

THE NOISE AND TRACK MONITORING ADVISORY GROUP (NaTMAG) Thursday 09 November 2023 (virtual meeting)

IN ATTENDANCE

Kimberley Heather (Chair)	Gatwick Airport Ltd – Airspace Office and Chair of NaTMAG
Richard Lipscomb	Gatwick Airport Ltd – Airspace Office and Secretary to NaTMAG
Andy Sinclair	Gatwick Airport Ltd – Head of Noise and Airspace Strategy
Rebecca Mian	Gatwick Airport Ltd – Noise Management Initiatives Manager
Sam Tull	Gatwick Airport Ltd – Airspace Office
Liz Kitchen	GATCOM
Alan Jones	GATCOM
Mike George	GATCOM
Victoria Chester	GATCOM
Ed Winter	GACC
Jonathan Drew	Noise Management Board Executive Board (NEX) Chair
Adam Dracott	Mid Sussex District Council
Robin Clarke	NATS
Nick McFarlane (partial)	Egis
Alex Dudasova (observer)	Egis
Jonny Petts	easyJet

APOLOGIES

Kathy Coffin	Gatwick Airport Limited – Noise Compliance & Reporting Manager
Goran Jovanovic	Gatwick Airport Ltd – Airspace Change Manager
Ian Greene	Department for Transport (DfT)
Gary Marshall	Department for Transport (DfT)
Leon Hibbs	Reigate and Banstead Borough Council
Malcolm Fillmore	Rusper Parish Council
Matthew Hadden	NATS
Andrew Burke	NATS
Lynne Clark	easyJet

MEMBERSHIP UPDATE

- The Chair welcomed all members and introduced Councillor Victoria Chester as the newly appointed GATCOM representative from Reigate and Banstead Borough Council. A moment was taken for a “round-table” to introduce each member for the benefit of Victoria. It was noted that the DfT were not present at the meeting, however they did forward a briefing note that gave updates on progress. This has been included in the minutes for reference.

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MINUTES FROM THE PREVIOUS MEETING OF NaTMAG

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

- **ACTION TRACKER**

Action	Comments
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. DfT expect to provide an update in the Feb 2024 meeting.
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.	<ul style="list-style-type: none"> • Open - It was noted that internal discussions had taken place at Gatwick where it was agreed that NaTMAG should be consulted on the best approach forward. The suggestion put forward by LGW was that the Airspace Office should progress with a short-term solution, and a more thorough information sheet would be worked on by the NMB in conjunction with the Airspace Office at a later stage. It was agreed by members that this would be an ideal way forward.
05/2023 - NATS to provide analysis of how Gatwick compares to other airports for CDO performance.	<ul style="list-style-type: none"> • Closed - NATS provided an update by presenting a graphic to show a comparison of how Gatwick has performed on CDO against other London airports (see below for update).

Action 05/2023: NATS Presentation on Continuous Descent Operations (CDO) performance

- It was mentioned that the data from before April 2022 should be treated with caution due to the volatility of COVID-19 pandemic which affected traffic levels.
- Gatwick is at over 90% for CDO performance in line with other airports. It was noted that the results are not concerning as 90% is considered high performance. It was stated that whilst the graph gives a good idea on performance, it is not a direct comparison between airports due to varying factors. For example, different airports measure CDO from different altitudes.
- A question was asked whether airspace design around airports can have an influence on CDO performance. NATS confirmed that there would be an impact to an extent.
- A question was asked about why airports measure CDO from different altitudes. It was explained that Gatwick measures CDO from FL70 (7,000ft above mean sea level) as this is the base of the holding stack and aircraft are then given radar vectors by Air Traffic Control to the Instrument Landing System (ILS), and this is measurable for CDO. Gatwick wouldn't be able to measure higher than 7,000ft as there would be a period of level flight whilst aircraft hold in the stacks.

NOISE ACTION PLAN ROUND 3 UPDATES

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www.gatwickairport.com

An update was provided on Actions 24a, 25 and 31 of the Round 3 Noise Action Plan (NAP):

- ***Action 24a - We will review and increase the fines currently levelled against airlines which breach departure noise limits with all such monies passed to the Gatwick Airport Community Trust.***
- ***Action 25 - Through engagement with the Department for Transport, Aircraft Noise Management Advisory Committee and/or through unilateral action review our departure noise limits.***
- ***Action 31 - In conjunction with the Noise Management Board we will explore innovative methods to reduce both inbound and outbound aircraft noise levels.***

It was suggested that Actions 24a and Action 25 would be covered under the agenda item on Departure Noise Limits review and Action 31 under the NMB review agenda item. An update of Action 43 from the R3 NAP was provided:

- ***Action 43 - In order to achieve community confidence in the Complaints Handling Policy and provide transparency of information, we will, where appropriate update our procedures relating to the receipt, processing and reporting of aircraft noise complaints.***
- It was confirmed that the annual Complaints Handling Policy had been reviewed, and an update had been made to include the detail about the maximum time (7 days) from an aircraft noise event that complaints can be raised retrospectively. This 7-day policy has always been in place; however, it was prudent to add it to the Policy during this review. It was also confirmed that the new revised Complaints Handling Policy will be uploaded to the website in due course once NaTMAG members have had a chance to review it.
- It was asked why 7 days was chosen as the maximum time after an aircraft noise event to raise a complaint. It was mentioned that the Airspace Office saw this as ample opportunity for a complainant to file their complaint, and that it is in line with the 8-day response time. It was mentioned that to allow complaints from events that occurred over 7 days prior, would increase the workload significantly for the team and make it more difficult to achieve the complaint response 8-day KPI. This was acknowledged by members. Members added that a complainant, who would have been disturbed by aircraft noise, would not wait more than 7 days to raise a complaint.
- A question was raised about persistent complainants, and how the Airspace Office deal with these. It was mentioned that a three-stage approach to responding to complaints is taken, providing no new issues are raised within the complaints submitted, and the Airspace Office are confident no further details can be provided. All non-abusive and non-threatening complaints are acknowledged and responded to if they have not received a third and final letter from the team. It was mentioned that on occasions, and should it be deemed necessary, the police are contacted, not necessarily to deal with threats, but also where there is a concern for an individual's mental health and wellbeing.
- London Gatwick's approach to complaint handling:
- First complaint: Full investigation with full written response tailored to the individual's postcode detailing flight tracks, weather maps, rationales, if applicable.

- Second complaint: Reminder letter of information already provided, with any further updates or specific analysis, if applicable. At this stage, a 'no more information' warning paragraph may be included in the response.
- Third complaint: Standard no more information letter which mentions that there is nothing further that can be added to the information already provided, we will continue to log all complaints, however no further information or response will be provided.
- The above stages are at the discretion of the Airspace Office and on some occasions, it may be necessary to send more than three responses to provide a full detailed overview.
- A question was raised about the process for raising complaints, and whether the process was seamless. A link to the noise enquiries page on the Gatwick noise website will be shared after the meeting. London Gatwick offers five methods of submitting a complaint; these include: an online webform, via the webform 'app', an automated telephone voicemail system, via WebTrak¹ flight tracker or by post.
- **ACTION 06/2023:** Airspace Office to circulate the link to the noise enquiries page of the Gatwick noise website.

ROUND 4 NOISE ACTION PLAN (NAP) UPDATE

- It was explained that the current Round 3 NAP ends on the 31st December 2023. The process to review and revise the NAP for Round 4 (2024-2028) took place over the summer. GAL was grateful for the contribution of NaTMAG members who provided so much feedback as part of that process.
- Cycles of engagement with NaTMAG and the NMB took place over that period including an additional NaTMAG meeting in July that focussed on the review.
- A briefing report, which included the benchmarking of London Gatwick's NAP against other airports, a baselining of the current NAP to assess progress and proposals for future NAP actions was circulated prior to the additional NaTMAG meeting in July that focussed on the review.
- A revised NAP proposal was submitted to Defra on 1st September 2023.
- Several new noise actions have been incorporated within the Noise Action Plan based on stakeholder feedback.
- The Round 3 NAP introduced a schedule ban of QC4 aircraft (such as the Boeing 747-400) during the core night period. The Round 4 NAP will consider the feasibility of introducing a similar scheduling ban for QC2 aircraft during the core night period to further incentivise quieter aircraft operating at London Gatwick.
- It was explained that a feasibility study into reporting night-time health information in terms of population highly sleep disturbed and additional awakenings would be conducted.
- A forecast noise exposure contour had been included in the Round 4 NAP.
- If accepted, formal adoption of the plan is expected in February 2024 .
- A comment was made that it was unfortunate that the Noise Management Board (NMB) second term was coming to an end as work was expected to be included by the NMB in the Round 4

¹ <https://webtrak.emsbk.com/lgw2>

NAP. This concern had already been raised with the NMB, and, as such, lengthening the term of the NMB going forward was an option to address this concern.

- There is a NMB transition plan in place for keeping stakeholders up to date, and this has been at the forefront of NMB discussions. It was mentioned that as part of the Section 106 agreement, London Gatwick is bound to continue the NMB function in some form.
- A comment was made that members would like to see interim targets set as “within the life of the plan” has been applied and more flexibility with targets is required
- A comment was made that Community Noise Groups were not being heard, and Councillors want to be able to voice opinions.

AIRSPACE OFFICE QUARTERLY REPORT (INC. GROUND NOISE SUMMARY)

- An overview of the Airspace Office quarterly report for Q3 2023 was presented.
- The total number of aircraft movements increased by 8.16% in Q3 2023 compared to Q3 2022, which also reflected 94.3% Q3 2019 movements.
- The percentage of Chapter 14 aircraft operated decreased slightly in Q3 2023, however, with the increase in movements, the overall percentage of Chapter 14 aircraft was higher than in Q3 2022.
- CDO (Continuous Descent Operations) performance was at 88.21% in Q3 2023, which was an increase on Q3 2022 of 0.43%, despite several days of adverse weather.
- Track keeping conformance decreased by 11.32% on Q2 2023 with the main contributor being the introduction of the revised Route 4 monitoring swathe in the Noise and Track Keeping system, at the request of the DfT. A reminder that this has only changed the location of the monitoring corridor, no changes have been made to flight tracks over the ground. Another contributor was that Q3 2023 experienced more westerly operations than in Q2 2023.
- The total number of noise complaints recorded decreased by 22.98% compared to Q2 2023, and the total number of complainants reduced by 2.7%.
- There had been two odour complaints in Q3 2023, one from Crawley and one from Horley. One individual has submitted the same narrative three times referring to aviation odour.
- There was concern that there were a considerable number of airlines showing amber and red on the Airline Noise Performance Table (ANPT) for CDO performance. The Airspace Office mentioned that they are reviewing the way that they engage with airlines and have setup an internal tracker to keep tabs on when follow up meetings are due. It was also noted that new techniques such as multi-airline workshops to share best practice, are being considered to improve performance. Additionally, it was noted that weather in Q3 2023 had been considerably poor, and that the DfT have requested data from the Met Office to study whether the weather experienced in Q3 had been more disruptive, with more frequent thunderstorms than in previous years.
- A question was asked about the poor CDO performance of Wizz Air Hungary and Wizz Air Malta, and why their performance is vastly poorer than Wizz Air UK. It was mentioned that although Wizz Air UK, Wizz Air Malta and Wizz Air Hungary are part of the same airline, they are operated individually and abide by their own SOPs. The Airspace Office will continue to engage with Wizz Air to ensure that their performance is improved in line with their UK operator.

- A question was asked about the go-around report that had been issued to NaTMAG prior to the meeting. It was explained that there was confusion with some of the day/night classifications. The Airspace Office mentioned that this data is not owned by them, and that it is manually recorded by NATS in the Tower. Due to the busy environment they operate in, and multiple people on watch duty at different times, manual error can occur.
- Clarification was sought on how medical emergencies and weather avoidance affect low arrival height. It was explained that a pilot may request a heading change to avoid weather, meaning they join the Instrument Landing System (ILS) closer to the airfield, and therefore at a lower altitude. It was also explained that a medical event on an aircraft could lead to special permission being granted by Air Traffic Control (ATC) for an expedited descent, or early turn to final to ensure the aircraft can land quickly, and safely to allow for emergency medical treatment.
- The Airspace Office confirmed that they are working to separate Route 4 data from 'Figure 22' on page 16 of the Q3 2023 Airspace Office Quarterly Report and host the data in a separate graph.
- **ACTION 07/2023:** Airspace Office to create a separate graph on Route 4 in the Airspace Office quarterly report on page 16.
- easyJet were praised by NaTMAG members for their high level of CDO performance, especially given that they have the highest number of movements at Gatwick.
- Members showed concern about Route 4 being excluded from the ANPT table, given it is the most used route during westerly operations. It was explained that Route 4 was removed from the ANPT in order to not penalise airlines that exclusively use the Route (and no other departure routes), and that work is in place, in the form of the Route 4 Airspace Change Process (ACP), to redesign the route. It was reiterated that the Airspace Office regularly report on Route 4, and that they are currently in the early stages of developing an ANPT dashboard specifically for Route 4 which, initially will be shared with NaTMAG to assess its usefulness.
- It was explained that all routes, apart from Route 4 and Route 9, were above 99% track keeping conformance. Route 9 is only used as a 'tactical offload route' and was used more often in Q3 for avoiding weather on Route 4. Members raised the point that resident under Route 9 had been experiencing more noise due to the increased usage, and that they are concerned. It was explained that this is a published departure route in the AIP, and that there have only been 36 Route 9 departures in 2023.
- A question was asked about whether pilots can decline Route 9 departures. easyJet answered that this Route is given tactically. Pilots wouldn't decline, but they usually wouldn't find out about a route departure change until the pushback stage. The onward routing would change as aircraft would be joining other airways after leaving the Standard Instrument Departure (SID), which would require recalculation.
- It was noted that Route 3 departures have been removed from 'Figure 28' due to there being no infringements over Horley in 2023. Route 3 is not used in calculations of Horley overflight but overflight from the Route rarely occurs as a result of adverse weather.
- It was also noted that the 1,000ft criteria infringement that occurred in September happened before the revision to the 1,000ft rule had been amended in the Noise and Track Keeping (NTK) system. The Airspace Office were unable to gather further information on this infringement from the airline, as it did not flag at the time. Going forward, the Airspace Office will contact NATS and the airlines to gather the required information, as they do with any other infringements.
The number of aircraft joining at less than 10NM increased by 30 movements in Q3 versus Q2, and those joining below 3,000ft increased by 45 movements. This is mainly driven by the increase in movements into the summer period, along with weather avoidance, Northern Runway operations and arriving medical emergencies.

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- Ground noise statistics included engine runs which remained below Section 106 limits. There was one use of a Ground Power Unit (GPU) which was granted with dispensation. Total minutes used for engine tests increased in Q3, mainly in July and August, due to there being more aircraft on the airfield, and therefore more aircraft requiring maintenance.

EASYJET PRESENTATION ON NEW DESCENT PROFILE OPTIMISATION (DPO) TECHNOLOGY

- DPO starts in the cruise phase.
- Technology calculates all speeds down to the runway, reducing the need for level flight segments to slow aircraft down. Also calculates flap extension speeds and provides more information to pilots.
- Allows more trust in the aircraft to manage the descent.
- Offers a 1% reduction in noise. Members acknowledge that this is a step in the right direction.
- Members request for slides to be circulated. easyJet agree to gather more information and agree to distribute slides.
- A comment was made that track mileage is the key to understanding and reducing noise impacts.
- A question was asked about whether this was just easyJet or whether other airlines are trialling this technology too. It was confirmed that other airlines are working on this technology as well, although it is not just a software change, work must be done with Airbus too.
- **ACTION 08/2023:** Airspace Office to circulate easyJet's Descent Profile Optimisation (DPO) presentation.

NIGHTJET MANAGEMENT AND SUMMER 2023 RESULTS

- An overview of the management of the Night Jet and Summer 2023 results were presented.
- An extract from the Q3 Airspace Office Quarterly Report was presented showing the planned and actual usage of night flight movements and quota limits up until the end of Q3 2023. The cumulative actual night jet position was 10,668 against a planned cumulative total of 9,206 movements.
- A graphic was shown to display the number of flights that avoided the night period (1,221), those that were non-dispensed (3,407) and those that were dispensed (1,114).
- To the end of Q3 2023, 1,141 dispensations had been granted by the DfT:
 - 1,114 due to widespread and prolonged disruption (including weather, ATC strikes and ATC staffing issues in Europe)
 - 23 Government dispensations, of which, 20 were due to a NATS system failure in August 2 related to the King's Coronation and 1 related to a repatriation flight from Sudan. 4 medical dispensations were due to passenger medical emergencies.
- An explanation was given on how dispensation potential is calculated (total unscheduled minus total avoided) = dispensation potential.
- Airlines are requested to provide evidence and rationale in order to assist the dispensation process. It was explained that dispensations are performed by the Airspace Office who collate all evidence received from airlines, and from other external sources to determine whether dispensations can be applied to certain flights.

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- Dispensations can only be applied for up to 7 days after the event. If later than 7 days, the DfT will not accept the dispensation request.
- An example of evidence received from an airline was presented to show the level of detail needed in an explanation for the Airspace Office to consider applying for a dispensation for a particular flight.
- Valid exceptional circumstances for applying a dispensation to a flight are:
 - 1.) Medical emergencies;
 - 2.) Humanitarian flights;
 - 3.) Aircraft carrying heads of states/Royal families;
 - 4.) To alleviate terminal overcrowding/situations where significant distress may be caused;
 - 5.) Non-scheduled movements as a result of major air traffic disruption;
 - 6.) Government-requested dispensations.
- A summary of the final Night Jet position for Summer 2023 was given.
- Final position was 11,830 movements (excluding dispensations) used against an allocation of 11,525 movements which means there was an overuse of the limit by 305 movements.
- Quota Count (QC) points used in Summer 2023 was 3,615.25 against an allocation of 5,328.50 converting to a usage of 67.85%.
- Airport pool usage was 651 against an allocation of 569 meaning this exceeded by 82 movements. It was explained that 468 movements were reallocated from the allocated airlines to the airport pool due to the Rapid Exit Taxiway (RET) works. This decision was made as it was deemed unfair to penalise airlines with allocation for something out of their control.
- Members requested whether these slides can be shared after the meeting.
- **ACTION09/2023:** Airspace Office to circulate the Night Jet Summary slides.
- A question was asked about whether ground handling delays was a dispensable reason for an aircraft being delayed into the night period. It was explained that ground handling would be considered within the control of the airline, so therefore it would not be accepted as a valid reason for dispensation.
- A question was asked about whether the dispensation information received from airlines could be shared. Dispensation information from airlines would not be shared and it was explained that the Airspace Office do not dispense all flights that the airlines request.
- A question was asked about whether night flights can be restricted in the future to stop breaching limits. The airport is working on several ideas to improve resilience such as an arrival management system.
- It was mentioned that ATC staffing at Gatwick is not a dispensable reason.

DFT UPDATE

- Although the DfT were not present at the meeting, they issued NaTMAG members with a briefing note which has been included in the minutes for reference.

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- A draft consultation document on the next night-flight regime at the designated airports (Gatwick, Heathrow and Stansted), is going through the Ministerial approval process and will then be subject to collective agreement with other Government departments. The consultation will be published once that process is complete. It will be a 3-month consultation on the next regime to commence in October 2025.
- At the same time of publication, the DfT also intend to provide updated night flight dispensation guidance, as well as publishing a consolidated Noise Policy Paper.
- DfT is working with Defra on the review of Noise Action Plans (NAP) and continue to work through these prior to their adoption.
- On the 30 October 2023, the Civil Aviation Authority (CAA) published a revised airspace change process guidance document (CAP1616 Edition 5), effective from January 2024.²
- To note that Planned and Permanent Redistribution of Air Traffic (PPRs) have been removed entirely from CAP1616, to be replaced by an updated separate document - CAP1617 - Planned and Permanent Redistribution of Air Traffic.³
- Additionally, on the 31 October 2023, the CAA also published their six-month update on Aircraft Noise and Health Effects. It covers published research and findings published during the past six months (March - September 2023).⁴

NMB REVIEW UPDATE

- It was explained that whilst GAL had listened to calls for an independent party to conduct feedback interviews, community noise action group members still wanted contact time with Gatwick within the NMB Review process. GAL have offered 1-2-1 meetings following the formal in-depth interviews, which will take place in the last two weeks of November.
- As part of the NMB Transition Planning, GAL will provide 'touch points' for engagement, with briefings planned for 13th March and 29th May 2024, and surgery style appointments to be made available at various stages throughout
- A question was asked that as NMB third term is nearly a year away, can it be confirmed that all projects will progress in this time. It was confirmed by London Gatwick that all work will continue in between terms.
- A question was asked about whether NMB members will be able to comment during the transition period. GAL confirmed that updates would be provided at each touchpoint meeting, and members would indeed be consulted on workplan items.
- A concern was raised about the gap in between NMB terms, and that members stay engaged. It was confirmed that when points come up, London Gatwick will reach out through the planned sessions.

REVIEW OF DEPARTURE NOISE LIMITS (DNL) 2023

- A presentation was given on London Gatwick's review of the Departure Noise Limits scheme (DNL).

² <https://www.caa.co.uk/newsroom/news/aviation-regulator-sets-out-improved-airspace-change-process/>

³ [https://publicapps.caa.co.uk/docs/33/CAP1617FUT%20Redistribution%20of%20Air%20Traffic%20\(v2\).pdf](https://publicapps.caa.co.uk/docs/33/CAP1617FUT%20Redistribution%20of%20Air%20Traffic%20(v2).pdf)

⁴ <https://www.caa.co.uk/CAP2587>

- London Gatwick introduced the DNL scheme, which was defined by the DfT in 1968, and last reviewed in 2001. The responsibility for managing DNL had only recently been passed from the DfT to the airports.
- The main focus is to deter excessively noisy departures, and fine airlines that do not comply with the limits. Fines from the DNL scheme go to the Gatwick Airport Community Trust (GACT).
- It was explained that over time aircraft have become progressively quieter and so the current DNL scheme is no longer fit for purpose. A new scheme has now been proposed following engagement with both industry and communities.
- Updates to the scheme include: the introduction of lower limits, and of tightened day/night limits. The scheme will be based on three QC groups (Low-Medium-High).
- A comment was made that it was good to see London Gatwick taking on NMB feedback. A question was also asked why it was decided to have fines that didn't increase, (i.e. £500 per dB). It was explained that it was in the interest of keeping the scheme simple, and not overcomplicating the process. This scheme will take into consideration the size of aircraft and whether the event happened during the day or night, unlike other airports.
- A question was asked about whether these limits are going to be sent to the DfT. It was explained that the scheme would be submitted to the DfT following a monitoring period, which will collect data to understand how the scheme performs, and to act as an introduction of the scheme to airlines before enforcing it.
- It is important to note that the new limits are expected to be monitored from the end of December, pending changes to the NTK system to support, where there will then be a six-month transition period to monitor the number of breaches. No fines will be issued during this transition period; however, airlines will be notified by letter of any breaches and the fines that they would have been issued if it were a live scheme. Once complete, the evidence gathered during the transition period, along with the proposal, will be submitted for approval to the Secretary of State. If agreed the new limits will be made permanent, and the fines will be in force. Any fines issued will be paid to the Gatwick Airport Community Trust.
- **Action 10/2023:** Airspace Office to circulate DNL slides.

AIRSPACE UPDATE

- Gatwick's FASI-South airspace change proposal (ACP) has completed Stage 2 following the Gateway decision by the CAA and so is now progressing into Stage 3 - Consult.
- Post Stage 2, the DfT and the CAA are exploring pooling all of the FASI-South ACPs into a unified delivery model through a single design entity (SDE).
- The scope, process and timeline for this work is in development under the auspices of the Minister-led Aviation Council.
- It was explained that NERL and London Gatwick are pursuing an early 'deployment' of the routes to the south of the airport to deliver early benefits. This would need CAA approval; a decision on split deployment is set to be delivered by the end of 2023. If approved, this could see delivery of the early deployment targeted for the first half of 2027.

AIRLINE NOISE PERFORMANCE TABLE UPDATE

The Chair gave a brief demonstration of the new interactive Airline Noise Performance Table⁵, which has been developed with Egis, and has now been published to the Gatwick noise website. It is displayed in two forms, a quarterly table and an annual table. NaTMAG members are encouraged to visit the site and test the new table and share with their constituents, colleagues and anyone else who is interested.

AOB

- The NMB would like to see more representation from the industry and community members in its third term.
- Members requested clarification on the revised use of KENET, which was last trialled in Winter 2022. NATS confirmed that nothing further is being done on this particular route during the winter months.
- The Annual Public Meeting is scheduled for Wednesday 6 December 2023. All are welcome but must register via email.

KEY MESSAGES

Key Messages to GATCOM:

- NaTMAG were updated on the Noise Management Board review including timescales and will be kept up to date with progress.
- A very useful presentation on the Summer 2023 Night Jet situation was shared with NaTMAG, including the process for applying dispensations for night movements.
- easyJet presented on the new Descent Profile Optimisation (DPO) software they have recently introduced. The technology should enable better control of the descent phase of flight, by reducing the need for “levelling off” at the bottom of a descent, and therefore offering a reduction in noise and carbon emissions.
- Egis presented a helpful update on the proposed Departure Noise Limit review, expected to be delivered by the end of the year. A transition period will take place for six months, where no fines will be issued, but airlines will be informed if any breaches occur.
- The Airline Noise Performance Table is now available on the Gatwick noise website⁶ as an interactive dashboard both as a quarterly dashboard and an annual version.
- The Annual Public Meeting is scheduled for Wednesday 6 December 2023. All are welcome, but must register via email to: nmb@gatwickairport.com
- The Complaints Handling Policy has been reviewed for 2023 and circulated to NaTMAG members for further review. It will then be published on the Gatwick noise website.

⁵ <https://www.gatwickairport.com/company/reports/noise-reports.html>

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Key Messages to FLOPSC:

- Egis presented a helpful update on the proposed Departure Noise Limit review, expected to be delivered by the end of the year. A transition period will take place for six months, where no fines will be issued, but airlines will be informed if any breaches occur.
- easyJet presented on the new Descent Profile Optimisation (DPO) software they have recently introduced. The technology should enable better control of the descent phase of flight, by reducing the need for “levelling off” at the bottom of a descent, and therefore offering a reduction in noise and carbon emissions.
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DATES OF NEXT MEETINGS

FLOPSC – Tuesday 28 November 2023, 13:30 to 15:00 via teleconference or, in person Destinations Place.

GNMG – Tuesday 5 December 2023, 10:00 to 12:00, via teleconference.

NaTMAG – Thursday 1 February 2024, 10:00 to 13:00, via teleconference.

London Gatwick Annual Public Meeting - Wednesday 6 December 2023, in person, please register to attend (details in AOB).

⁷ <https://www.gatwickairport.com/company/reports/noise-reports.html>

⁸ <https://www.gatwickairport.com/company/reports/noise-reports.html>

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ANNEX A: ACTION SUMMARY

Action No/Year	Action/Decision/Next Step	Raised	Responsible	Plan date	Actual date	Status	Comments: Updated November 2023
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. DfT expect to provide an update in the Feb-2024 meeting.
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	Nov 2023		OPEN	Action is longer term and will be carried forward into the NMB 3rd term.
05/2023	NATS to provide analysis of how Gatwick compares to other airports for CDO performance.	Aug 2023	NATS	Nov 2023	Nov 2023	CLOSED	
06/2023	Airspace Office to circulate the link to the noise enquiries page of the Gatwick noise website	Nov 2023	AO	Feb 2024		OPEN	
07/2023	Airspace Office to create a separate graph on Route 4 in the Airspace Office quarterly report on page 16.	Nov 2023	AO	Nov 2023		OPEN	
08/2023	Airspace Office to circulate easyJet's Descent Profile Optimisation (DPO) presentation	Nov 2023	AO	Nov 2023		OPEN	

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Action No/Year	Action/Decision/Next Step	Raised	Responsible	Plan date	Actual date	Status	Comments: Updated November 2023
09/2023	Airspace Office to circulate the Night Jet Summary slides	Nov 2023	AO	Nov 2023		OPEN	
10/2023	Airspace Office to circulate DNL slides.	Nov 2023	AO	Nov 2023		OPEN	

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