THE NOISE AND TRACK MONITORING ADVISORY GROUP (NaTMAG) Thursday 10 September 2026 (virtual meeting)

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

IN ATTENDANCE

Kimberley O'Neill (Chair)	Gatwick Airport Ltd – Airspace Office & NaTMAG Chair
Abid Habib	Gatwick Airport Ltd – Airspace Office & NaTMAG Secretary
Sam Tull	Gatwick Airport Ltd – Airspace Office
Chris Anson	Gatwick Airport Ltd – Airspace Office
Katie Baker	Gatwick Airport Ltd – Noise Management Programme Manager
Eric Wetherall	easyJet Base Captain at Gatwick
Alan Jones	GATCOM
Mike George	GATCOM
Malcolm Fillmore	GATCOM
Nicholas White	GATCOM
Nigel Emery	GATCOM
Graham Lake	Independent Technical Advisor to GATCOM
Adrian Eaton	DfT

APOLOGIES

Adam Dracott	Mid Sussex District Council
Goran Jovanovic	Gatwick Airport Ltd – Airspace Change Programme Manager

MEMBERSHIP UPDATE

- The Chair welcomed attendees to the Extraordinary NaTMAG meeting, which was held for the sole purpose of discussing the Noise Action Plan (NAP), which is now at the mid-term point of its fourth round. Discussions during the meeting were regarding the progress at the mid-point of the round concerning the 42 actions currently in the plan.
- The meeting began with a presentation by the Chair regarding the various actions within the plan, the process to which NaTMAG are involved in the progress of the NAP, before diving deeper into the comments received on specific actions, during which time, further comments and discussions were welcomed.
- The Chair welcomed Chris Anson as an observer who has joined Gatwick's Airspace Office as a Data Analyst Graduate, and announced Abid Habib as the new NaTMAG secretary, replacing Matt Thompson. A warm welcome was also extended to returning member Eric Wetherall from easyJet, who is now the lead base captain at Gatwick, and will be attending future NaTMAG meetings on a permanent basis.

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INTRODUCTION

The Chair commenced with a presentation to reintroduce the NAP and briefly explained the background and its requirement under the Environment Noise Regulations of 2006 and how the plan is currently at the midpoint of its fourth round. Based on the ICAO Balanced Approach, 42 actions were identified for the plan which began in 2024 and will run until the end of 2028, with the fifth round of the NAP set to commence starting 2029. Around this time, there will also be an end-of-term review to discuss the progress made across the 42 actions over the course of the round.

In November, during each year of the round, 12 actions from the 42 are selected for focus, 3 actions at a time, across the four scheduled NaTMAG meetings for the following year and shared with the Lead Member for Noise for review. However, all actions will be reviewed in the Annual Progress Reports in the February NaTMAG each year. Drafts will be provided to NaTMAG and the GATCOM Steering Group for endorsement, before being added to the final report and published online.

For this mid-term meeting, the status of the actions are as follows:

- 31 Ongoing actions: 19 are Core (C) and 12 are Progressive (P) actions.
- 7 Paused actions: 3 Core and 4 Progressive actions, paused until Northern Runway Project activities commence.
- 2 Completed / Achieved: 1 Core and 1 Progressive action.
- 2 In Progress: 1 Core and 1 Progressive action.
- No actions are currently Stopped or yet to begin.

The Chair noted that some of the actions are related to the Future Airspace Strategy Implementation South (FASI-S) activity, but the meeting did not have any representation from the Airspace Team, and therefore any comments regarding airspace modernisation were taken offline to get answers from the relevant members.

Four actions were presented as highlights, C21, P12, P13 and P16, which were well received by the GATCOM Steering Group from last year's Annual Progress Report.

Highlight Action C21: Gatwick is continuing to maintain the Noise Management Board (NMB)**.** The Board is currently in its 'third term', which began in 2024 and has a slightly different structure from the previous terms. The Board has been well received and is working effectively in terms of meeting cycles and engagement. It was also noted that the Annual Public Meeting is being held on 14 October and that members should register to attend.

Highlight Action P12: Great progress has been made in improving the Airline Noise Performance Table, with assistance from NaTMAG, making it more user friendly. Improvements include introduction of the comparison tool to the dashboard, and the team is now at a stage where the Low Noise Arrivals Metric (LNAM) data can also be integrated into the table.

Highlight Action P13: The Noise and Track Keeping system has been effective for the Airspace Office at Gatwick, with the team utilising the latest version of the platform during the period of the term (version 9.10.6). The team began using test version of the ANOMS software in 2024, which allows for the testing of new concepts and features before being introduced to the live system. This was particularly helpful with reducing disruption in the live system and with the testing of the world-first Low Noise Arrivals Metric.

Highlight Action P16: Gatwick has been able to consistently produce 92 day and annual noise exposure contour reports, on time each year.

COMMENTS ON SPECIFIC ACTIONS

The Chair guided this section, going over various actions from the NAP, but also referred to the pre-meeting notes which were sent prior to the meeting. Attendees were invited to raise comments or discussions during this part of the meeting, as and when required.

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

- The update included the number of airline engagements held by the Airspace Office, who met with 36 airlines 2024, 20 in 2025, and 12 so far this year. While the internal target is to engage with 24 airlines in 2026, the aforementioned 12 was driven by the number of new operators (9) starting at Gatwick this year. It was also noted that airline engagements are typically paused during summer period because of the peak summer travel season but will recommence starting September. It is also an ideal time to evaluate summer data as it is the period with the highest number of movements.
- Mike George asked if there were a specific number of movements by an operator required to trigger an engagement process, to which the Chair responded it is more driven by the operator's noise and track keeping performance. The Airspace Office, using the Airline Noise Performance Table as a guide, will target poorer performing airlines for engagement. Sam Tull, however, did emphasise that operators with higher movements would have more impact if not performing well, and therefore, they could also be useful to engage with.

Action C5: We will continue to monitor and enforce our departure noise limits.

- The update states no noise breaches on departures reported since 2019, and while the departure noise limit scheme continues to remain the same, a new scheme, which focuses on aircraft Quota Count (QC) as a method of noise monitoring, is being reviewed.
- Malcolm Fillmore asked if it would be possible to publish the data on the arrival and departure QC values of each aircraft operating in and out of Gatwick, so that the information is easily available and to understand what the QC values of these aircraft implies. The Chair acknowledges the thought process but indicated that it might not be practicable considering the sheer volume of the data this would encompass. Sam further explained how the QC allocation can vary depending on factors such as aircraft variant, maximum take-off and landing weights, and the engine configuration used by the aircraft.
- While Gatwick do not schedule any QC4 aircraft movements, owing to a voluntary ban on doing so from the Round 3 NAP, a possibility of publishing details of QC2 aircraft movements was discussed, to which the Chair stated the only QC2 aircraft operations at the airport are departures of aircraft types such as Boeing 777s, Airbus A330s, and Airbus A380s.
- Malcolm further raised a point regarding the usefulness of the QC/seat data currently used in the Airline Noise Performance Table, to which Sam stated that this strategic metric is used to ensure a fair comparison of the varying fleet types that operate at Gatwick. It also indicates efficiency and use of lower noise aircraft by operators, which help in comparing airlines and their operations.
- Mike George suggested the possibility that the Airspace Office share the extensive table used by the team just to NaTMAG members, to which Sam responded, the table used by the team can be found on CAA's website which is publicly accessible and the link can be accessed here.
- Katie Baker commented on the timeline for the departure noise limits project, stating that validation continues and has almost concluded. The 6-month shadow reporting period will

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commence when the new scheme is ready in the test version of the Noise and Track Keeping (NTK) system and then will need to go to the Secretary of State for approval to go live. The scheme will then be transferred to the live NTK system, and this is proposed to happen in Q3 2027 if all goes to plan.

- Malcolm suggested it would be useful to have it ready by early summer so the shadow period can capture the higher volume of movements associated with the summer period. The Chair and Katie indicated it would be possible to look at the data retrospectively if the timeframe is delayed.

Action C6: In respect of the second southern runway, we will continue to offer to purchase those properties of owners suffering from a high level of noise and/or a large increase in noise.

- The Chair stated that clarification will be made to change the mention of the second southern runway to the Northern Runway Project (NRP), which is yet to begin. Mike George highlighted that clarity was necessary to avoid confusion about a potential third runway at Gatwick, which is no longer in the works. The Chair stated that clarification will be added regarding this.
- Graham Lake explained the origin of the second southern runway concept, which was previously proposed as an alternative to Heathrow's third runway proposal. Gatwick is now focused on delivering the Northern Runway Project.

Action C7: We will continue to offer a Noise Insulation Scheme (NIS) that helps with the cost of acoustically insulating homes against the effects of aircraft noise within the NIS boundary.

- Sam Tull stated that currently properties that have benefitted from the Noise Insulation Scheme after 2014 are not eligible to reapply for the scheme. However, a new scheme will be launched under the NRP in coming years which will grant everyone within the contour boundary eligibility for the new scheme even if they have previously benefitted from the current scheme. There are no planned dates for launch of the NRP scheme yet, however once live, all eligible properties will receive a letter from Gatwick detailing the scheme and how to apply.
- Alan Jones commented that some properties within the noise contour zones have benefitted from the old NIS some 20 years ago, but if the insulation/glazing are time expired, those households should be eligible to reapply for the scheme. Sam agreed but reiterates the current period of 12 years wherein applicants of the scheme since 2014 are currently ineligible to reapply for the scheme.

Action C9: We continue to review residential land-use legislation and policies and seek to influence them where practicable.

- In response to a query regarding Gatwick being advised when new local plans are consulted on by local councils, Katie Baker responded stating that the airport should be consulted by neighbouring local authorities on Local Plan preparation. Gatwick Airport's Planning Team also sign up to Local Authority alerts to ensure they don't miss the opportunity to review Local Plans.
- Katie pointed out that most local authorities only consult for the minimum period required (usually 6 weeks) which is very limited time in which to formulate responses. She went on to encourage NaTMAG members to feedback to Local Authorities that a minimum of 12 weeks should be provided to enable a comprehensive response. Mike George stated that the government has gone public to reduce the time available to local authorities to consult

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and complete a local plan, indicating pressure from the government to speed up the process. The timelines are set by the government and not the local authorities.

- Malcolm asked if Gatwick monitors planning applications being made for new housing developments or if it is something which the airport needs better visibility and further emphasised the question is about individual planning applications rather than a local plan.
- Graham Lake stated that land use planning is one of the four pillars that fall under ICAO Balanced Approach, which is adopted by the UK Government. Graham further stated that this does not always work as airports may not always be informed of such planning applications unless there is a direct impact on the airport itself. This is why the airport has a Noise Insulation Scheme and noise mitigation strategies, highlighting the importance that organisations such as Gatwick Airport and NaTMAG raise these points to relevant local councils and government.
- The UK Airports Consultative Committees have raised this with DEFRA and DfT with a positive outcome. However, more action will be required to yield results.
- Adrian Eaton stated that the policy is owned by the Ministry of Housing, Communities and Local Government (MHCLG) to whom the above concerns have been conveyed, but the ministers' actions are beyond the DfT's control.
- Malcolm asked if there is an identifiable contact within the airport who can be reached by clerks of Parish Councils, and initiate dialogue or conversation regarding new housing developments. Katie stated that this will be passed onto the Planning Team at the airport.
- Mike commented that certain boroughs are contacting NATS directly instead of the airport. Nicholas White stated that certain areas, such as Tandridge, Felbridge and Shipley, have areas of enormous potential, which are not actual sites at the moment, and therefore the Chief Planning Officer should liaise with them now before any future potential developments are proposed. Katie will liaise with the Planning Team on this.
- Nigel Emery stated that an inspectorate has to consider any local plans that are prepared and questioned if it was possible for Gatwick to have direct access to the Planning Inspectorate (and vice versa) to inform on any potential planning impacts on local communities and/or on the airport. Katie will find out from the Planning Team if the Planning Inspectorate can be contacted regarding planning matters.

Action C10: We will continue to administer the Department for Transport night flight regime and ensure that we operate within the prescribed ATM and Quota Count (QC) limits.

- The Chair commented that a summarised version of the information shared with the DfT is provided in the Airspace Office Quarterly Report, along with the Secretary of State end of season letter, which summarises the end of the season dispensation data on the website. Malcolm raised that summaries do not help members of NaTMAG understand the background information and would prefer to have full information of night jet movements and dispensations, similar to that provided on go-arounds.
- The Chair stated that go-around data provided to NaTMAG does not have airline specific details, and the same can be said for the summarised night movement data reported in the Airspace Office Quarterly Report. Malcolm challenged further stating that pure numbers do not provide sufficient information and would like to have more details published to provide a better understanding. Mike added that information such as aircraft type, route and time of data, along with root cause of dispensation could be helpful in the members understanding the reason for these operations without divulging airlines specific data. It was suggested that such additional information could provide insights into certain trends.

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- The Chair and Sam have agreed to take this action into consideration, to potentially come up with a possible solution.
- A further discussion was raised by Mike regarding additional information being made available publicly on the Eurocontrol NOP portal, which could provide context and background regarding certain nightjet movements and reasons for disruptions.

Actions C13 & C14: We will continue to participate in the Government's Airspace Modernisation Strategy (AMS) incorporating Future Airspace Strategy Implementation - South (FASI-S). **&** We will continue to ensure that local communities are informed about London Gatwick's activities as part of the Government's Airspace Modernisation Strategy (AMS) incorporating Future Airspace Strategy Implementation - South (FASI-S).

- The Chair read out statements from the Airspace Team which talked about the FASI South initiative still existing but rather its delivery will be through the UK Airspace Design Service (UKADS) rather than individual Airspace Change Processes (ACPs). Furthermore, all the work up to Stage Two of individual FASI South ACPs will be added to UKADS design and solution.

Action C18: We will continue to publish 92-day summer noise exposure contours assessments.

- The Chair explained that the 2026 contours for the 92-day summer noise exposure contours assessment can be expected to be published sometime around April 2027, as was the case this year. The 2026 contours are expected to be commissioned with CAA ERCD (Environmental Research Consultancy Department) in November. The EHO's preference for GIS versions of the contours was also acknowledged and the timeline provided was around April or May 2027, which would be in time for the second NaTMAG of the year.

Action C24: We will continue to retain a comprehensive mid-term review of the Noise Action Plan by NaTMAG.

- The Chair confirmed that this Extraordinary NaTMAG meeting covered the review of the mid-term point of the NAP and that there will also be an end of term NAP review in 2028.

Action P1: We will continue to be vigilant in respect of aircraft with industry acknowledged acoustic issues and seek to resolve such issues through appropriate means.

- The error in line three of the mid-term update was acknowledged and the Chair has confirmed the word "airlines" will be replaced with "aircraft using Gatwick".

Action P2: We will continue to evolve the measures by which we rank airline noise and track keeping performance and report through our Airline Noise Performance Table (ANPT).

- The Chair commented that there was an action raised at the May NaTMAG meeting regarding building in a longer-term period of how aircraft size has continued to increase, while noise per aircraft movement has continued to decrease during this period. This would help with better comparison over a period of time.

Action P4 & P5: We will continue to explore opportunities to remove the altitude restrictions on our departure routes. **&** We will continue to explore the feasibility of introducing Standard Instrument Departure (SID) routes that distribute traffic within our Noise Preferential Routes (NPR).

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- The Chair will pass on the members' interest in having a briefing on understanding the airport's view on the new navigation guidance to Goran, who has confirmed it is possible and can organise a briefing on the Air Navigation Guidance through the DfT.

Action P7: We will review the departure noise limits and fines for airlines that breach the limits.

- Timelines already discussed previously with Katie, and the Chair will update the timeline to reflect this.

Action P8: We will review our acoustic insulation schemes to ensure they remain appropriate and relevant.

- Sam noted that, as part of the recent review of the NIS, two of the five households in which work was completed in 2025 were visited, and the tenants were happy with the glazing provided, with the suppliers described as helpful and considerate. The uptake of the scheme was low as the scheme was not being promoted by Gatwick during the Northern Runway Project decision and the supplier is not allowed to do their own advertising of scheme.
- Furthermore, a proportion of eligible participants have decided not to participate in the scheme, despite the details being provided to them. However, they remain eligible if they choose to apply for the scheme in the future. Since 2014, 56% of the eligible properties have participated in the scheme.
- Malcolm suggested the low uptake could be due to participants not being aware of the scheme. Sam confirmed when the new scheme in relation to the NRP is launched, all eligible properties will be contacted.
- Sam reiterated that residents would be eligible for the new scheme as soon as the work begins on the airfield, rather than when the Northern Runway is fully operational.
- Mike proposed that a general statement could be made indicating there would be a new Noise Insulation Scheme with regards to the NRP and that more details will be available soon.
- Nigel Emery requested if the noise contour map could be shared so that the members could know who would be contacted about the Noise Insulation Scheme. Sam confirmed the noise contour map has already been published as part of the DCO.

Action P9: We will monitor the number of additional residential units being created annually within the vicinity of the airport.

- The Chair said this action was referred to the Planning Team and noted that there were some queries regarding the wording to which it will be amended upon review.

Action P10: We will consider the voluntary phase out of the scheduling of QC2 aircraft during the core night period.

- Sam provided data from the previous three seasons and confirmed that despite a number of scheduled QC2 departures during night period, very few had operated. There were a number of QC2 aircraft departure movements which took place at night but several of them were unscheduled – indicating day flights had been delayed into the night.
- Emphasis was placed on the delayed A380 departures operated by Emirates, and that the airline has a night movement allocation in summer 2026, which allows them to operate these flights, and therefore the airline was within its rights to operate these flights. Mike mentioned that ramp congestion at Dubai Airport during the A380's scheduled arrival time can sometimes force the airline to delay their departure from Gatwick.

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- There was a further discussion on scheduled QC2 departure movements not occurring. Sam explained that this could be due to airlines using older wet leased aircraft, which could be why it was scheduled in the first place, but later the aircraft could have been swapped, which resulted in the QC2 movement being avoided.
- It was reiterated that there are no QC2 arrivals operating at Gatwick. Malcolm enquired if there were plans to restrict movements on aircraft with a lower QC, which was deemed impractical by Sam due to the larger number of aircraft that currently fall under the QC1 category.

Action P16: We will commission the preparation of additional, annual based, noise exposure contours assessments.

- The Chair stated that this was marked as "Achieved for 2024 and 2025" to be consistent with previous progress reports but will change to reflect that the action is ongoing for the life of the plan.

Action P17: We will ensure that our procedures relating to the receipt, processing and reporting of aircraft noise complaints remain fit for purpose.

- Nichol Taylor Consulting has been commissioned to independently produce the airport's complaints review, by baselining other similar airports including Dublin, Edinburgh, Manchester and Stansted. This covers a sample size of a non-UK airport, another VINCI Airport and an airport with similar number of movements to that of Gatwick.
- It is an extensive report, but it will be published in due course.

Mike George wanted to add that NaTMAG members find the NAP to be good and to be working, delivering changes, improving noise and that it holds the airport to account.

DATES OF NEXT MEETINGS

NaTMAG – Thursday 5 November 2026, 10:00 to 13:00, online

GNMG – Wednesday 2 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

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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