THE NOISE AND TRACK MONITORING ADVISORY GROUP (NaTMAG) Thursday 06 August 2026 (virtual meeting)

(DRAFT MINUTES – to be ratified at NaTMAG meeting in November 2026)

IN ATTENDANCE

Kimberley O'Neill (Chair)	Gatwick Airport Ltd – Airspace Office and Chair of NaTMAG
Matthew Thompson	Gatwick Airport Ltd – Secretary to NaTMAG
Sam Tull	Gatwick Airport Ltd – Airspace Office
Abid Habib	Gatwick Airport Ltd – Airspace Office
Emile Hellmann-Wanogho	Gatwick Airport Ltd – Airspace Office
Goran Jovanovic	Gatwick Airport Ltd – Airspace Change Programme Manager
Katie Baker	Gatwick Airport Ltd – Noise Management Programme Manager
Malcolm Fillmore	GATCOM
Mike George	GATCOM
Alan Jones	GATCOM
Nicholas White	GATCOM
Liz Lockwood	GATCOM (Observer)
Monique Smart	GATCOM Secretariat (Observer)
Ed Winter	GACC
Graham Lake	Independent Technical Advisor to GATCOM
Jonathan Drew	Noise Management Oversight Board Chair
Adam Dracott	Mid Sussex District Council
Leon Hibbs	Reigate and Banstead Borough Council
Matthew Payne	DfT
Tim May	DfT
Andrew Burke	NATS
Sam Rush	NATS
Darren Rhodes	Chief Technical Noise Adviser for the UK CAA (Guest Speaker)

APOLOGIES

Nigel Emery	GATCOM
Adrian Eaton	DfT

MEMBERSHIP UPDATE

- The Chair welcomed attendees to the third NaTMAG meeting of 2026 and extended a welcome to Liz Lockwood, who attended as an observer. Liz will rejoin NaTMAG as a GATCOM member from the next meeting, replacing Philip Lunn. The Chair would like to thank Philip Lunn for his contributions to NaTMAG.
- The Chair also advised the group of several recent changes within the Gatwick team. Katie Baker, who has previously worked with Gatwick through her role at Egis, has joined the airport and is covering for Rebecca Mian during her period of leave, taking over responsibilities from Charlotte Smerdon. Andy Sinclair has recently been appointed Head of Aerodrome Transformation and has moved into the Operations directorate. Goran Jovanovic has also transferred to Operations, while retaining his current title and continuing to provide airspace-related updates to NaTMAG.

Following the August meeting cycle, Matthew Thompson will step down as Secretary to NaTMAG, having moved into a new role at the airport as Capacity Planning Analyst. The Gatwick team has subsequently welcomed two new analysts, Abid Habib and Emile Hellmann-Wanogho, both of whom will attend future NaTMAG meetings on a regular basis. A new Secretary to NaTMAG will be appointed before the next meeting.

- Finally, the Chair introduced the guest speaker, Darren Rhodes from the Civil Aviation Authority (CAA), who had been invited to present on the Aviation Noise Attitudes Survey (ANAS) as part of the Department for Transport's regular update.

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** – Matthew Payne advised that Adrian Eaton had provided an update at the previous meeting and confirmed that there had been no significant developments since then. The Chair reported that Airbus is now retrofitting all newly manufactured Airbus A220 aircraft fitted with Pratt & Whitney engines. Airbus is also expected to begin a retrofit programme for existing fleets from late 2027 onwards.
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** – Following discussions at the previous meeting and subsequent engagement with Gatwick's Sustainability Team, it was identified that the airport is planning a trial to assess the environmental impacts of replacing aircraft APUs with pre-conditioned air systems. Katie Baker explained that the Airspace and Noise team had taken the opportunity to incorporate noise measurements into the trial so that any noise benefits associated with the use of pre-conditioned air could also be quantified. Katie confirmed that updates on the results of the trial would be provided at a future meeting.
03/2026 – GAL, working with the DfT, to look into the possibility of amending the wording around the Horley overflight rule within the AIP in order to better reflect the true footprint.	**CLOSED** – The Chair provided an update on the review of the Horley overflight rule. Following discussions with Adrian Eaton at the DfT, the Chair reported that amending the Aeronautical Information Publication (AIP) was not considered the preferred approach. Instead, it was agreed that the quarterly reporting process should more clearly illustrate the Horley overflight area. To support this, a map has been added as an annex in the Airspace Office Quarterly Report, showing the boundary used within the Noise and Track Keeping (NTK) system. It was noted that comments submitted ahead of the meeting had been positive.
04/2026 – Airspace Office to update NaTMAG on any key developments that come out of	**OPEN** – The Chair reported that no relevant meetings had taken place since the last update and that none were currently scheduled. It was agreed that this item would remain as a standing agenda item.

Action	Comments
future user forums relating to the airport's NTK system in 2026.	

2024-2028 NOISE ACTION PLAN UPDATES

Proactive Action 10: We will consider the voluntary phase out of the scheduling of QC2 aircraft during the core night period.

- Sam Tull explained that he had inherited responsibility for the Action Plan Action following the departure of the previous Noise Action Plan Programme Manager and so had reviewed the work undertaken to date.
- A feasibility study was completed in 2025 involving representatives from the Airspace and Noise team, Sales and Operations Planning, Legal, Finance and airline stakeholders. The study found that, at the time, no QC2 aircraft movements were scheduled during the core night period. However, during consultation, one airline expressed opposition to a formal ban due to concerns about wider network implications, despite not scheduling QC2 movements at Gatwick itself.
- Sam reported that Gatwick had considered introducing a ban through Local Rule 1, but this option was not progressed. Alternative mechanisms were also explored with Legal and Finance teams, including the possibility of incorporating restrictions within the airport's Conditions of Use. Ultimately, it was decided not to proceed with implementation at that stage on the grounds that it was not considered to be in the best interest of the business.
- Mike George reminded the group that the original intention behind the action had been to replicate the successful voluntary phase-out of QC4 aircraft. He explained that the Noise Action Plan had envisaged a two-stage approach: first eliminating the scheduling of QC2 movements during the core night period and then progressing towards the complete removal of QC2 operations during those hours. Mike suggested that pursuing this objective would represent a meaningful improvement in night noise management for local communities. Sam agreed that the matter could be revisited and noted that future aircraft fleet changes may influence the position.

Proactive Action 15: We will continue to provide a fit for purpose Community Noise Monitoring Scheme (CNMS).

- Sam Tull advised that a draft report had been produced by Anderson Acoustics and had now been finalised. The report relates to Noise Monitor 193 (Ruckmans), located to the west of the airport. Sam explained that the monitor is affected by both easterly arrivals and westerly departures.
- The report examined noise data covering the period from 2022 to 2025. Sam noted that 2019 was excluded from the analysis because a full year's dataset was not available for that monitoring location (the monitor was installed in summer 2019). Subsequent years affected by the COVID-19 pandemic were also considered unsuitable for comparison purposes.
- The finalised report was expected to be circulated following the meeting.

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Proactive Action 16: We will commission the preparation of additional, annual based, noise exposure contours assessments.

- The Chair confirmed that the CAA ERCD had published the 2025 annual-based noise contours, the report for which is available through the Gatwick noise website[1].
- The Chair went on to confirm that Gatwick intends to continue producing and publishing both the summer and annual contour datasets on an annual basis going forward.

AIRSPACE OFFICE QUARTERLY REPORT & DASHBOARDS

- Before reviewing the report in detail, Sam Tull addressed a question raised in the pre-meeting notes regarding meetings held with easyJet and Wizz Air UK concerning Route 4 track keeping conformance. Sam reported that Gatwick met with Wizz Air UK in April 2026. Following that engagement, the airline's Route 4 conformance improved from 70% in Q1 2026 to 80% in Q2 2026. In contrast, easyJet's conformance declined by approximately 12% between Q1 and Q2 despite a meeting having taken place in May 2026. Gatwick intends to follow up with easyJet to understand the reasons behind this reduction.
- Sam explained that Gatwick has now engaged with four airlines regarding Route 4 conformance, including both short-haul and long-haul operators. Discussions have focused on operational techniques used to improve conformance, including the application of speed restrictions during turns and adjustments to acceleration points after departure. While these measures may improve track keeping conformance, they can also lead to increased fuel burn and potentially affect noise performance. Gatwick is therefore seeking to better understand any unintended consequences of these operational changes.
- Mike George asked whether the use of different speeds by airlines during departure turns created any implications for Air Traffic Control operations. Andrew Burke explained that aircraft have historically operated Route 4 turns at varying speeds depending on aircraft type, airline procedures and preferred climb profiles. Sam Rush added that the main effect is on departure spacing, as slower aircraft may require larger gaps behind them if followed by faster traffic.

Key Performance Indicators (KPIs):

- Aircraft movements during the quarter were just over 1% lower than the equivalent period in 2025. The proportion of Chapter 14 aircraft increased, while the proportion of Chapter 3 or below aircraft decreased, representing a positive downward trend.
- Continuous Descent Operations (CDO) performance improved by 0.74% and remained above target KPI of 90%. Track keeping conformance reduced by almost 2% to 91.95%, largely due to an increase in westerly operations, seasonal traffic growth and the introduction of new airlines during the summer schedule.
- No noise infringements were recorded during the reporting period.

[1] https://www.gatwickairport.com/on/demandware.static/-/Sites-Gatwick-Library/default/dwd5734f8c/images/Corporate-PDFs/Noise-Reports/Noise%20Exposure%20Contours%202025.pdf

- Both the total number of complaints and the number of individual complainants decreased, with individual complainants reducing by nearly 20%.

Airline Noise Performance Table (ANPT):

- Sam reported that 23 airlines had achieved improvements in their CDO performance during the quarter. Six airlines improved their overall status rating, moving between red, amber and green performance categories.
- Sam explained that new airlines often appear lower in the rankings initially as crews become familiar with London airspace and Gatwick operating procedures. Gatwick engages with airlines before operations commence and follows up approximately six months after commencement to reinforce noise abatement requirements.
- Engagement has recently taken place with TAP Air Portugal, who requested performance statistics to be separated by fleet type to determine whether a particular aircraft type was contributing disproportionately to lower CDO performance. Discussions with the airline remain ongoing.
- Jonathan Drew highlighted several positive developments within the airline CDO data, including significant improvements by Wizz Air Hungary. He also expressed concern regarding the relatively poor CDO of Air France.
    - Sam noted that Air France had demonstrated consistently weak CDO performance and will now be a focus of the team's engagement efforts.
    - Andrew Burke added that Air France applies a very specific interpretation of CDO across multiple airports, including Heathrow and Gatwick, which has historically made performance improvement difficult despite ongoing engagement.
- Sam raised a concern regarding the overall final ranking displayed on the dynamic Airline Noise Performance Table published on the airport website. He explained that the overall ranking combines several metrics, including QC/seat, CDO and track keeping, with additional weighting applied to some categories. While individual performance metrics are clearly presented, there is currently no explanation available to users regarding how the overall final ranking column is calculated.
    - Jonathan Drew commented that the final ranking could potentially create confusion because airlines may perform strongly in some categories but poorly in others, making the final position difficult to interpret. He suggested that the ranking provided limited value if the methodology could not be clearly explained.
    - Mike George agreed, stating that the individual performance indicators and traffic-light ratings provided much more useful information than a combined ranking. In his view, the key focus should remain on whether airlines are improving or deteriorating across specific measures.
    - The Chair proposed a review of the overall ranking methodology, which was supported by the group.
- Jonathan Drew also requested additional analysis into QC/seat performance in recent years as it would be helpful to see how airline QC has changed over the years. This will be a separate piece of analysis presented to NaTMAG.

ACTION 05/2026: Airspace Office to review the final ranking methodology used within the Airline Noise Performance Table to determine whether they remain relevant and add sufficient value.

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ACTION 06/2026: Airspace Office to review the QC/Seat performance from the past couple of years for analysis and present back to NaTMAG at the November meeting.

Airport & Runway Statistics:

- April and May experienced more easterly operations, while June was predominantly westerly, representing the strongest month of westerly operations recorded this year to date.
- The Airbus A320ceo remains the most frequently used aircraft type at Gatwick. The proportion of Boeing 737 MAX operations increased by 1.5%, which was welcomed as a positive upward trend.
- Northern Runway usage increased during the quarter, reflecting the seasonal increase in planned maintenance activities on the Main Runway.

Arrival Performance:

- Sam reported that 24-hour CDO performance continued to be above 90% throughout Q2. Daytime and shoulder performance declined slightly during June, reflecting adverse weather conditions at the start of the summer season. Core night performance improved relative to Q1 despite increased traffic levels.
    - Katie Baker questioned why compliance rates were not higher during the core night period, given lower traffic levels. Andrew Burke explained that night operations can present different challenges from daytime operations. While there is generally less traffic, the structure of controlled airspace can require aircraft to level off before commencing their final descent in order to remain within controlled airspace boundaries. In addition, since nighttime traffic volumes are relatively low, a small number of non-compliant approaches can have a much greater percentage impact on the overall statistics. Katie suggested that future presentations could include actual movement numbers alongside percentages to provide additional context.

ACTION 07/2026: Airspace Office to include actual movement numbers alongside percentages for CDA performance in next quarterly report to give readers additional context.

- The proportion of go-arounds remained low during the quarter. The largest contributing factors were runway occupied events, unstable approaches and airport-related operational reasons. Within runway occupied causes, slow-to-roll events remained the largest category, accounting for 55% of incidents.
- The number of nighttime arrivals joining final approach within 10 nautical miles increased significantly in June. One violation of the daytime 6.1 nautical mile join rule was recorded during May and was attributed to late vectoring by Air Traffic Control.
- Following feedback received before the meeting, references to East Grinstead and Horley had been added into the report narrative. Sam confirmed that all arrival-related infringements affecting East Grinstead, Horley and Crawley during the reporting period were associated with either go-arounds or discontinued approaches. No infringements were recorded over Lingfield during the first six months of the year.

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Departure Performance:

- Route 4 conformance fell during Q2, declining from approximately 80% in March to around 70% during the quarter. This decline was the principal factor behind lower overall track keeping conformance.
- Conformance on all other Noise Preferential Routes remained at 99.4% or higher.
- Several NPR violations occurred during June but were predominantly attributed to weather avoidance activity.

Night Flights:

- Night flight activity during Summer 2026 remained in line with plan and no concerns had been identified regarding the airport's ability to remain within its seasonal limits.
- A total of 212 dispensations had been granted by the end of June. The majority of these were associated with Air Traffic Control staffing constraints within French airspace.

Noise Monitoring:

- An update was provided on the programme of work to install additional noise monitors.
    - Sam advised that a suitable replacement location for the Lingfield monitor had not yet been secured, largely due to resource constraints within the Gatwick team. Mike George suggested that local representatives, including Councillor Nicholas White or Councillor Liz Lockwood, may be able to assist in identifying potential locations. Councillor White referred to a previous suggestion involving the Marriott Hotel. The Chair explained that roof-mounted locations are generally unsuitable because of practical access and maintenance issues.
    - Sam also reported encouraging progress regarding the proposed Faygate monitor. Discussions were continuing with Crawley Borough Council and the Gatwick Legal team regarding the potential use of the Scout campsite location previously identified.

Noise Complaints:

- Noise complaints increased noticeably during May 2026. Analysis indicated that this was likely linked to the first significant heatwave of the year combined with a change from prolonged easterly operations to westerly operations. One day generated 185 complaints, approximately half of which were submitted between midnight and 3am.
- Most complaints continue to be submitted through the online portal, with Tunbridge Wells, Broadbridge Heath (Horsham) and Tonbridge remaining the locations generating the greatest number of complaints.
- The number of new complainants also increased during May before falling again in June.
- The Chair shared concerns around the increasing number of complaints being received without complete address information. She demonstrated that the current online complaint form allows submissions to be made without a valid name or address, provided a postcode is entered. This creates difficulties in accurately identifying complainants' locations, investigating concerns, and issuing meaningful responses.
    - The Chair proposed introducing an address lookup database that would require users to select a complete address from a dropdown menu based on their postcode.
    - Alan Jones highlighted that some complainants may wish to report noise experienced away from their home address. The Chair confirmed that the system would still allow

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users to provide details about the location where disturbance occurred through additional comment fields and WebTrak.
    - Mike George suggested that the use of what3words could also be considered for people wishing to report disturbances experienced in open spaces or locations without a conventional address.
    - Members expressed broad support for implementing mandatory address selection and enhancing the quality of location data collected.

ACTION 08/2026: Airspace Office to explore options for improving location accuracy within the online complaint submission form, including the use of an address dropdown list.

- Discussion took place regarding complaint location maps included within the report.
    - Sam clarified that complaint locations displayed on the maps represent all complainants and not solely those affected by Gatwick operations. Some complaints received during the quarter related to Heathrow operations and had been redirected accordingly.
    - Mike George suggested that non-Gatwick complaints should either be removed from the map or distinguished in some way, as they could distort perceptions of Gatwick-related impacts. Leon Hibbs proposed using different colours to identify Heathrow-related complaints.
    - The Chair noted that the maps represent individual complainants rather than individual complaints, meaning that a person could potentially complain about both Heathrow and Gatwick operations at different times. The group agreed that the issue required further consideration.

ACTION 09/2026: Airspace Office to explore how complaints relating to Gatwick flights and Heathrow flights could be more clearly distinguished on complaint maps in the Airspace Office Quarterly Report.

Ground Noise:

- Engine testing activity remained consistent with previous months following the temporary peak recorded in March.
- No breaches relating to APU or GPU usage were identified through Safety Team inspections.
- Five instances of non-compliant ground power use were recorded during June. Three were associated with aircraft requiring air conditioning during hot weather, one related to engineering maintenance activity, and one was recorded without a documented reason.

Route 4 Track Keeping Dashboard:

- Sam explained that Route 4 remains one of the most operationally complex departure routes at Gatwick and, because of its unique track keeping challenges, Gatwick maintains a dedicated Route 4 performance dashboard that is presented to NaTMAG members only.
- With the option to filter by airline, the dashboard allows Gatwick to assess both the volume of Route 4 operations and individual airline conformance. Sam explained that the data is primarily used to identify airlines that may require additional support in order to see improvement.
- Sam explained that performance assessments are generally focused on airlines operating larger numbers of departures on the route. easyJet Switzerland for example appeared to have recorded 0% track keeping conformance during the reporting period; however, this related to just a single departure on Route 4 and is therefore not truly representative.

- Malcolm Fillmore suggested that, in addition to quarterly data, it would be useful to present longer-term trend information showing whether Route 4 conformity is improving or deteriorating over time. He noted that trend analysis is often more informative than considering individual quarterly results in isolation. It was agreed that this could be explored further.

ACTION 10/2026: Airspace Office to explore methods for presenting long-term Route 4 track keeping conformance trends, enabling quarter-by-quarter comparison from present day back to the introduction of the current Route 4 NPR design in April 2023.

DEPARTMENT FOR TRANSPORT (DFT) UPDATE

General Updates

- Tim May advised that the DfT expects to publish shortly the Socio-Economic Impacts of Night Flights Study, commissioned by York Aviation. The findings will form an important part of the evidence base for the forthcoming review of the night flights regime.
- Tim reminded members that the current night flight restrictions are due to expire in October 2028. While this remains some time away, the review process requires a significant lead-in period.
- Tim also encouraged members to look out for the Government's response to the recent consultation on Air Navigation Guidance (ANG) and Directions (AND), including proposals relating to the balance between noise and carbon considerations in airspace change decision-making.

Aircraft Noise Attitudes Survey (ANAS)

- Darren Rhodes presented the findings from the Aircraft Noise Attitudes Survey. Darren explained that ANAS was designed to improve understanding of public attitudes towards aircraft noise in the UK and to update the evidence base established by the 2014 Survey of Noise Attitudes (SoNA). The study was undertaken to improve understanding of aviation noise impacts in the post-COVID environment and was not specifically commissioned to support any airport expansion proposals. The primary output of the study is a set of exposure-response functions, which assess the relationship between aircraft noise exposure and the percentage of people reporting high levels of annoyance.
- The survey was conducted across ten UK airports using both online and postal questionnaires. Fieldwork took place in two phases between September 2023 and May 2024, generating approximately 46,000 responses in total, a substantial increase on the 2,000 responses collected for SoNA in 2014. Participants were sampled across a range of aircraft noise exposure bands to ensure broad representation, and the survey followed the internationally recognised ISO 15666 standard. Respondents were asked to rate annoyance over both three-month and twelve-month periods using verbal and numerical scales.
- A key finding was that people now report higher levels of annoyance at considerably lower noise levels than identified in the 2014 SoNA study. For example, the proportion of people classified as highly annoyed at around 54 dB LAeq,16hr in SoNA is now observed at approximately 42-43 dB LAeq,16hr in ANAS. Increased annoyance was evident across the entire range of noise exposures assessed. Seasonal effects were also apparent, with higher annoyance reported during the summer survey period.

- Leon Hibbs noted that Gatwick appeared to record higher levels of annoyance than many other surveyed airports at comparable noise exposure levels. Darren acknowledged this observation but cautioned against drawing firm conclusions without considering wider social, demographic and environmental factors that may influence attitudes.
- Goran Jovanovic queried how representative the survey sample was of the wider population and whether respondents may have been disproportionately drawn from groups already concerned about aircraft noise. Darren acknowledged the challenges inherent in demographic representation and explained that extensive consideration had been given to potential weighting approaches. However, the decision was ultimately taken to present unadjusted findings to avoid introducing additional assumptions into the dataset.
- Darren also discussed the study's assessment of event-based metrics, particularly N65, which measures the number of aircraft noise events exceeding 65 dB. Alan Jones queried why N65 had been used rather than N60. Darren explained that N65 is generally regarded as more appropriate for daytime assessment, whereas N60 is more commonly used in night-noise assessments due to lower background noise levels.
- Leon observed that it was unsurprising that annoyance remained present even when N65 values were recorded as zero, as many aircraft could still be generating noise levels below 65 dB yet remain intrusive to residents. Darren agreed with this interpretation and noted the limitations associated with event-count metrics.

Aviation Night Noise Effects (ANNE) Study

- Tim May presented the Aviation Night Noise Effects study which looks at the impacts of aircraft noise during nighttime hours, focusing on both subjective experiences and objective measurements. The first phase sought to understand how aircraft noise affects annoyance and self-reported sleep disturbance between 21:00 and 08:00, while a second phase currently underway is investigating measurable physiological impacts. The first phase surveyed approximately 4,000 residents living around eight UK airports with significant night flight activity, with sample sizes weighted according to the size of affected populations, resulting in larger representation from areas around Heathrow and Manchester.
- The study found a clear relationship between increasing nighttime aircraft noise and higher levels of annoyance. Around 10% of respondents were classified as highly annoyed at approximately 43 dB, with annoyance increasing significantly up to around 48 dB before levelling off. Similar patterns were observed for self-reported sleep disturbance, with approximately 10% of respondents reporting significant sleep impacts at around 44 dB. Analysis of individual nighttime periods identified the hour between 04:00 and 05:00 as the most sensitive, with 10% of respondents reporting high annoyance at noise levels of around 36 dB. This same period also recorded the highest levels of reported sleep disturbance.
- The first phase of the study also explored the influence of non-acoustic factors on attitudes towards aircraft noise. Higher levels of annoyance and sleep disturbance were reported by individuals who considered themselves noise-sensitive, held negative views towards aviation, lived in households with higher occupational status, identified as having a white ethnic background, or lived in homes with poorer insulation. In contrast, younger respondents and those living in households with aviation-related employment generally reported lower levels of annoyance.
- The second phase of the study is expected to report by the end of 2026. In this phase around 200 participants have been monitored in their homes using equipment that measures movement

and cardiac activity while aircraft noise levels are recorded simultaneously. The aim is to determine how closely reported sleep disturbance corresponds with measurable physiological changes during sleep.

- Jonathan Drew asked whether Heathrow's voluntary overnight closure period could have influenced the study findings, given the large Heathrow sample within the survey population. Tim acknowledged the point and committed to seeking further detail from the project team on how this had been addressed.
- Tim concluded by confirming that the findings from ANAS and ANNE are being considered as part of wider government work including the forthcoming review of the UK night flights regime.

NOISE MANAGEMENT BOARD (NMB) UPDATE

- Katie Baker provided an update on the Personal Dashboard project, which has evolved from the Community Noise Metrics workstream. Feedback from residents indicated greater interest in understanding specific aircraft movements and operational patterns. In response, the project has identified more meaningful metrics, such as overflight frequency, arrival and departure patterns, operating modes, aircraft types and routes, and the distinction between Gatwick and Heathrow traffic. A postcode-based dashboard is now being developed to provide residents with information about aircraft activity in their area, with a demonstration version expected to be presented at a future meeting and at the Annual Airspace and Noise Forum.
- Katie also reported on the Noise Impact Table project, which builds on the completed Factors Affecting Aircraft Noise study. Recognising that the output of the study was highly technical, Gatwick is creating an interactive Power BI tool that will help users explore how different aircraft components, operational procedures and environmental conditions contribute to aircraft noise. A prototype is currently under development and is expected to be available for demonstration during the next meeting cycle.
- An update was also provided on the Steeper Final Approach project, which is assessing whether increasing the standard approach angle from 3 degrees to up to 3.2 degrees could reduce aircraft noise. Early analysis suggests a potential noise reduction of around 1 to 1.5 decibels, although a number of technical and operational considerations remain under review. Gatwick has been engaging with Frankfurt Airport, which operates a 3.2-degree approach primarily for noise-related reasons, to better understand the benefits and implementation challenges. The study is due to be completed in September, after which the findings will be shared with members.
- Finally, Katie reminded members that the Annual Airspace and Noise Forum will take place on 14 October between 15:00 and 18:00 hours at Gatwick Airport's STEM Centre.

AIRSPACE UPDATE

ROUTE 4 AIRSPACE CHANGE

- Goran Jovanovic provided an update on the Route 4 Airspace Change Process, advising that the project team has completed the post-consultation categorisation work and is currently undertaking an internal review of the consultation report. Once this review is finalised, the report will be submitted to the Civil Aviation Authority (CAA) for formal review and approval. Subject to

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CAA acceptance, the programme will progress to Stage 4 of the Airspace Change Process, which focuses on refining the preferred design option.

- Goran picked up on the increase in complaints from residents in the Horley area, many of whom believe that Route 4 Airspace Change proposals have already been implemented. Goran emphasised that no Route 4 Airspace Change has been introduced and that it remains at Stage 3 of the six-stage process. He explained that residents may instead be experiencing the effects of normal air traffic control vectoring activity, which can result in variations in aircraft tracks outside the Noise Preferential Route structure. Goran asked community representatives to help communicate this message to local residents.
- Jonathan Drew sought clarification on future opportunities for public involvement in the Airspace Change Process and asked when communities would have their final opportunity to provide feedback. In response, Goran explained that the process remains subject to further regulatory scrutiny and that opportunities for community engagement may continue through to Stage 5.

KEY MESSAGES

KEY MESSAGES TO GATCOM:

- The results of the ANAS and ANNE study were presented to NaTMAG at the August 2026 meeting.
- A reminder that the Annual Airspace and Noise Forum will take place on 14 October at Gatwick Airport's STEM Centre.

KEY MESSAGES TO THE NMB:

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- A reminder that the Annual Airspace and Noise Forum will take place on 14 October at Gatwick Airport's STEM Centre.

KEY MESSAGES TO FLOPSC:

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DATES OF NEXT MEETINGS

NaTMAG – Thursday 10 September 2026, 10:00 to 11:30, Online.
GNMG – Wednesday 02 December 2026, 10:00 to 12:00, Online.
FLOPSC – Wednesday 30 September 2026, 13:00 to 14:30, online or in person.
NMB Community Assembly – Wednesday 16 September 2026, 10:00 to 12:00, Online (Registration still open for membership.)
NMB Oversight Board – Wednesday 23 September 2026, 10:00 to 14:00, 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.)

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ANNEX A: ACTION SUMMARY

Action No/Year	Action/Decision/Next Step	Raised	Responsible	Plan date	Actual date	Status	Comments: Updated August 2026
01/2023	DfT to follow up with Airbus to provide an update on the Airbus A220 'whine' issue.	Feb-23	DfT	Nov-26		OPEN	Matthew Payne advised that Adrian Eaton had provided an update at the previous meeting and confirmed that there had been no significant developments since then. The Chair reported that Airbus is now retrofitting all newly manufactured Airbus A220 aircraft fitted with Pratt & Whitney engines. Airbus is also expected to begin a retrofit programme for existing fleets from late 2027 onwards.
18/2025	NaTMAG Chair to speak with Aerodrome Compliance colleagues about the availability of APU manufacturer's noise and emissions data with the possibility that it might be used to inform a future piece of work. An update to be provided at the February NaTMAG meeting.	Nov-25	Chair	Nov-26		OPEN	Katie Baker provided an update. Following discussions at the previous meeting and subsequent engagement with Gatwick's Sustainability Team, it was identified that the airport is planning a trial to assess the environmental impacts of replacing aircraft APUs with pre-conditioned air systems. Katie explained that the Airspace and Noise team had taken the opportunity to incorporate noise measurements into the study so that any noise benefits associated with the use of pre-conditioned air could also be quantified. Katie confirmed that updates on the results of the trial would be provided at a future meeting.
03/2026	GAL, working with the DfT, to look into the possibility of amending the wording around the Horley overflight rule within the AIP in order to better reflect the true footprint.	May-26	GAL	Aug-26	Aug-26	CLOSED	The Chair provided an update on the review of the Horley overflight rule. Following discussions with Adrian Eaton at the DfT, the Chair reported that amending the Aeronautical Information Publication (AIP) was not considered the preferred approach. Instead, it was agreed that the quarterly

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							reporting process should more clearly illustrate the Horley overflight area. To support this, a map has been added as an annex in the quarterly report, showing the boundary used within the Noise and Track Keeping (NTK) system. Kimberley noted that comments submitted ahead of the meeting, had been positive.
04/2026	Airspace Office to update NaTMAG on any key developments that come out of future user forums relating to the airport's NTK system in 2026.	May-26	AO	-		**OPEN**	The Chair reported that no relevant meetings had taken place since the last update and that none were currently scheduled. It was agreed that this item would remain as a standing agenda item.
05/2026	Airspace Office to review the final ranking methodology used within the Airline Noise Performance Table to determine whether they remain relevant and add sufficient value.	Aug-26	AO	Nov-26		**OPEN**	
06/2026	Airspace Office to review the QC/Seat performance from the past couple of years for analysis and present back to NaTMAG at the November meeting.	Aug-26	AO	Nov-26		**OPEN**	
07/2026	Airspace Office to include actual movement numbers alongside percentages for CDA performance in next quarterly report to give readers additional context.	Aug-26	AO	Nov-26		**OPEN**	
08/2026	Airspace Office to explore options for improving location accuracy within the online complaint submission form, including the use of an address dropdown list.	Aug-26	AO	Nov-26		**OPEN**	

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Action No/Year	Action/Decision/Next Step	Raised	Responsible	Plan date	Actual date	Status	Comments: Updated August 2026
09/2026	Airspace Office to explore how complaints relating to Gatwick flights and Heathrow flights could be more clearly distinguished on complaint maps.	Aug-26	AO	Nov-26		OPEN	
10/2026	Airspace Office to explore methods for presenting long-term Route 4 track keeping conformance trends, enabling quarter-by-quarter comparison from present day back to the introduction of the current Route 4 NPR design in April 2023.	Aug-26	AO	Nov-26		OPEN	

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