

GATWICK AIRPORT NOISE MANAGEMENT BOARD

NCF-9

Wednesday 25th January 2023 – Microsoft Teams Meeting

Key Points & Actions

Welcome and update

The NCF Chair welcomed attendees to the meeting and outlined the topics to be covered. He also noted that Liz Lockwood has resigned from her council seat and thanked her for sharing her experience and valuable input; noting she is attending this meeting as the CAGNE representative. The NCF Chair shares key upcoming events including the NMB outcomes workshop in March 2023 and the review of NMB to be announced by GAL in summer 2023.

NMB Outcomes Workshop

The NDG Chair presented the proposed format and content of the workshop to be held, along with the feedback received so far. Also, noting this would address the request received from CNGs that the communities were seeking better indication of outcomes than they were currently getting.

The NDG chair went on to say that, from a noise performance standpoint, the NMB provides a vehicle through which we can push for progress over and above policy and legal requirements – adding that the workplan that was adopted at the beginning of the second term, reflects this. It is stressed that in some cases workplan items are strategic and don't directly in themselves reduce noise. In other words, it is explained that few items deliver direct near-term noise improvement. The example of the RNN trial is used to illustrate this, noting that it is understood that night noise is a key focus for communities, but that this trial will inform airspace redesign for the future and not provide immediate noise benefits. Another long-term noise action noted is the noise performance table that provides GAL with a transparent view of which airline/aircraft are performing less well, and as a consequence allows the GAL Airspace Office to target performance improvement engagement with poorer performing airlines.

The NDG chair noted a discussion from the NDG meeting on the 11th January 2023 where members of the meeting expressed issues with expectation management as being the key message.

- CAGNE Forum asked for the NMB outcomes workshop presentation to be shared.

Action – Share NMB outcomes workshop presentation with CNGs.

- CAGNE Forum shared that they have heard from parishes that they have perceived an increase in overflight. The question is raised of whether NATS can better distribute flights as a quick fix and if there is potential for this.
 - The NDG chair clarified whether it is the overflight coming from Gatwick that is bothering the resident, and not other high-flying aircraft. Adding, that there are aircraft using other airports, and in particular Heathrow aircraft transiting airspace around Gatwick. Explaining that there are inevitably busier periods, weather conditions and other factors causing variation but that the job of air traffic control (ATC) is to maintain an orderly stream of traffic safely.
 - CAGNE forum further questioned whether the CAA efficiency measures could be influencing this.
 - GAL explained that below certain altitudes, ATC will not be giving vectors and that tactical distribution is difficult to achieve. Explaining that previous extensive work conducted by GAL and NATS to understand FED came to a dead end. However, airspace

modernisation may in certain circumstances offer the ability to systemise this. GAL further explained that a previous in-depth analysis tells us there are no quick wins possible. Adding that the perception is likely to be worse since an increase in flights post pandemic.

- The NDG chair added the point that redistribution of noise is not noise reduction but rather just a moving of noise impact on the ground, also, agreeing with the point made by GAL, that traffic recovery is making noise more noticeable.

General Discussion

Airport Charges

GAL noted that the briefing document was circulated prior to this meeting with the agenda, and that although noise charges will increase the structure of the charge will not change. It was added that the structure of environmental charges changed last year – where a carbon charge was introduced. A final point was made that charge increases do not equate to more money for the airport.

- CAGNE Forum raised a question about the night noise charges, which is addressed below by a post meeting note.

Post-Meeting Note

A response to a question raised by CL on the reason under the airline schedule of charges for the relatively modest increase in night flight charges (1%) versus daytime charges (9%) in the 2023/24 tariff. A number of variables contribute to disparities in individual tariff rates, and all relate to how assumptions at the time the tariff was set in the prior year compared with assumptions used to set the tariff for the next year. In this case night noise charges between 21/22 and 22/23, the current charging year, increased at a higher rate than day noise charges, i.e. daytime noise charges increased by 1.2% and night noise charges increased by 6.6%. This meant that the airline schedule of charges for 2023/24 needed to adjust to ensure the correct proportionality of the charges, hence the disparity between the increase in day and night noise charges.

Airline Noise Performance Table

GAL updated that the Airline Noise Performance Table (ANPT) is currently under a modernisation review with Egis. GAL presented the table on screen and explained that it will progress from a static table to an interactive PowerBI dashboard. GAL explained that there is a red/amber/green system embedded in the table and that GAL would aim for improving those amber and red performers by engaging directly with the airlines. GAL clarified that Route 4 is not included in the track keeping statistics of the ANPT and is monitored elsewhere. However, the remaining eight routes have been included for track keeping performance. GAL noted that this interactive table will be available on the website for public viewing in Q2/3 2023. GAL welcomed feedback.

- Kent County Council questioned why Route 4 is excluded
 - GAL explained that the nature of Route 4 inclusion would penalise certain airlines that exclusively utilise this route, for example, airlines that travel to destinations to the east of the UK. It has been removed only from this table, Route 4 track keeping is still reported elsewhere by the Airspace Office
 - CAGNE Forum asked that with the improved interactivity, could Route 4 be included for information purposes on a separate function in the table, even if it is not shown as a comparison function.
 - GAL responded that including this in future can be explored.

NaTMAG Reports

A question was raised prior to the meeting as to whether NaTMAG-related agenda items could be addressed in this forum. It was explained by GAL that, the systemised set-up of how the meetings feed into one another meant that NMB updates actually feed in to NaTMAG, so NMB-related updates would be circling back on themselves. Key headlines from the Quarterly Report could be provided by way of ensuring transparency between meetings. These would be in the form of a written briefing, rather than conversation points so as not to end up with 'a second NaTMAG'.

- CAGNE Forum responded that an overview would be useful for reducing the blind spot. Adding that this communication could be in the form of a brief written update.
- Another GAL representative agreed that caution should be taken to avoid this meeting being a repeat of NaTMAG, but agreed a brief update could work well.
- GAL took an action to provide written key points from NaTMAG on its Quarterly Report.

Action – Provide written key points from NaTMAG on its Quarterly Report.

Land Use Planning

GAL gave the update that a workshop was held at the end of November 2022 with local authorities, noting that the feedback is being processed, before a further session is planned. GAL added that further activities are currently being developed, including, the lobbying of government on what GAL believes is needed for change.

Route 4

GAL explained that the airspace change had proceeded through the stage two gateway with the initial options appraisal conducted. The next steps are to conduct a full options appraisal and prepare for a public consultation; the stage three gateway is scheduled for June 2023, with the consultation planned towards the end of the summer.

Departure Noise Limits

Egis updated that following on from industry and community workshops, an engagement report is being prepared. Egis explained that the report will consider feedback before proposing a final scheme, to include penalty values. Another round of engagement on the proposed fine values is expected to be held, and the DNL target implementation is Q4 2023.

- CAGNE Forum asked for clarification on whether we are setting fines against certain levels or perceived issues.
 - Egis responded that noise infringement levels have been proposed within the scheme and the feedback on this is what is currently being reviewed.

Action – Share DNL slides that were presented at the workshop with CNGs.

FED

GAL noted that no representatives from the FED team were available to give an update. GAL posed a question for feedback on whether it would be welcomed if a member of the FED team gave a more detailed briefing in the near future. GAL proceeded to present slides and noted that outcomes of the study would feed into FASI-S. As part of the update, it was noted that the Expert Review Group and the Stakeholder Focus Group have already been formed and the first meeting of each has been held. The Community Fundamentals Workshop is currently being developed and is due to take place with NCF members in February.

- CAGNE forum asked if the output of the Expert Review Group (ERG) and Stakeholder Focus Group (SFG) would be circulated amongst noise management groups. Adding it is useful for people with an invested viewpoint to see the documents to ensure completeness.
 - GAL explained that if progress reports of the ERG and SFG feedback is disseminated ahead of focus groups, it could influence how the focus groups perform, which would defeat the structure and therefore objective of the study.
- CAGNE noted that transparency is a benefit and agrees a briefing/formal update would be welcomed.

GAL business update

GAL explained in December 2022 flight movements were down 17.5% on 2019. In 2022 movements were around 75% of 2019 figures, noting that travel restrictions were still in place in the first quarter of 2022. It was also noted that flight movement caps were in place during much of the summer. In 2022 Gatwick Airport was the 10th busiest airport in Europe. GAL went on to discuss that in 2023 overall numbers are expected to remain below 2019, at around 85-90%. Currently, movements are 350-520 per day.

AOB

The NCF chair welcomed opinions and feedback on the Annual Public Meeting.

- GAL questioned whether it should be moved from December.
- CAGNE raised that the turn out in December 2022 was disappointing, suggesting that it could be due to the busy time of year.
- CAGNE Forum commented that in appreciation of the time and effort that goes into planning the event, it perhaps would be better held at a different time of year.

CAGNE Forum asked about other CNG withdrawal from the NMB.

- The NCF Chair addressed the question stating no member had resigned, and CNGs not present at today's meeting are still engaging through other forums.
- GAL noted that feedback from other noise groups on noise charges had been received but would not be discussed at this meeting as the representative was not in attendance.

Summary of Actions from Meeting

REF	Action	Completed	Responsible
NCF/09/01	Share NMB outcomes workshop presentation with CNGs	<i>Shared and closed</i>	<i>NDG Chair</i>
NCF/09/02	Provide written key points from NaTMAG on its Quarterly Report	<i>Open to next agenda</i>	<i>GAL</i>
NCF/09/03	Share DNL slides that were presented at the workshop with CNGs	<i>Shared and closed</i>	<i>GAL</i>

NCF/9 Attendees

Name	Organisation
Chris Leyland	CAGNE Forum
Liz Lockwood	CAGNE
Margot McArthur	Kent County Council
Charlotte Hill	Egis
Graham Lake	NDG Chair
Warren Morgan	NCF Chair
Andy Sinclair	Gatwick Airport Limited
Rebecca Mian	Gatwick Airport Limited
Kimberley Heather	Gatwick Airport Limited / NaTMAG Chair

Apologies

Name	Organisation
Ruud Ummels	NCF Vice Chair
Sally Pavey	CAGNE
Gareth Evans	Chichester District Council

Future NMB Meetings

Meeting	Date
NEX-8	8 th March 2023
NDG-15	15 th March 2023
NDG-16	19 th April 2023
NCF-10	24 th May 2023
NDG-17	14 th June 2023
NEX-9	12 th July 2023
NDG-18	19 th July 2023
NDG-19	30 th August 2023
NCF-11	27 th September 2023
NDG-20	18 th October 2023
NEX-10	8 th November 2023
NDG-21	29 th November 2023