

NMB LOGICAL FRAMEWORK-BASED WORKPLAN

GOAL: To reduce noise from aircraft in and around Gatwick

ISSUE	ACTIVITIES/INPUTS	OUTPUTS/MILESTONES	OUTCOMES
	<i>Procedural changes</i>		
Reduce Night Flight noise	<p>Review RNN trial plan and GAL to re-start RNN trial ACP with CAA (if number of flights allow)</p> <p>Re-engagement with industry and community on the purpose of the trial (if number of flights allow)</p> <p>Lobby CAA to expedite approval of RNN trial (<i>timing subject to the re-start of the ACP</i>)</p>	RNN trial occurs & validates whether further noise reduction possible (<i>winter 2021/22 if number of flights allow sufficient data</i>)	<p>Reduced Night Noise (RNN) type procedures adopted (<i>if successful, operational deployment by 2024/25</i>)</p> <p><i>Target Indicators - target of 10 decibels (dB) for outliers</i></p>
Landing gear deployment	Landing gear deployment desktop review, including review of other airports' trials and subsequent trial proposal (<i>end Q3 2021</i>)	Landing Gear Deployment optimisation trial & assessment takes place and shows whether noise reduction can be achieved at London Gatwick (<i>end 2021, subject to sufficient traffic levels</i>)	<p>Landing Gear deployment optimisation procedure adopted (<i>by end 2022</i>)</p> <p><i>Target Indicators – greater than 3dB in specific distances from touchdown.</i></p>
New departure noise limits & fines	Investigation and engagement with stakeholders including airlines on new departure fines proposal (<i>Q3 2021-2022</i>)	Noise departure limits and new fining regime document proposed by GAL (<i>end Q4 2022</i>)	<p>Noise departure limits lowered and new fining regime introduced (<i>by 2024 or earlier</i>)</p> <p><i>Target Indicators) – The number of aircraft (per aircraft class or type) that trigger any new noise limit</i></p>
Improve departure continuous climb	Study on continuous climb noise reduction (to include noise contours to demonstrate noise impacts).	Study shows that there could be noise reduction if continuous climb is more fully achieved with little or no adverse effect to existing or new communities (<i>end Q2 2021</i>).	<p>Improved continuous climb procedures adopted (<i>when FASI-South starts winter 2024/25</i>)</p> <p><i>Target Indicators – noise contours and number of aircraft (on average)</i></p> <p>N.B. Any future changes require an airspace change and are therefore subject to consultation. If FASI-S does not go ahead and the output shows that there could be noise reductions if continuous climb is more fully achieved with little or no adverse effect to existing or new communities specifically in relation to the vectoring of arriving aircraft, then other options to take this forward could be explored.</p>
Review of noise abatement procedure for the Instrument Landing System (ILS) minimum joining point during the night	<p>Establish steering group (by Q2 2021).</p> <p>Commission a review of the noise abatement procedure for ILS minimum joining point during the night (note: any noise impact assessment for the areas affected should account for all aircraft noise, i.e. for both arriving and departing aircraft) (<i>Q3 2021</i>).</p> <p>Key stakeholders: Community Groups; Councils; the Department for Transport (DfT), GAL, NATS and the Civil Aviation Authority (CAA).</p>	Publication of the report	<p>Dependant on findings.</p> <p><i>Target Indicators (in terms of noise) – to be determined through the study; likely to look at noise on population (eg noise contours by area and population; may also include the distribution of traffic).</i></p>

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	Procedural influences		
Implement Airline Noise Table	NDG constructs metrics, GAL trials the Airline Noise Performance Table (<i>already achieved</i>) Review of how table is working (<i>Q4 2021</i>)	Gatwick Airport Ltd (GAL) publishes Airline Noise Performance Table (<i>Q1 2021</i>)	Airline Noise Performance Table in use to influence airline compliance and performance improvement (<i>from Q1 2021</i>). <i>Target Indicators – production of the table itself; number of engagements with airlines over a 12-month period and a step change in indicators for these outlier airlines (#1 Red #2 Amber)</i>
Deliver & incentivise low noise arrival metric	Conduct desktop validation of the Low Noise Arrival metric at Gatwick using measured noise data and arrival flight trajectories (<i>already achieved</i>) Briefing & discussion on the metric to the NCF or NEX (<i>by Q2 2021</i>)	Low Noise Arrival Metric is agreed, including operational roll out plan, by Sustainable Aviation (<i>end September 2021</i>)	Low Noise Arrival Metric in operational use (<i>by end 2021 and then ongoing</i>) <i>Target Indicators– reduction in number of outliers as indicated by the metric</i>
Agree & Routinely use noise metrics	Agree & trial use of >N60 and >N65 metrics (<i>already achieved</i>) Protocol to be drafted by CNG representatives as the basis for future discussion.	N/above (N60 and N65) metrics regularly used for all noise reduction trials and to measure noise (<i>already in use</i>) – <i>monitored by NATMAG</i>	Use of N/above (N60 and N65) metrics alongside Leq (averaged) noise contours (<i>throughout NMB second term</i>) <i>Target Indicators– consistency of usage of both sets of metrics in NMB matters</i>
	Strategic Change Influencing		
Engagement with FASI-S	FASI-South workshops for NMB take place to grow NMB stakeholders' knowledge on FASI-South and implications/possible advantages for noise reduction around Gatwick (<i>Q2 2021, subject to HMG FASI-S funding confirmation</i>)	NMB stakeholders understand the important granular detail of the FASI-South process and are able to influence other stakeholders with a multiplier effect (<i>by end 2021</i>) <i>N.B. Any future airspace change will be subject to the CAP 1616 process, which requires engagement and consultation with affected stakeholders.</i>	FASI-South airspace change process is properly informed on Gatwick noise issues (<i>throughout NMB Second Term</i>) <i>Target Indicators – stakeholder views would be reflected in the CAP1616 process at all relevant stages.</i>
Examine Fair & Equitable Dispersal	Establish steering group (<i>Q2 2021</i>) Independent assessment of FED concepts to help inform NMB Stakeholder discussions (<i>target end 2021</i>)	NMB stakeholders are briefed on and discuss assessment's findings and agree what FED looks like so as to be able to agree way to influence HMG and other key regulatory bodies (<i>target end 2021</i>)	Fair & Equitable Distribution (FED) of aircraft defined & quantified (<i>target throughout NMB Second Term</i>) <i>Target Indicators – none agreed</i>
	Noise-related information for decision making		
Planning & Noise	Develop a proposal, following engagement with local planning authorities represented at NATMAG and NMB stakeholders, to Councils & a separate one to ICCAN/Sustainable Aviation on need for greater consideration of aviation noise in land use planning by policy makers (<i>agreed at previous NMB</i>)	Engagement with Councils local to Gatwick and HMG/ICCAN/Sustainable Aviation to encourage consideration of aviation noise in land use planning for residential purposes (<i>end 2021</i>)	Policy makers aware of the need for greater consideration of aviation noise in land use planning for residential development (<i>throughout the NMB Second Term</i>) <i>Target Indicators – number of local planning authorities engaged in the process; number of local planning authorities to have successfully incorporated aviation noise considerations into their adopted local plans</i>
Growth and Noise	Discussions on growth and noise. Depending on flight growth, post-Covid, this would be unlikely to start before late 2021 at the earliest. Review to take place Q3 2021. Key stakeholder: Gatwick Airport Limited (GAL)	Review to take place in Q3 2021	<i>Interim indicator – agreeing a way forward beyond discussions.</i>

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Side Note

The following items or issues, which other stakeholders are engaged or leading on, are considered relevant to but outside of the NMB Second Term Workplan:

- Scrutiny of Growth:
GATCOM are engaging on this matter.
- Noise metrics:
NaTMAG will brief into the NMB as it reviews the N above noise metrics. The NMB may also wish to review the metrics (as in the draft workplan).
- Night flight noise:
DfT was currently consulting on the night flight regime for the UK. GATCOM, as the statutory body for Gatwick, was consulting stakeholders through a Night Flights Review and would make a submission on the night flight regime.
- Initial conversations have occurred with airlines regarding banning the operation of QC4 aircraft from the Winter 2021/22 season. Further consultation and engagement is required, however GAL are optimistic about introducing a ban on QC4 aircraft during the night period.
- Time-based Flow Management & Time-based Separation:
NATS would be invited to provide briefings on the NATS-led technology projects on Time-based Flow Management (further away from the airport) and Time-based Separation (for the sequencing of arriving aircraft close to the airport). While not focussed on noise mitigation, both projects have potential noise benefits including reduced airborne holding and more efficient sequencing that may reduce the possibility of late arriving aircraft being delayed into the night period due to arrivals traffic congestion. The evaluation of Time-based Separation was undertaken following a recommendation of the Gatwick Airport Independent Arrivals Review.
- Financial incentives for less noisy aircraft
GAL offered to provide a briefing to the NMB, supported by others in 2021 on all the financial incentives currently in place to encourage airlines to fly their quietest aircraft, and to consider all innovations emerging, including those at a national level.
- Other ad-hoc briefings
The NEX Chair to consider ad hoc briefings, as relevant, on GATCOM and NaTMAG from the relevant Chairs.