

THE NOISE AND TRACK MONITORING ADVISORY GROUP (NaTMAG) Thursday 11 May 2023 (virtual meeting)

IN ATTENDANCE

Kimberley Heather (Chair)	Gatwick Airport Ltd – Airspace Office and Chair of NaTMAG
Kathy Coffin	Gatwick Airport Ltd – Airspace Office and Acting Secretary to NaTMAG
Andy Sinclair	Gatwick Airport Ltd – Head of Noise and Airspace Strategy
Goran Jovanovic	Gatwick Airport Ltd – Airspace Change Manager
Rebecca Mian	Gatwick Airport Ltd – Noise Management Initiatives Manager
Sam Tull	Gatwick Airport Ltd – Airspace Office
Liz Kitchen	GATCOM
Malcolm Fillmore	GATCOM
Mike George	GATCOM
Alan Jones	GATCOM
Ed Winter	GACC
Adam Dracott	Mid Sussex District Council
Ian Greene	Department for Transport (DfT)
Gary Marshall	Department for Transport (DfT)
Andrew Burke	NATS
Jonny Petts	easyJet
Rachel Francis (partial)	easyJet
Will Martin (observer)	Noise Consultants Limited (NCL)
Andy Isted (guest)	Gatwick Airport Ltd - Airfield & Civils Programme

APOLOGIES

Leon Hibbs	Reigate and Banstead Borough Council
Jonathan Drew	Noise Management Board Executive Board (NEX) Chair

MEMBERSHIP UPDATE

- The Chair opened the meeting and welcomed Ed Winter as the new GACC representative. Peter Barclay was thanked for stepping in as the interim GACC representative at the February meeting. The Chair confirmed that Kathy Coffin would continue as the Acting Secretary for this meeting until a new Airspace Office Analyst, beginning on 22 May, will begin and take over the role of NaTMAG Secretary permanently. It was announced that David Monk has left his position at Crawley Borough Council and also Fernando Talarico of NATS has also left his role, members passed their thanks and best wishes for their contributions to NaTMAG. Will Martin of Noise Consultants Limited attended the meeting as an observer to the Noise Action Plan Fourth Round of reporting. Andy Isted was also welcomed as a guest to present on the Rapid Exit Taxiway (RET) works during the summer.

MINUTES FROM THE PREVIOUS MEETING OF NaTMAG

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

ACTION TRACKER

Action	Comments
23/2022 When available, the Airspace Office are to supply members with access to revised Route 4 NPR in GIS Shapefile format.	<ul style="list-style-type: none"> ▪ Closed – This will be circulated to NaTMAG Members post-meeting.
01/2023 DfT to follow up with Airbus to provide an update on the Airbus A220 'whine' issue.	<ul style="list-style-type: none"> ▪ Open – The DfT will continue to follow up with Airbus and provide regular updates to NaTMAG, however a solution is not expected to be implemented until the end of 2024.

END NOISE ACTION PLAN UPDATES

- An update on the Action Plan Actions 16, 33, and 36 were provided, including:
 - *Action 16 - In line with Noise Management Board initiatives and the commitments in the Sustainable Aviation Noise Road Map, we will work with our airlines and air navigation services providers to improve CDO at Gatwick.*
 - *Action 33 - We will continue to provide public access to flight track information and noise related data via the Gatwick Airport noise website and the online flight tracking facility, available both on desktop and mobile devices.*
 - *Action 36 - We will explore the feasibility of introducing an information service for local communities. This could include updates on airport operations, e.g. scheduled northern runway operations, change in runway direction, meteorological information, scheduled number of aircraft movements during the day and night periods, reported thunderstorm activity etc.*
- For Action 16, it was explained how the Airspace Office report on CDO performance to their airlines on a monthly basis and quarterly through the Airline Noise Performance Table (ANPT) to their regular airline engagement meetings. An outline of a standard agenda for such engagement meetings was illustrated, highlighting the standard inclusion of Continuous Descent Operations for discussion.
- Brief details on the introduction of the new Low Noise Arrival Metric (LNAM) work were shared, with more details to follow later in the agenda. NATS also encourage CDO uptake through their communications with pilots of arriving aircraft. It was confirmed that NATS report on CDO performance at a European level and that they report where various airport performance sits relative to other airports in other countries. easyJet briefly outlined their approach to CDO and confirmed that as a procedure it is both widely known and adopted whenever possible.

They also confirmed that they would be happy to receive any queries about airline experience of CDOs, and they can be directed to them via email.

- For Action 33, a screenshot of the WebTrak¹ flight tracker was presented to show that the flight tracker is available publicly with up to 6 months of historical data. Members were reminded that WebTrak operates with a 25-minute time delay to allow verification and accuracy of the flight track data being displayed. The consensus amongst members was that accuracy over speed of the supply of data was valued greater, however, the time delay may discourage some residents who wished to view data in real-time and so may visit other live flight trackers instead. It was noted that other flight trackers do not allow the viewing of up to 6 months of historic data without a paid account, compared with WebTrak, which is a free-to-use application. The group was reminded that NaTMAG had been consulted on, and had provided input into, the WebTrak flight tracker display as it was being developed and implemented in 2019. There were multiple requests for various forms of information that could not all be successfully implemented as the tracker would become too crowded with information. The Chair, who is also responsible for the system, would welcome any feedback on the WebTrak flight tracker as there is always room for improvement.
- It was requested that the Airspace Office design a poster advertising the capability, availability, and location of WebTrak and the Airspace & Noise Information Portal (demonstrated later in the agenda). It was mentioned that the NMB are considering how better to present information and updates to certain workplan items in its next term and this could form part of that plan. The Airspace Office will liaise with the NMB to consider how this can be delivered. NATS also shared a link to their similar flight track product Airspace Explorer², however it is an iPad only app. It was requested that NATS look into expanding the devices that the Airspace Explorer can be accessed.
- **Action 03/2023:** Airspace Office to work with the NMB to consider producing an information sheet/poster regarding the WebTrak¹ and Airspace & Noise Information Portal³ for distribution among NaTMAG members.
- For Action 36, this information is available via Gatwick's Noise website⁴. The Airspace & Noise Information Portal² (known internally as Insightfull) provides information including videos, animations and interactive dashboards on Gatwick operations and tailored information on overflight of postcode locations. A demonstration of the site was given in agenda item 9.

NOISE ACTION PLAN ROUND 4 PLANNING & TIMELINE OF ACTIVITIES

- Post-meeting note: Engagement on the Fourth Round of Noise Action Plan will take place with NaTMAG, GATCOM and GATCOM Steering Group. NaTMAG members will receive the draft version of the END Noise Action Plan two weeks before the August 2023 meeting in order to provide feedback ahead of the main meeting.

¹ <https://webtrak.emsbk.com/lgw2>

² <https://www.nats.aero/ae-home/>

³ <https://aircraftnoise.gatwickairport.com/>

⁴ <https://www.gatwickairport.com/business-community/aircraft-noise-airspace/>

NOISE INSULATION SCHEME

- The Gatwick Noise Insulation Scheme was reviewed and as a result an update to the grant was put in place on 1 May 2023. The grant offered to eligible residents, has been increased in line with inflation, to £4,300 plus VAT from £3,000 plus VAT.
- **Key message to GATCOM & NMB:** The Gatwick Noise Insulation Scheme grant has increased to £4,300 plus VAT from 1 May 2023 for eligible properties.

AIRSPACE OFFICE QUARTERLY REPORT (INC. GROUND NOISE SUMMARY)

- An overview of the Airspace Office quarterly report for Q1 2023 was presented.
- The total number of aircraft movements increased by 80% in Q1 2023 compared to Q1 2022.
- There was an increased use of Chapter 14 aircraft compared to Q1 2022 as airlines are updating their fleets to using quieter aircraft.
- Track conformance and CDO performance slightly decreased this quarter, caused by several days of strong winds and localised adverse weather in March.
- The number of complaints and number of individual complainants recorded decreased, despite an increase in traffic compared to Q1 2022. A contributing factor may be increasing traffic levels throughout 2022, suggesting residents are becoming more accustomed to normal levels of aircraft noise.
- Track keeping conformance across all airlines that appear on the Airline Noise Performance Table is 99% or above. Note that this does not include Route 4, however Route 4 conformance is reported separately by the Airspace Office.
- The Airspace Office engaged with 10 airlines during Q1 2023. A resulting outcome of this engagement was that Sun Express circulated an internal letter to their flight crew explaining CDO monitoring at Gatwick and included recommendations on how they can improve their performance.
- CDO performance across all time periods for January and February were in line with 2022 figures. Performance during March reduced due to CDO being affected by the strong winds experienced throughout the month.
- CDO performance continues to be better maintained on easterly operations than westerly operations.
- An increase in go arounds in March was noted compared to the previous two months. Poor adverse weather and a ramp up in movements contributed to this.
- Track keeping conformance followed a similar trend to CDO performance with March being slightly reduced due to weather avoidance. All Routes except Route 4 had a conformance level of 99.6% or above which is a high achievement considering the adverse weather.
- It was questioned why the number of Horley overflight cases had increased in recent months. NATS confirmed the causes are normally weather avoidance or ATC derived. It was requested that this detail be added to the Q1 2023 report to explain the increase in overflight of the town.
- **Action 04/2023:** Airspace Office to add narrative to the Q1 2023 AO report to explain the increase in Horley overflight in recent months.
- The 2022/2023 winter season ended in March 2023, with a total of 1,914 night movements utilised and 84 dispensations being granted by the DfT, mainly due to French ATC strikes and un-forecasted snowfall.



- So far, in 2023 52 dispensations had been granted by the DfT up until the end of Q1 2023 mainly due to continuing French Air Traffic Control (ATC) Strikes.
- 34 Flights have occurred in the night period to date in 2023 that were not dispensed.
- No dispensation requests have been refused in recent years by the DfT;
- As shown in the quarterly report, when the Airspace Office do not have the option (evidence) to dispense a night movement that was not scheduled to operate in the night period, this movement is taken from Gatwick's quota limit for movements for that season. The schedule is adjusted throughout the season for GAL and other airports by Airports Coordination Limited (ACL).
- easyJet contributed an airline view of the night quota limits and why there might have been an increase in dispensations; citing 52 days of French ATC strikes as contributing towards this total. It was noted that French ATC routinely prioritise their own flights over others.

GATWICK AIRPORT ECHO ROMEO RAPID EXIT TAXIWAY WORKS – SUMMER 2023

- The Senior Project Manager of the Airfield and Civils Programme presented some slides on the summer 2023 works of the Echo Romeo Rapid Exit Taxiway (RET).
- The reason for the project was outlined, with the aim to reduce runway occupancy time. It was also detailed how logistically the project is being managed, with the main runway is being closed at night to undertake the work. The progress made so far was demonstrated and how airfield disruption is being avoided; working in the soft areas off the runway and creating and using a single area for construction (works compound) the position of which avoids creating local road congestion. Once complete, the potential of the RET could reduce go-arounds as aircraft can vacate the runway quicker.

AIRSPACE AND NOISE INFORMATION PORTAL (INSIGHTFULL)

- The Chair gave a demonstration of the Airspace & Noise Information Portal⁵, also known internally as 'Insightfull'. The Chair is aware that the site is not very well-known and encouraged NaTMAG members to explore the site at their leisure and promote it to their constituents and colleagues.
- The Portal can be tailored to the user's location, using either a drop pin on a map, typing the user's postcode or general information can be given for the surrounding area.
- The Portal provides numerous explanatory videos of airfield operations, with supplementary narrative.
- There are several interactive dashboards on the site which hold up to three years' worth of data and allows the user to interact with data on the site.
- Tailored dashboards containing data related to a specific postcode location (set by the user) are available, such as the level of overflights experienced at their location in a graphical format.
- The Portal uses the Gatwick Noise and Track Keeping System (NTK) data as its source; Envirosuite carry out quality assurance of that data in the background before it is published. The dashboards are updated by Envirosuite on a monthly basis, usually around the tenth working day of the month.

⁵ <https://aircraftnoise.gatwickairport.com/>



- The Chair confirmed that a new Noise Monitoring Terminal (NMT) had recently been installed at Lingfield Racecourse (#201) to replace the previous monitor at Lingfield (#118). This monitor is recording data into the NTK system and available to view in the Portal.

DFT UPDATE

- Regarding the Airbus A220 'whine' noise issue identified by a previous NaTMAG member, the DfT continue to engage with Airbus, who have determined the 'whine' is a result of an engine resonance issue. This has also been detected as a noise issue at Zurich Airport. Modification of the engine is required and for that reason Airbus does not anticipate it being completed on new aircraft until before the end of 2024. The timing of introduction of the solution for existing A220 aircraft through the regular maintenance cycle remains unclear. DfT are continuing the dialogue as Airbus are reliant on the engine manufacturers Pratt and Whitney acting in respect to this issue. The DfT will continue to keep NaTMAG in the loop with future progress on this topic so Action 01/2023 will remain open.
- The DfT have completed a consultation on Night-Time Noise Objectives for the designated airports and confirmed that the output of their proposed consultation on night flight restrictions will take effect in 2025.
- The DfT has brought together a number of strands of work in their decision to consider objectives on the basis of total adverse effects of noise, as opposed to the previous consideration that focused on population affected. Papers are likely to be published on the topic of the change of emphasis. A report on the consultation responses received would be published in December 2023.
- The CAA has published the DfT-commissioned '*Aircraft Noise and Health Effects: A six-month update (September 2022 – March 2023)*', also known as CAP2519⁶, along with CAP2517⁷ on '*The Effects of Aircraft Noise on Biodiversity*'. DfT confirmed the biodiversity information they had considered was largely not from the UK and cited an example where 'dawn chorus' night bird noise was recorded as shifting back towards the actual dawn, following closure of an airport. These reports will form key messages to GATCOM and the NMB.
- **Key message to GATCOM and NMB:** The DfT have published the Aircraft Noise and Health Effects: A six-month update (September 2022 – March 2023), also known as CAP2519⁸, along with CAP2517⁹ on The Effects of Aircraft Noise on Biodiversity.

⁶ www.caa.co.uk/cap2519

⁷ www.caa.co.uk/cap2517

⁸ www.caa.co.uk/cap2519

⁹ www.caa.co.uk/cap2517



NMB UPDATE

- The Noise Management Initiatives Manager reported that a productive but poorly attended (by community representatives) NMB Outcomes Workshop was held on the 29 March 2023. The main messages from the topics discussed were that simple language should be used in communications on outcomes and that there was a disparity in expectations that should be addressed in relation to NMB activities.
- It was also suggested that NMB activities should be split into 2 distinct project timelines:
 - Those that can be achieved within the current NMB term, and,
 - Those which should be taken up as part of the ongoing work on FASI-South.
- An engagement report is being prepared illustrating engagement undertaken to date. This report will be made available to NMB members via Box. The report confirms there is much to take through to the next NMB term.
- The current term of the NMB comes to an end at the end of 2023.
- NMB members had already submitted thoughts for the purposes of the NMB Review, as had members of the NMB Delivery Group (NDG).
- It is being considered whether it would be preferable to move the NMB Annual Public Meeting from a busy December to a much quieter February.
- Landing Gear Deployment work is reaching its conclusion. The most likely outcome will be a change in the guidance issued in the airports AIP entry. The option of using a camera monitoring system is being considered, which will be part of NaTMAG's responsibility to monitor.
- Gatwick-based airlines have been consulted on the Low Noise Arrival Metric. Gatwick are working through these before widening out the engagement to other airlines. Once installed, the metric will be operated in 'shadow mode' in Gatwick's NTK system for 12-24 months, to allow quality assurance to take place.
- The Reduced Night Noise trial is on track to begin on 7 September 2023.
- It was asked whether any NMB workplan items would feature in Gatwick's END Round 4 Noise Action Plan. The NMB are forming part of the engagement on the plan, so this is expected.
- **Key message to GATCOM:** Work is progressing well on the Landing Gear Deployment study, which is nearing completion, the Reduced Night Noise Trial, due to begin in September 2023 and the Low Noise Arrivals Metric, expected to be delivered into the NTK system at the end of May 2023.

AIRSPACE UPDATE – FASI-SOUTH (FASI-S)

- An update was provided on the airport's airspace change work being undertaken with regards to FASI-South. Work on FASI-S Stage 2B is almost complete, Gatwick has been working with NATS En-Route PLC (NERL) on Deployment A, which is mainly a mechanism to produce an implementation plan.
- Implementing the change in its entirety is not possible. Instead NERL have been working on a set of split deployments. These include a volume of airspace to the South of Gatwick.
- The CAA Stage 2 Gateway is in September 2023.
- The programme timeline, as it stands, indicates a likely forecast implementation date of 2027 for the airspace to the south of Gatwick.

AIRSPACE UPDATE – ROUTE 4/26LAM

- The revised Noise Preferential Route (NPR) has now been implemented into the Gatwick NTK system. The revised conformance monitoring swathe now reflects the definition of the NPR that is contained in Gatwick's AIP. As per Action 23/2022, the GIS Shapefile of the new revised corridor will be circulated to NaTMAG members.
- It was reiterated that need for the change was as a result of a direction from the DfT. The discrepancy between the NPR and the Route 4 Standard Instrument Departures - as a result of the Judicial Review of the original Route 4 Airspace Change decision - had been identified by the CAA in CAP 1912 Decision on its Post Implementation Review. GAL had intended to address the discrepancy through ongoing Route 4 airspace change.
- Track conformance, as recorded by the NTK system, previously at 92% had reduced to 65% with the new revised corridor, as predicted. It was noted that the route had been designed to provide dispersal which naturally reduced track conformance.
- It was reiterated that the change to the NPR had not altered flight paths and that the change under discussion related to conformance monitoring only.

KEY MESSAGES

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- The Gatwick Noise Insulation Scheme grant has increased to £4,300 plus VAT from 1 May 2023 for eligible properties.
- The DfT have published the Aircraft Noise and Health Effects: A six-month update (September 2022 – March 2023), also known as CAP2519¹⁰, along with CAP2517¹¹ on The Effects of Aircraft Noise on Biodiversity.
- Work is progressing well on the Landing Gear Deployment study, which is nearing completion, the Reduced Night Noise trial, due to begin in September 2023 and the Low Noise Arrivals Metric, expected to be delivered into the NTK system at the end of May 2023.

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¹⁰ www.caa.co.uk/cap2519

¹¹ www.caa.co.uk/cap2517

¹² www.caa.co.uk/cap2519

¹³ www.caa.co.uk/cap2517



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NaTMAG Minutes – Thursday 11 May 2023

DATES OF NEXT MEETINGS

FLOPSC – Tuesday 13 June 2023, 13:30 to 15:00, via teleconference or, in person Destinations Place.

GNMG – Thursday 8 June 2023, 10:00 to 12:00 via teleconference.

NaTMAG – Thursday 3 August 2023, 10:00 to 13:00, via teleconference.

ANNEX A: ACTION SUMMARY

Action No/Year	Action/Decision/Next Step	Raised	Responsible	Plan date	Actual date	Status	Comments: Updated May 2023
23/2022	When available, the Airspace Office are to supply members with access to revised Route 4 NPR in GIS Shapefile format.	Nov 2022	AO	Feb 2023	May 2023	CLOSED	Circulated with the minutes.
01/2023	DfT to follow up with Airbus to provide an update on the Airbus A220 'whine' issue.	Feb 2023	DfT	May 2023		OPEN	The DfT will continue to follow up with Airbus and provide regular updates to NaTMAG, however a solution is not expected to be implemented until the end of 2024.
03/2023	Airspace Office to work with the NMB to consider producing an information sheet/poster regarding the WebTrak and Airspace & Noise Information Portal for distribution among NATMAG members.	May 2023	AO/NMB	Aug 2023		OPEN	
04/2023	Airspace Office to add narrative to the Q1 2023 AO report to explain the increase in Horley overflight in recent months.	May 2023	AO	May 2023	May 2023	CLOSED	Report updated with the narrative and circulated.