project focuses on analysing trends related to aircraft operating beyond scheduled hours into the night period. The project seeks to identify patterns and operational causes of these late movements in order to develop strategies for mitigation.
- Members were shown how to access detailed project documentation on the Gatwick Noise Management Board website<sup>2</sup>. The document library includes the Master Project Control Sheet and individual sheets for the three priority projects, with the remaining project sheets expected to be added in the coming months.

### DfT UPDATE

- The Aviation Night Noise Effects Study (ANNE) has now completed all its fieldwork, and analysis of the data has begun. DfT hope to publish the results end of this year/start of next.
- The Aviation Noise Attitudes Survey (ANAS) is progressing well, with the first phase of analysis underway. Publication is expected around the same time as the ANNE Study.
- A new piece of work has started to assess the economic benefits of night flights. This work will contribute to the evidence base for the next Night Flight Regime consultation, alongside the ANAS and the ANNE Study.

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<sup>2</sup> <https://www.gatwickairport.com/company/noise/noise-management-board/noise-management-board.html>

- The next Night Flight Regime consultation is still anticipated to take place towards the end of the next calendar year, in 2026. The economic benefits study on night flights is expected to be published alongside or possibly before this consultation.
- A reorganisation is underway at DfT following the Chancellor's announcement on Heathrow expansion, including the creation of a new Heathrow Expansion Directorate. This is impacting the structure of the Airport Policy team, where the noise team sits. The review is ongoing, and current senior management reporting lines for noise are not yet confirmed. Further clarity may be available at the next NaTMAG meeting.
- The current meeting was noted as the last NaTMAG meeting for both Ian Greene and Gary Marshall. Adrian Eaton, who also attended this NaTMAG meeting, will succeed Ian Greene and become the main contact at DfT for noise and air quality issues. Members took turns to thank both Ian and Gary for their significant contributions to NaTMAG, the NMB and GATCOM and wished them both well for the future.
- Members raised concerns around the process for managing night flight dispensations at Gatwick, with attention drawn to the permitted 11,200 night movements being three and a half times higher than Heathrow's, and last summer resulting in over 10% of that number being granted as dispensations.
  - Response: Gatwick is legally required to report dispensations within seven days of occurrence. DfT reviews each dispensation and challenges them if any do not comply with the dispensation guidance. Operational decisions on granting dispensations lie primarily with the airport, as the airport is considered to be in the best position to assess operational complexities and airline requirements. There is trust placed in the airport's judgement, with DfT noting that Gatwick does refuse dispensations when not appropriate.

## AIRSPACE UPDATE

### ROUTE 4 AIRSPACE CHANGE

- It was confirmed that Stage 3 documentation was submitted to the CAA in February. Feedback has since been received from the CAA, consolidated to 22 minor comments. Many of the comments have already been addressed, but a few require additional work, particularly to include increased detail on forecast traffic dispersion.
- Due to the nature of these required revisions, the previously intended gateway submission has been deferred.
- Engagement is ongoing with the CAA to agree a revised gateway date, initially with the aim of securing a summer 2025 slot.
- The CAA has now confirmed that the first available gateway slot is in October 2025, and this is the date that will be targeted for submission.
- As a result of the October gateway timing, the public consultation on Route 4 originally planned for summer 2025 will be delayed. If the consultation starts before Christmas there is a commitment to provide a consultation period of at least 14 weeks to ensure adequate engagement.

## FUTURE AIRSPACE STRATEGY IMPLEMENTATION – SOUTH (FASI-S)

- An update was provided regarding the establishment of UKADS (UK Airspace Design Service), which was officially announced on 17 March 2025. UKADS will act as the single, centralised body responsible for UK airspace modernisation functions.
- Since the initial announcement, limited further information has been made available, though a recent update from the CAA indicates that three key publications are expected within the month. These publications include a ministerial statement, the official consultation response document from the UK Government's 2024 UKADS consultation and supporting policy papers. UKADS1 will focus on the complex London TMA (relevant to progressing FASI-South (FASI-S)).

## LONDON AIRSPACE SOUTH

- London Airspace South (LAS) was referenced in connection with UKADS developments. It was clarified that the project has been endorsed to continue under the FASI-S programme but that this will take place outside of the UKADS governance structure.
- The LAS project is currently engaged in Stage 3 (CAP1616) consultation preparation activities, which include work on integrating additional metrics that the project previously committed to delivering. These include Fair and Equitable Distribution (of air traffic) and World Health Organisation metrics. Progress has been made in developing these metrics, but further work remains to finalize them and ensure they are incorporated into the consultation materials.
- Given the current status of this preparatory work and the associated timelines, it was confirmed that a public consultation on London Airspace South is not expected to take place before 2026.
- **Action 15/2025:** GAL to share the LAS CAP1616 process dates at the August NaTMAG meeting.

## KEY MESSAGES

### KEY MESSAGES TO GATCOM:

- Some LNAM results for April 2024 were presented to NaTMAG members with a further update planned for the November 2025 meeting following the completion of the 24-month shadow period.
- The Airspace Office is due to have their Noise and Track Keeping system updated to the latest available version (9.10.6) this month.
- The Noise Action Plan Annual Progress Report will be made available online following the meeting. **Post-meeting note:** The report is now available on the Gatwick Airport website.<sup>3</sup>
- The Airspace Office shared an updated ANPT dashboard with previous years' quarter comparisons.
- The DfT have started a new piece of work on the economic benefits of night flights which will feed into the next Night Flight Regime consultation.

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<sup>3</sup> [https://www.gatwickairport.com/on/demandware.static/-/Sites-Gatwick-Library/en\\_GB/v1747366322514/images/Corporate-PDFs/Noise%20&%20Airspace/NAP/NAP%20Annual%20Progress%20Report%202024.pdf](https://www.gatwickairport.com/on/demandware.static/-/Sites-Gatwick-Library/en_GB/v1747366322514/images/Corporate-PDFs/Noise%20&%20Airspace/NAP/NAP%20Annual%20Progress%20Report%202024.pdf)

### KEY MESSAGES TO THE NMB:

- Some LNAM results for April 2024 were presented to NaTMAG members with a further update planned for the November 2025 meeting following the completion of the 24-month shadow period.
- The Airspace Office is due to have their Noise and Track Keeping system updated to the latest available version (9.10.6) this month.
- The Airspace Office shared an updated ANPT dashboard with previous years' quarter comparisons.
- The DfT have started a new piece of work on the economic benefits of night flights which will feed into the next Night Flight Regime consultation.

### KEY MESSAGES TO FLOPSC:

- NaTMAG members are interested in the effect of wildlife on go-arounds and asked if further detail could be shared on the types of wildlife.
- The Airspace Office shared an updated ANPT dashboard with previous years' quarter comparisons.
- The DfT have started a new piece of work on the economic benefits of night flights which will feed into the next Night Flight Regime consultation.

### DATES OF NEXT MEETINGS

NaTMAG – Thursday 7 August 2025, 10:00 to 13:00, Online.

GNMG – Wednesday 21 May 2025, 10:00 to 12, Online.

FLOPSC – Wednesday 28 May 2025, 13:00 to 14:30, Online and, in person at Gatwick.

RPIG - Wednesday 28 May 2025, 14:30 to 15:30, Online and in person at Gatwick.

Community Assembly, Wednesday 4 June, Online - Registration still open for membership.

Oversight Board, Wednesday 18 June, In person at London Gatwick - Community members are required to attend Community Assembly to attend preceding Oversight Board.

**ANNEX A: ACTION SUMMARY**

Action No/Year	Action/Decision/Next Step	Raised	Responsible	Plan date	Actual date	Status	Comments: Updated May 2025
01/2023	DfT to follow up with Airbus to provide an update on the Airbus A220 'whine' issue.	Feb-23	DfT	Ongoing		<b>OPEN</b>	DfT explained that there had been little change since the presentation delivered March of last year. Only slight change has been the estimated entry into service date which has been pushed from November 2025 to mid-2026.
15/2024	Airspace Office to share some LNAM results at the May 2024 NaTMAG meeting.	Feb-24	AO	Nov-24	May-25	<b>CLOSED</b>	LNAM results shared, with further updates to come in November NaTMAG meeting.
23/2024	Airspace Office to discuss feasibility of introducing a comparison of CDO across prior periods to track performance in the ANPT.	Aug-24	AO	May-25	May-25	<b>CLOSED</b>	Airspace Office presented the updated ANPT with last years' quarter comparison. Members stated they were happy for it to be published on the website as replacement for the current format.
28/2024	easyJet to consider whether they want their statistics to be split out for easyJet Europe, easyJet UK and easyJet Switzerland.	Nov-24	easyJet	May-25	May-25	<b>CLOSED</b>	easyJet recognised that their three AOCs perform differently and agreed with the Airspace Office that the statistics should be split moving forward.
01/2025	GAL to update wording in comments section of the NAP annual progress report for Proactive Action 10 (P10)	Feb-25	GAL	Feb-25	May-25	<b>CLOSED</b>	Updated wording and recirculated.
02/2025	GAL to provide year on year comparisons for Proactive Action 15 (P15)	Feb-25	GAL	Feb 25	May-25	<b>CLOSED</b>	Updated wording and recirculated.

Action No/Year	Action/Decision/Next Step	Raised	Responsible	Plan date	Actual date	Status	Comments: Updated May 2025
03/2025	GAL to update NAP Annual Progress Report to include 'number above' data for P16 & P18.	Feb-25	GAL	Feb 25	May-25	<b>CLOSED</b>	Updated wording and recirculated.
05/2025	Airspace Office to follow up with Emirates to ensure that they are intending to reply to the complaint received about low flying aircraft.	Feb-25	AO	May-25	May-25	<b>CLOSED</b>	Speldhurst PC received a response from Emirates, however they felt it was lacking in detail. They also received further communication from NATS explaining that without additional detail on the aircraft (date, time etc.) it is difficult for them to respond accurately. Speldhurst PC took note of this for future reference.
08/2025	Airspace Office to split easyJet AOCs in Airspace Office reports moving forward.	May-25	AO	Aug-25		<b>OPEN</b>	
09/2025	GAL to present a follow-up on LNAM at the November NaTMAG meeting.	May-25	GAL	Nov-25		<b>OPEN</b>	
10/2025	Airspace Office to update the Horley departure infringements graph to include the percentage of infringements per the number of route 4 departures (Fig. 28 in AO Q1 2025 report).	May-25	AO	May-25	May-25	<b>CLOSED</b>	Completed post-meeting.
11/2025	Airspace Office to provide a Route 4 track density map in next round of reporting.	May-25	AO	Aug-25		<b>OPEN</b>	

Action No/Year	Action/Decision/Next Step	Raised	Responsible	Plan date	Actual date	Status	Comments: Updated May 2025
12/2025	Airspace Office to conduct a short survey of Tonbridge complaints to verify causes.	May-25	AO	Aug-25		OPEN	
13/2025	Airspace Office to provide a heat map of complaints in next round of reporting.	May-25	AO	Aug-25		OPEN	
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	Aug-25		OPEN	
15/2025	GAL to share the LAS CAP1616 process dates at the August NaTMAG meeting.	May-25	GAL	Aug-25		OPEN	