

**THE NOISE AND TRACK MONITORING ADVISORY GROUP (NaTMAG) Thursday 09 May 2024  
(virtual meeting)**

**(DRAFT MINUTES – to be ratified at NaTMAG meeting in August 2024)**

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**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
Sam Tull	Gatwick Airport Ltd – Airspace Office
Goran Jovanovic	Gatwick Airport Ltd – Airspace Change Manager
Kathy Coffin	Gatwick Airport Ltd – Noise Compliance & Reporting Manager
Liz Kitchen	GATCOM
Alan Jones	GATCOM
Mike George	GATCOM
Malcolm Fillmore	GATCOM
Ed Winter	GACC
Jonathan Drew	Noise Management Board Executive Board (NEX) Chair
Adam Dracott	Mid Sussex District Council
Ian Greene	DfT
Andrew Burke	NATS
Jonny Petts	easyJet
Gary Marshall	DfT

**APOLOGIES**

Rebecca Mian	Gatwick Airport Ltd – Noise Management Initiatives Manager
Matthew Hadden	NATS
Victoria Chester	GATCOM
Leon Hibbs	Reigate and Banstead Borough Council

**MEMBERSHIP UPDATE**

- The Chair opened the meeting and welcomed all members.

**MINUTES FROM THE PREVIOUS MEETING OF NaTMAG**

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

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- ACTION TRACKER**

Action	Comments
<b>01/2023</b> - DfT to follow up with Airbus to provide an update on the Airbus A220 'whine' issue.	<b>Open</b> - The DfT will continue to follow up with Airbus and provide further updates to NaTMAG, however a solution is not expected to be implemented until the end of 2024. The update provided by Robby from Airbus at the Extraordinary NaTMAG in March was useful.
<b>03/2023</b> - 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.	<b>Open</b> - This action is on hold and the due date will be moved to January 2025, ready to present at the February 2025 NaTMAG meeting.
<b>08/2023</b> - Airspace Office to circulate easyJet's Descent Profile Optimisation (DPO) presentation.	<b>Closed</b> - Presentation now received and will be circulated.
<b>09/2024</b> - Airspace Office to suggest that the DfT contact the engine manufacturer as the whine issue derives from an engine.	<b>Closed</b> - Agreed to combine action 09/2024 with 01/2023.
<b>10/2024</b> - GAL to confirm whether aircraft based away from the airport are brought to Gatwick for engine testing.	<b>Closed</b> - Update received from Aerodrome Team via briefing note.
<b>11/2024</b> - Airspace Office to update on pre-conditioned air availability to aircraft.	<b>Closed</b> - Update provided by GAL Sustainability team via briefing note, and by easyJet during the meeting.
<b>12/2024</b> - GAL to review the classification of Noise Action Plan item numbers 40-43.	<b>Closed</b> - This has been done and revisions will be included in NAP annual review document once circulated.
<b>14/2024</b> - Airspace Office to consider adding a prior year axis line to the departure statistics graphs in the AO Q1 2024 report.	<b>Open</b> - This will be actioned for the Q2 2024 report which will be presented at the August 2024 NaTMAG meeting.
<b>15/2024</b> - Airspace Office to share some LNAM results at the May 2024 NaTMAG meeting.	<b>Open</b> - A dashboard is in the process of being built to share with the LNAM Sub-Group on 17 May. Details to be shared at the August 2024 NaTMAG meeting.
<b>16/2024</b> - Airspace Office to provide FASI-S project decision at the next NaTMAG meeting.	<b>Closed</b> - An update was given as part of the Airspace Change update.

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## NOISE ACTION PLAN (NAP) ROUND 4 UPDATES

- DEFRA have been chased for an update on the NAP adoption, however, nothing has been provided yet.
- **Post Meeting Note:** Following NaTMAG, guidance was received from DEFRA that SoS adoption of the NAP will be disrupted by the general election. The Environmental Noise Regulations allow for airports to publish their NAPs (suitably caveated) ahead of formal adoption.
- Members have expressed their dissatisfaction to DEFRA, through GATCOM, about the length of time it is taking to for the new Round 4 NAP to be officially adopted.
- The DfT added that they are currently working with other airports and DEFRA on NAP adoption, and that any delays in this process should not delay the implementation of any aspect of the Round 4 NAP due to it having already been out for consultation.
- It was agreed that GAL will begin working on the actions of the Round 4 NAP and publish the unadopted version on the Gatwick website.

## KEY PERFORMANCE INDICATORS & AIRSPACE OFFICE QUARTERLY REPORT (INC. GROUND NOISE REPORT)

- Traffic movements increased by 6% in Q1 2024 vs Q1 2023. This reflects 86% of Q1 2019. It was noted that the Easter holidays occurred in Q1 in 2024, whereas they fell in Q2 in 2023.
- CDO (Continuous Descent Operations) performance declined by 0.56% in Q1 2024 versus Q1 2023. It was explained that CDO performance in February 2024 during easterly operations was unusually lower than during westerly operations due to strong gusting winds.
- Track Keeping conformance reduced by 7% in Q1 2024 vs Q1 2023. It was explained that the previous Route 4 NPR was used to measure Route 4 conformance in Q1 2023, with the introduction of the revised Route 4 NPR in Q2 2023.
- Movements increased for all three months in Q1 2024 compared to 2023, with most movements in Q1 operating in a westerly direction (86%).
- 5% increase in NEO (New Engine Option) and MAX aircraft and a decrease in CEO (Current Engine Option) which is positive news as airlines are switching to newer, quieter and greener aircraft.
- Northern Runway operations decreased in Q1, mainly due to the completion of the RET (Rapid Exit Taxiway) works. It was noted that the RET has had a positive impact by reducing the number of go-arounds caused by runway occupancies.
- One aircraft caused a joining point violation of less than 6.1nm, however this was an expedited approach due to a medical emergency.
- All routes, except Route 4 and Route 9, had a conformance of over 99%. An increase in movements in March, saw a similar decrease in conformance in 2023. Route 9 saw nine departures in Q1 2024 with a conformance of 98%. Route 4 conformance was 72.2% in Q1 2024.
- No noise infringements in Q1 2024.
- Crawley overflights for arrivals in Q1 2024 were mainly weather-related.

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- Horley overflight – 83% (30) were due to ATC vectoring with the remaining 17% (6) weather-related. Members showed concern over the number of flights being vectored over Horley. NATS explained that aircraft could be vectored by ATC at the request of crew to avoid weather. After the departure turn on Route 4, ATC can keep aircraft on the SID at the maximum altitude of 4,000 feet AMSL and overfly countryside to avoid Horley, but this would have a greater noise impact than issuing continuous climb instructions to 10,000 feet AMSL and continuing a vectored heading. It was further explained that the number of flights over Horley attributes to less than 1% of the total departures utilising Route 4. It was also mentioned that there is a slight difference with how Horley is depicted on NATS radar versus the NTK system. It was noted that most of the infringements are marginal as they are on the boundary of Horley.
- Increased number of go-arounds in Q1 2024 compared to 2023, especially in the first two months. Total number of go-arounds remains low at 0.7% in comparison to the number of movements, with the majority being due to an occupied runway. Members questioned why some go-arounds are categorised as “other”. Due to the manual nature of how go-around reasons are recorded by the ATCOs (Air Traffic Controllers), if one is identified as missing once the Airspace Office have performed their reconciliation against the NTK system, then usually the reason for this go-around is not known due to the amount of time that has passed.
- Members questioned the number of go-arounds over Crawley. All go-arounds will fly over Crawley as pilots perform the standard go-around procedure. This involves a fly straight ahead and turn to the south at 1nm or 2,000ft (whichever comes first), before climbing to 3,000ft, ready to be re-entered into the approach sequencing by ATC. This occurs on both easterly and westerly runway directions.
- Members asked for an explanation of the acronym RIMCAS. It was explained by NATS that RIMCAS is the **R**unway **I**ncursion **M**onitoring and **C**onflict **A**lert **S**ystem which is used to alert Tower Controllers should a fixed area around the runway be entered without consent. An alert of this kind does not necessarily mean an aircraft has entered an active runway, but as an example, it may have passed a stop-bar. The RIMCAS is a safety system to alert ATCOs to potential runway incursions.
- A question was asked about whether the RET has had a positive impact on the number of go-arounds caused by the reason ‘slow to vacate’. Since the RET has only opened recently, more data would need to be gathered before this could be proven. The latest review of go-around data for April 2024 showed a decrease in the number of go-arounds related to ‘slow to vacate’.
- The ANPT (Airline Noise Performance Table) was presented. There was concern about the number of airlines in the ‘red’ for CDO, and the question about how the ‘red’ airlines are performing for CDO at other UK airports. NATS commented that comparing CDO performance across airports is not a like for like comparison, for reasons such as topography.
- Members showed concern that some of the poorer performers are long-term airlines at Gatwick. The Airspace Office regularly meet with airlines to discuss Noise Abatement Procedures, and to provide feedback on how they are performing on different metrics, to include CDO. The most common feedback the Airspace Office receives from airlines about poor CDO performance is pilots being unfamiliar with the Gatwick airspace. Some pilots may only fly to Gatwick once or twice in a 6-month period.
- A question was asked about the level of data analysis performed on CDO violations by the Airspace Office. The Airspace Office use flight profile graphs in the NTK system to look for CDO

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patterns and outliers. Gatwick generally sees CDO violations at 7,000 feet AMSL (Above Mean Sea Level) as aircraft leave the WILLO/TIMBA holding stacks, and at 3,000 feet AMSL where aircraft tend to level-off too soon before intercepting the ILS (Instrument Landing System).

- Members noted the significant increase in CDO performance for Wizz Air Hungary and Malta. This was as a result of a collaboration between Wizz Air UK and the Airspace Office to arrange a meeting with all three Wizz operators. It was explained that having representatives from Wizz Air Hungary and Malta in a meeting allowed Wizz Air UK to share best practice.
- Members agreed that pilot unfamiliarity should not be an excuse for poor CDO performance as crews should receive operator briefing packs that include the local noise abatement procedures. A question was asked about whether chart providers include information on noise abatement procedures. easyJet agreed to speak with their chart provider to find out more information.
- **ACTION 18/2024:** easyJet to speak with their chart provider to find out why noise abatement procedures are not referenced in their publications.
- Referring to the ANPT, a question was asked about whether track keeping performance should be removed from the ANPT and include a period-on-period analysis of CDO instead. The Chair stated that track keeping will remain on the ANPT as it is a noise abatement procedure that the Airspace Office monitor, however the format of the ANPT is not fixed, and changes can be taken into consideration.
- A brief update was given on winter 2023/2024 night jet movements as the season ended in Q1 2024. Actual number of night jet movements was below the planned allocation for the winter 2023/24 season. In total 66 dispensations were granted, 77% of which were due to weather at Gatwick.
- There was an increase in complaints received month on month in Q1 2024 corresponding to the increase in traffic movements. February saw a broader distribution of complaints, particularly from residents beneath Route 4 and to the east along the ILS path during a prolonged period of westerly operations.
- Areas with most complaints recorded in Q1 2024 were Tonbridge, Broadbridge Heath, Tunbridge Wells and Bexhill. It was explained that complaints received from Broadbridge Heath and Bexhill are from two individuals.
- Engine test numbers stayed within the Section 106 limit of a maximum 250 in a 6-month period. In January, the frequency of tests, and the total minutes, reached their peak as the reduced winter schedule allowed airlines greater opportunity to conduct maintenance.
- Relatively low usage of unmodified FOPP (Fuel Over Pressure Protector) A320s. Members asked whether GAL gives any indication to airlines about the aircraft they can operate. Whilst GAL do not prevent the use of unmodified aircraft, the charge imposed for using them is generally enough to deter and to limit the usage.

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## ROUTE 4 ANPT

- The Airspace Office demonstrated the new Route 4 ANPT which looks at Route 4 in isolation. The original ANPT omits Route 4 so as to not penalise airlines that exclusively use this departure NPR, given the known flyability issue of the Route 4 SIDs (Standard Instrument Departure).
- Most airlines on the Route 4 dashboard are in red for track keeping. This is due to the known flyability issue on Route 4.
- A point to note is that some airlines do not use Route 4, whilst others use it exclusively.
- This ANPT will be used internally by the Airspace Office to perform analysis and identify any trends.
- A question was raised about whether there is any correlation between the overlay airlines are using and their conformance percentages for track keeping. The responsibility is with the airline to create the conforming departure procedures. The ongoing Route 4 airspace change will replace the conventional SID routeings with RNAV (Area Navigation) routeing. GAL is not permitted to advise airlines how to fly the departure, they can only guide and refer them to the standard published procedures.
- Members were asked about whether the old static version of the ANPT can be withdrawn due to the introduction of the new Power BI interactive table. Members suggested keeping the older static table available for transparency. It was confirmed that this table would be kept in service alongside the new table.

## DFT UPDATE

- No further updates on the A220 whine issue, however Airbus have confirmed that they will not be sharing the presentation displayed at the Extraordinary NaTMAG.
- DfT reminded members that the window to submit responses to the Night Flight Consultation closes on 22 May and urged members to submit their responses<sup>1</sup>.
- The ANNE (Aviation Night Noise Effects) study will carry on throughout 2024 at which point provisional results will be expected. Final results expected in 2025.
- A review of the NAP (Noise Action Plan) process with the CAA will be taking place later this year.
- New workstream for better reporting of noise for airports – a dashboard is in development to help create national noise reporting.
- Aviation Noise Attitudes Survey (ANAS) reporting expected in 2025.
- Airspace Modernisation – The main concern of the DfT has been to improve the resolution of interactions across FASI airports, As a result, the concept of a SDE (Single Design Entity) has been developed by the CAA and will be consulted upon in due course; this work will have some impact on the progress of the overall FASI-South programme, but the priority will be the London TMA Airspace Changes.

<sup>1</sup>[Government launches consultation into the next UK night flight regime - GOV.UK \(www.gov.uk\)](https://www.gov.uk/government/news/government-launches-consultation-into-the-next-uk-night-flight-regime)

- Members asked about the Sustainability Panel at the CAA and whether this still exists. The DfT confirmed that it does, and it is still being funded by the DfT. It was further explained that the Sustainability Panel will mostly be looking at carbon, and noise to a smaller degree. It was also mentioned that the CAA have recently appointed a new Head of Sustainability to give more focus to environmental aspects.

## NMB UPDATE

- Reduced Night Noise (RNN) Trial is ongoing. No trends identified at this time, so more data is required. easyJet and NATS both stated that they are fully supportive of the trial.
- A question was raised by the NATS representative about the 6-month trial period and are there plans in place to request an extension should the need arise. As per CAP1616, the trial cannot keep rolling and an extension must be agreed prior to the expiration date.
- Members expressed concern that the participation in the trial is quite low and is there anything that can be done to increase participation. One of the problems initially faced in the trial were that pilots not local to or regularly flying into London Gatwick during the night period, were unfamiliar and therefore did not feel comfortable flying the procedure. Another initial setback to participation, was what ATC were not wholly compliant with offering the trial where they should have been. The trial should be offered by ATC to aircraft arriving into London Gatwick between the hours of 0130-0500L, where Southern Runway operations are in operation, and traffic is deemed quiet enough to run the trial. Since the RNN trial project team have increased levels of engagement with airlines pertinent to the trial and with ATC, participation has been improving.
- DfT mentioned that the DLUHC (Department for Levelling Up, Housing and Communities) are working on thematic National Development Management Policies under the Levelling Up and Regeneration Act 2023.
- **Post meeting note:** Since the meeting, a General Election has been called and the DfT can no longer comment on the direction the next Government will take in this policy.
- FED - Report has been delayed, and it was expressed that communities will be hugely disappointed if not included in FASI-S. It was mentioned that a letter has already been sent to the CAA by the second term NMB Executive Board Chair. GAL agreed that they would also be disappointed if the findings are not included in FASI-S.

## AIRSPACE UPDATE

Programme level update:

- Iteration 3 of the UK Airspace Change Masterplan is being finalised and should be published soon, post the publication of the CAA annual report.
- A public engagement will follow the finalisation of the Masterplan. The General Election may influence timings.

FASI – South:

- In terms of the FASI-S airspace change, most of the progress is limited by the pending SDE (single design entity) decision.

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- As result, the focus of Gatwick's FASI airspace change after Stage 2 shifted to completing the full system design options and collection and validation of baseline and future flight data sets, with intent to submit to SDE to facilitate faster completion of its work.

#### **LONDON AIRSPACE SOUTH & ROUTE 4**

- Full options appraisal and environmental assessments have started.
- Route 4 gateway expected in Q4 2024.
- London South gateway expected late June-2024 (provisional)
- A question was asked about whether NMB members will be engaged. It was confirmed that there will be an initial alert out, then communications will be sent to the stakeholder group, followed by a separate engagement.
- A question was asked about the current thinking around route changes. It was explained that London Airspace South will present all proposed changes in the public consultation in 2025 followed by option refinement in Stage 4 of the Airspace Change Process, before submission, CAA decision and implementation in 2027. Route 4 implementation expected in 2026. The wider FASI-S roll-out will be dependent on the work of SDE. When implementation happens, they will progress into individual deployments, i.e. not all at the same time.
- Members asked whether GAL intend on presenting the full options appraisal at the next meeting. It was confirmed that it would not be appropriate to break process, and to remain open and transparent.

#### **AOB**

- Members were asked whether they use Box to retrieve any of the reports, and if this was not the case, could the Airspace Office stop uploading documents in this manner. It was confirmed that members do not use Box, and so it was agreed that it will not be used going forward. It was reiterated that all reporting is available via the Gatwick Website noise pages<sup>1</sup>.
- The Airspace Office no longer have oversight of odour reporting, and that this is now under the remit of the EHS Team. It was also confirmed that odour complaints are now being handled by Customer Services.
- Members asked which steering group would oversee the odour reporting.
- **ACTION 20/2024:** Airspace Office to confirm who has oversight of odour monitoring from a steering committee perspective.
- Concern was raised about where the fines from the new departure noise limits will be sent. It was confirmed that these would still be issued to the Gatwick Airport Community Trust (GACT), and that Gatwick would not profit from the fines.

#### **KEY MESSAGES**

##### Key Messages to GATCOM:

- Odour reporting is now under the remit of the GAL Sustainability Team.
- ANNE (Aviation Night Noise Effects Study) reporting will be provided in 2025.

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<sup>1</sup> <https://www.gatwickairport.com/company/reports/noise-reports.html>  
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### **DATES OF NEXT MEETINGS**

FLOPSC – Tuesday 6 June 2024, 13:00 to 14:30 via teleconference or, in person Destinations Place.

GNMG – Wednesday 20 November 2024, 10:00 to 12:00, via teleconference.

NaTMAG – Thursday 24 September 2024, 10:00 to 13:00, via teleconference.

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**ANNEX A: ACTION SUMMARY**

Action No/Year	Action/Decision/Next Step	Raised	Responsible	Plan date	Actual date	Status	Comments: Updated May 2024
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 provide updates as and when there is report of further progress. It was noted that the presentation by Airbus at the February NaTMAG was found to be valuable.
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	Jan 2025		OPEN	Action is on hold and will be carried forward into the NMB 3rd term. Due date has been moved to January 2025.
08/2023	Airspace Office to circulate easyJet's Descent Profile Optimisation (DPO) presentation	Nov 2023	AO	May 2024	May 2024	CLOSED	easyJet have provided the presentation and this will be circulated to members.
09/2024	Airspace Office to suggest that the DfT contact the engine manufacturer as the whine issue derives from an engine.	Feb 2024	AO	May 2024	May 2024	CLOSED	Agreed to close as this action is covered by Action 1.
10/2024	GAL to confirm whether aircraft based away from the airport are brought to Gatwick for engine testing.	Feb 2024	AO	May 2024	May 2024	CLOSED	Update provided at meeting via briefing note from GAL Aerodrome team.
11/2024	Airspace Office to update on pre-conditioned air availability to aircraft.	Feb 2024	AO	May 2024	May 2024	CLOSED	Update provided at meeting via briefing note from GAL Sustainability Team and easyJet at the meeting.

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15/2024	Airspace Office to share some LNAM results at the May 2024 NaTMAG meeting.	Feb 2024	AO	Aug 2024		OPEN	A dashboard is in the process of being built to share with the LNAM steering group on 17 May. Details to be shared at the August 2024 NaTMAG.
18/2024	easyJet to speak with their chart provider to find out why noise abatement procedures are not referenced in their publications.	May 2024	easyJet	Aug 2024		OPEN	
20/2024	Airspace Office to confirm who has oversight of odour monitoring from a steering committee perspective.	May 2024	AO	Aug 2024		OPEN	

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