

Airspace and Noise Management Board Public Meeting

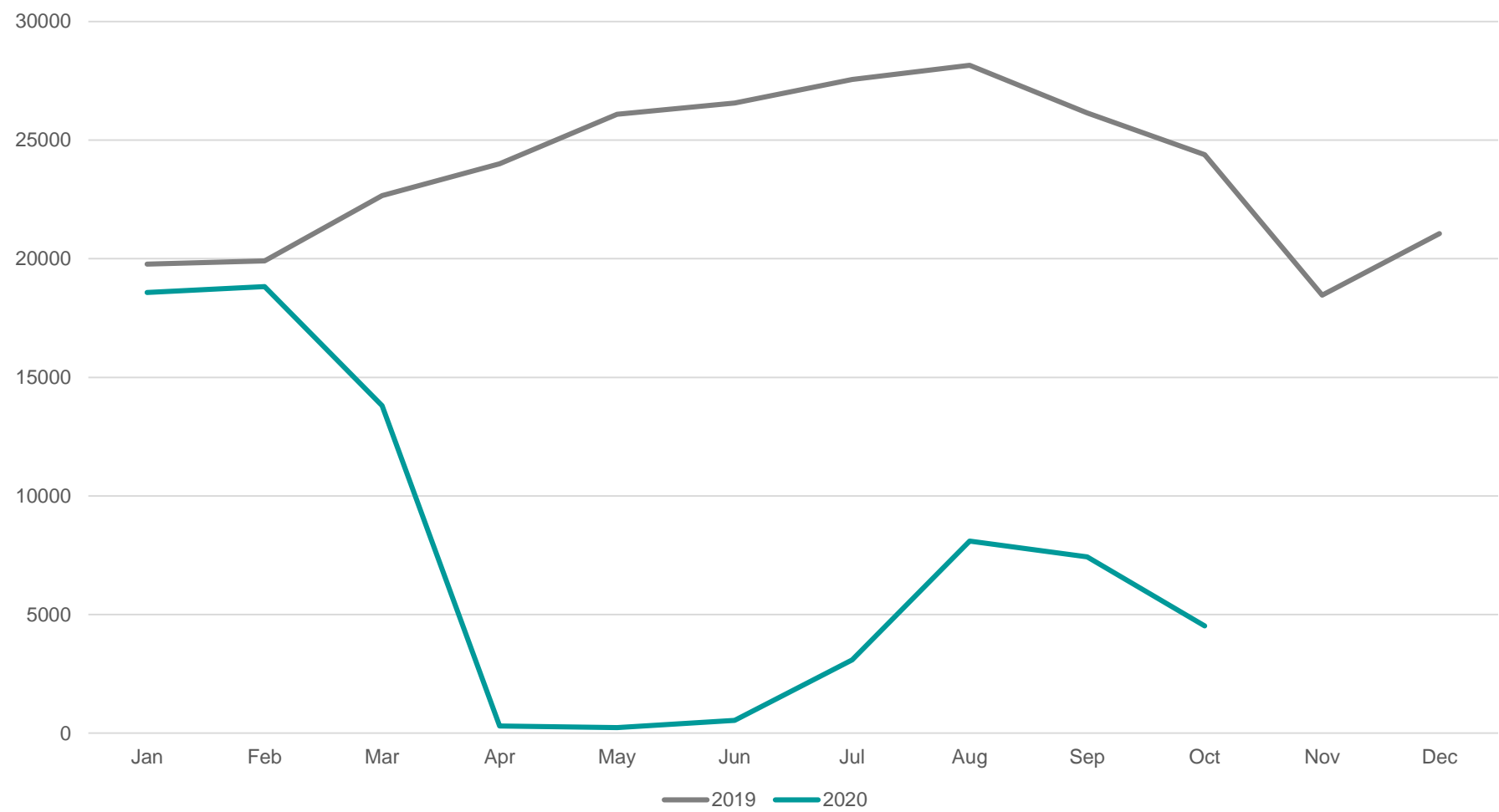
Welcome to the webinar – all attendees are automatically muted.

You can submit questions throughout the session using the Q&A.

Thursday 3 December 2020



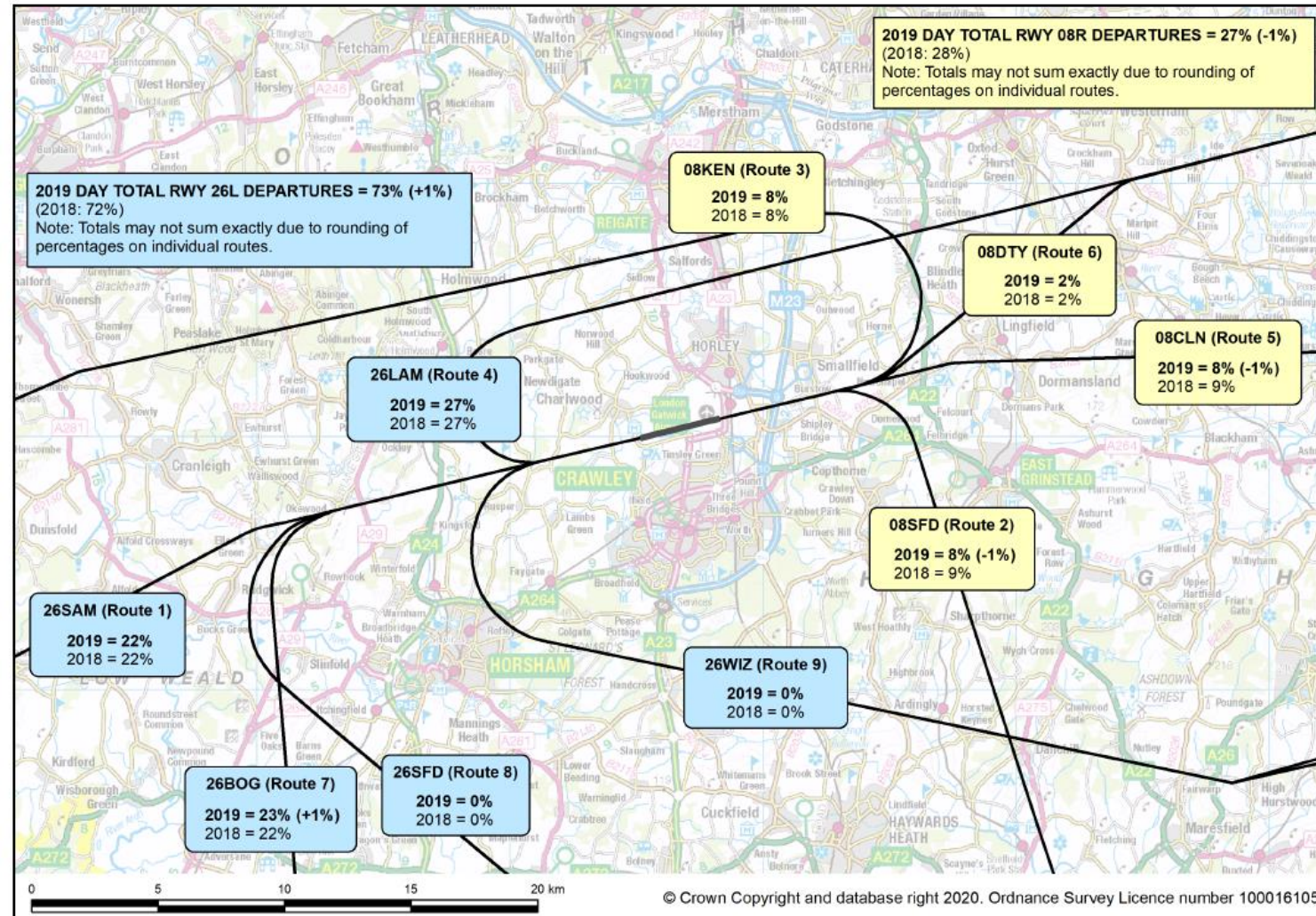
Monthly Air Traffic Movements 2020 vs 2019





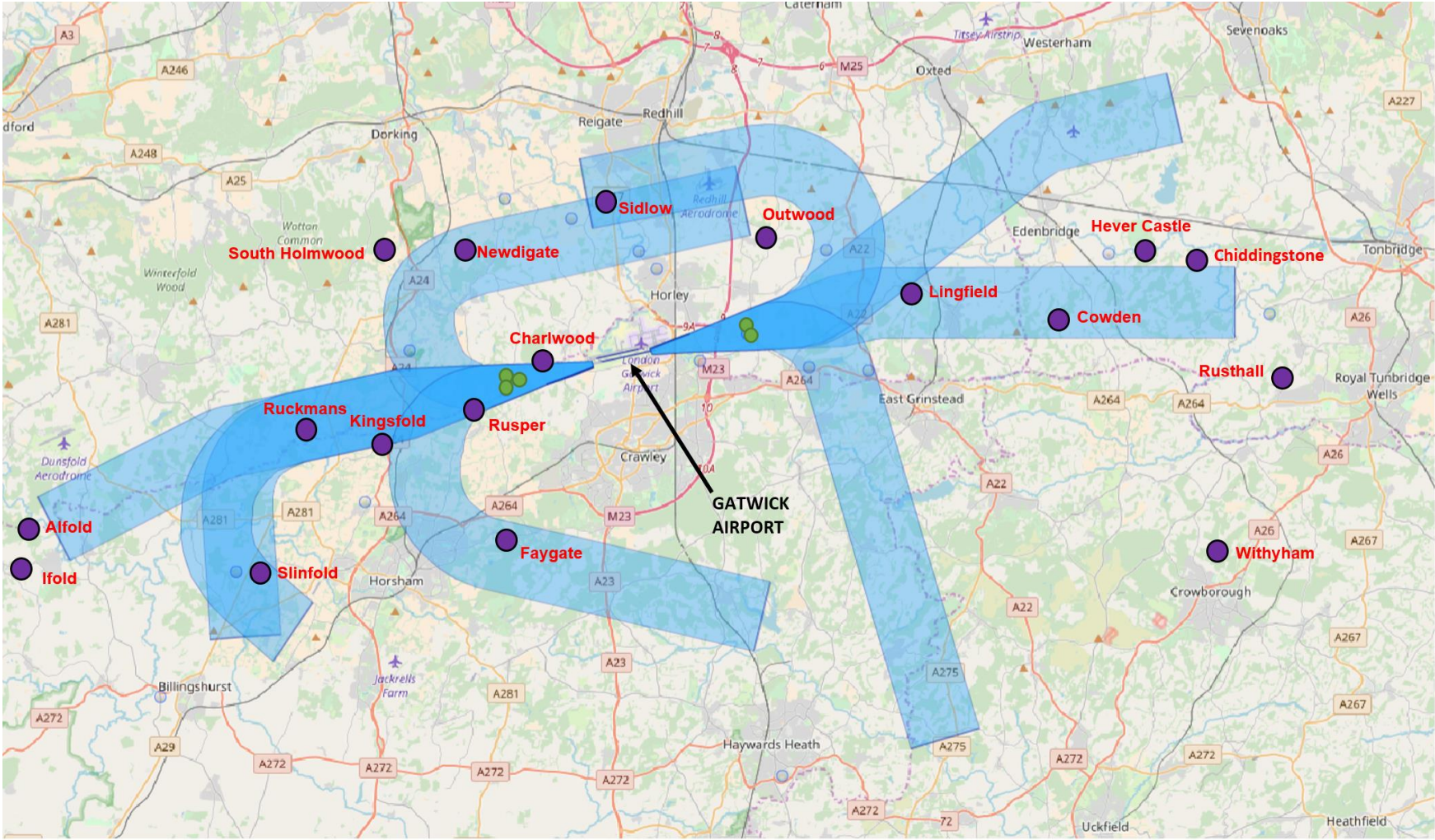
2019 Summer Day Departure Traffic Distribution by NPR

The map, taken from the CAA Annual Noise Exposure Contour Report 2019, shows the traffic distribution on our Noise Preferential Routes (NPR) for 2019 and 2018 as a percentage of total departure numbers.



Noise Preferential Routes and current location of noise monitors

The map, taken from the Noise and Track Keeping web-pages, shows the Noise Preferential Routes (NPR) track conformance monitoring swathes and the location of noise monitoring terminals.

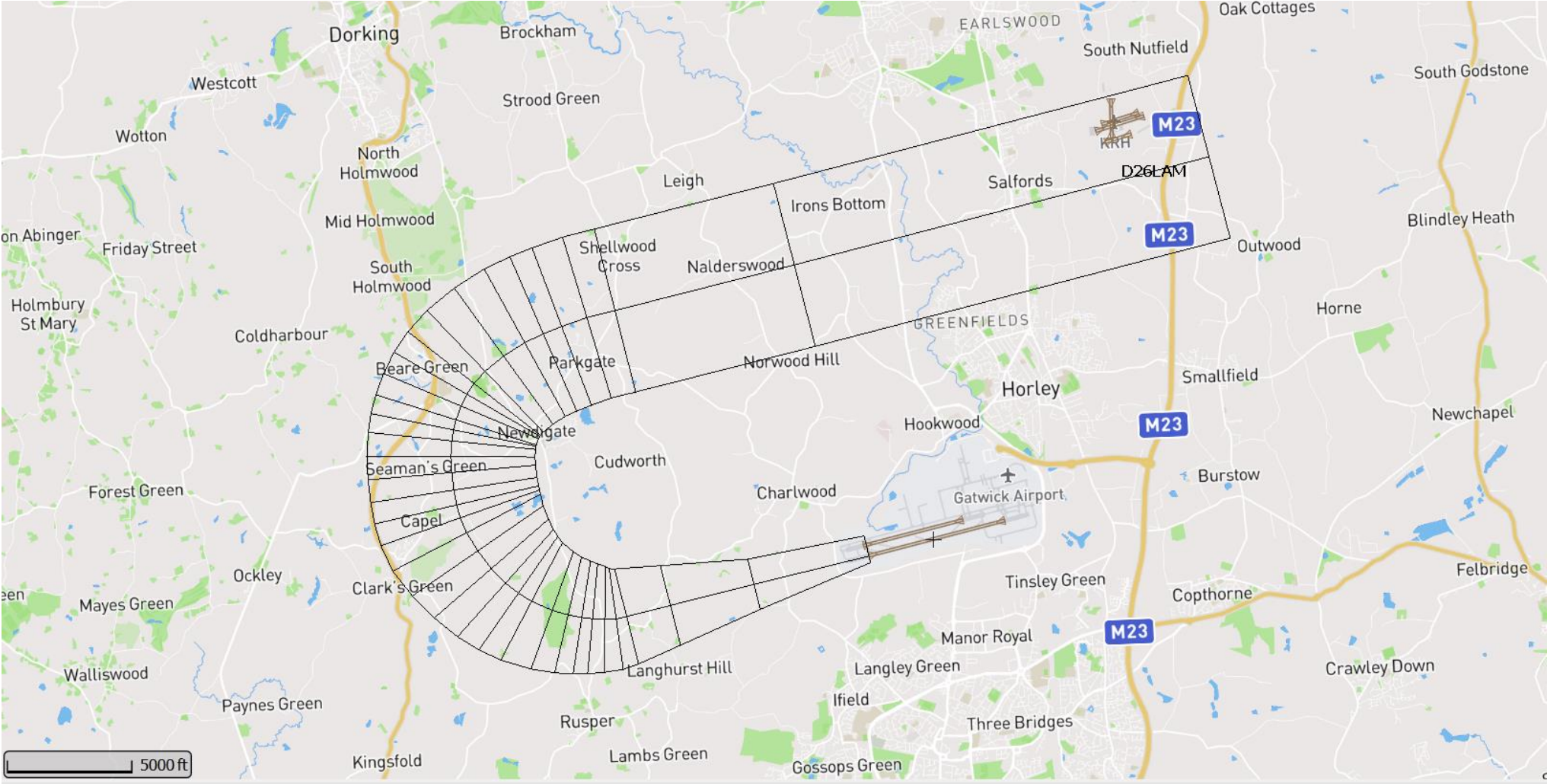


Community sites ● Fixed sites ●



Route 4

The map shows the Noise Preferential Route (NPR) and track conformance monitoring swathe for Route 4.



Introduction to Noise Management & the NMB

Airspace and NMB Public Meeting 2020

Graham Lake

Independent Chair NMB Delivery Group

NEX Secretary

3rd December 2020

Aviation is institutionally Complex

...civil aviation exists within a global rules based system, operated at national and local level – interoperability

Flight Information Regions

Governments collaborate through multi-national state organisations to agree:
Policies, Standards and Recommended Practices for all aspects of civil aviation, the international organisations include:

- International Civil Aviation Organisation (ICAO) a UN body – 193 Countries
- Eurocontrol – 41 European Countries
- European Aviation Safety Agency (EASA) – 32 European Countries

Aircraft Noise

Who develops and sets the standards, policies and rules?

International Civil Aviation Organisation (UN body)

190+ Governments

- **Sets Global Standards & Recommended Practices** for Governance of civil aviation globally
- **Airlines, Airports & Air Traffic Control**
- **Includes Noise Certification** and objectives-

European Aviation Safety Agency (EU)

- Promotes the highest common **standards of safety and environmental protection** for civil aviation in Europe
- To ensure you have the safest possible flight

National Bodies (UK)

Dept for Transport (DfT)

Sets Policies

Civil Aviation Authority (CAA)

Sets Regulations

Dept for Environment (DEFRA)

Requires Noise Action Plan

Treasury

Sets Taxes

**Output for Noise Management?
National Standards, Policies & Regulations for limitation & management of aviation noise for aircraft, airports & airspace**

Who is responsible for what?

From prior slide:

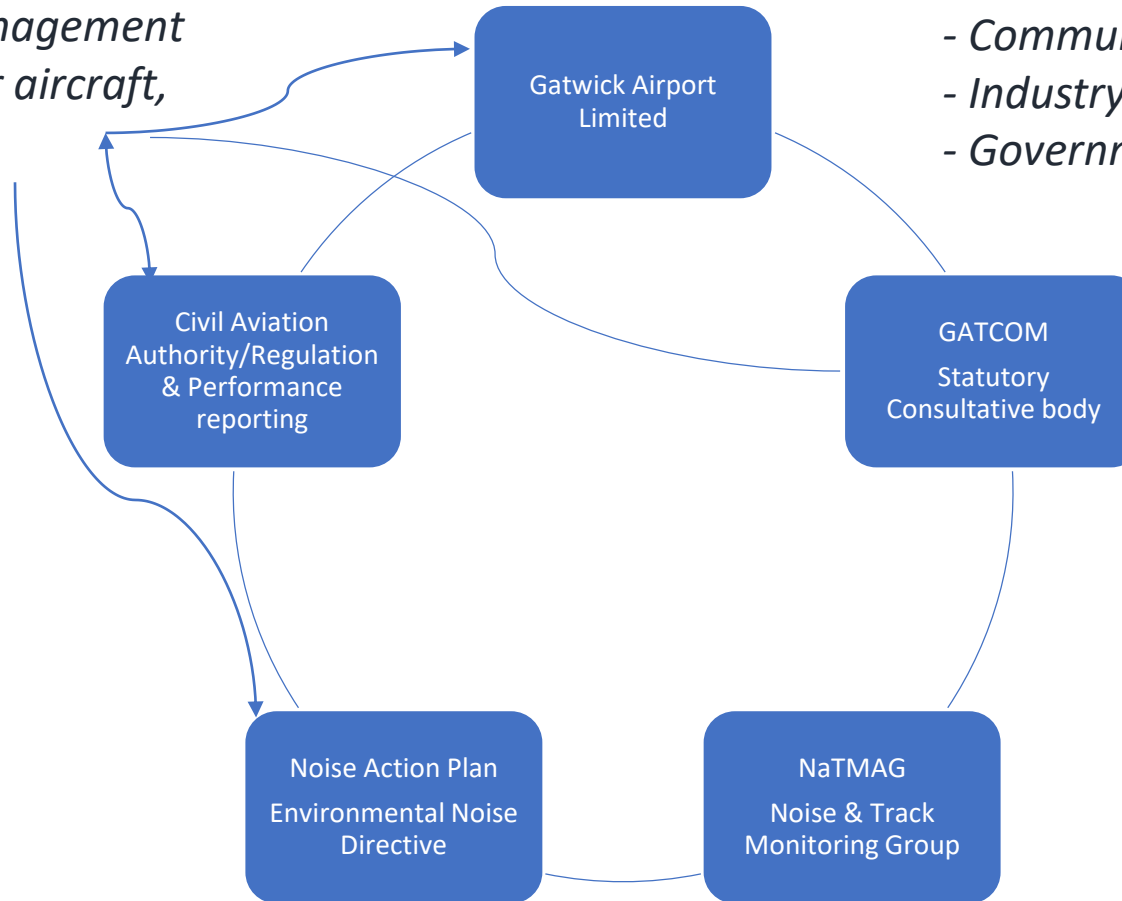
*National Standards,
Policies & Regulations
for limitation & management
of aviation noise for aircraft,
airports & airspace*

***National Standards, Policies and Regulations
are established & applied. Are there other
measures that could be taken to reduce noise?***

- Community view?
- Industry view?
- Government view?



The Independent Commission on Civil Aviation Noise (ICCAN) is a body created to act as an independent, impartial voice on civil aviation noise and how it affects communities.



SUSTAINABLE AVIATION

... is a long term strategy which sets out: *the collective approach of UK aviation* to tackling the challenge of ensuring a cleaner, quieter, smarter future for our industry.

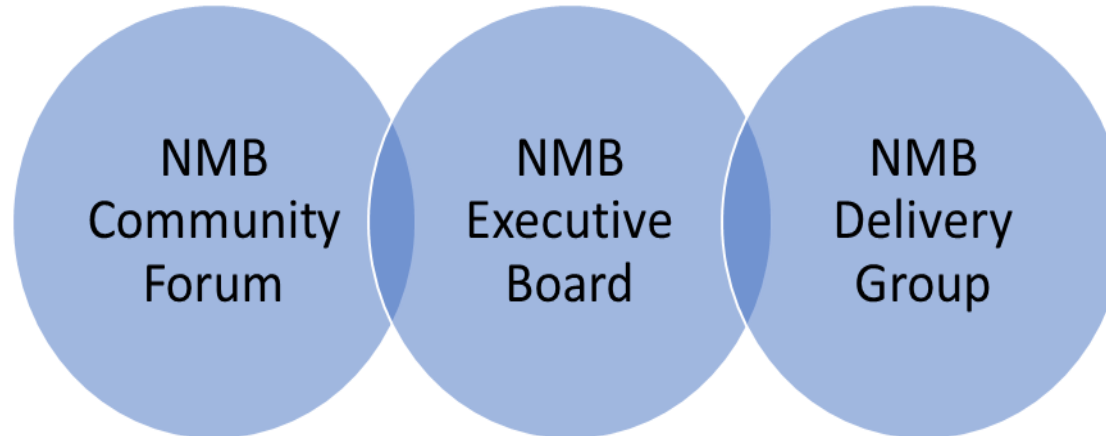
The Noise Management Board – Gatwick

In addition to existing policies, regulations and practices applicable to civil aviation, *what else can be done* to reduce the effects of aircraft noise?

NMB Vision - To reduce and mitigate Gatwick aircraft noise in a fair and proportionate manner, by balancing the interests of those communities negatively impacted by aircraft noise, and those of Gatwick Airport.

NMB Mission - To seek to ensure that the airport, and its wider industry partners, identify and effectively implement all safe, reasonable and practical measures to reduce aircraft noise impacts, and to put in place processes for engaging and dealing with the concerns raised by people that are and could be negatively impacted by Gatwick aircraft noise.

NMB Structure



The NMB is independently chaired, uniquely, it brings together Communities, the Airport, Airlines, Air Traffic Control, Regulators and Policy Makers