

THE NOISE & TRACK MONITORING ADVISORY GROUP (NaTMAG) 24th September 2015

(DRAFT MINUTES v1.3 – to be ratified at the NaTMAG Meeting to be held on Thursday 26th November 2015)

In attendance:

Tom Denton	Gatwick Airport Ltd - Head of Corporate Responsibility (Chair)
Brendan Sheil	Gatwick Airport Ltd - Flight Performance Team Manager
Kimberley Heather	Gatwick Airport Ltd - Flight Performance Team
Shaun Bowler	NATS Gatwick
Ros Howell	Independent Technical Advisor to GATCOM
Mike George	GATCOM
Charles Yarwood	GATCOM
Liz Kitchen	GATCOM
Alan Jones	GATCOM
Clive Pearman	GATCOM
Ken Harwood	GATCOM
Peter Barclay	GATCOM
Peter Long	Reigate and Banstead Borough Council (RBBC)
Tamara Goodwin	Department for Transport (DfT)

Item	Action
1. Apologies Charles Kirwan-Taylor - Gatwick Airport Ltd - Director of Corporate Affairs and Sustainability Louise Faber – Flight Performance Team Gareth Airdrie – NATS Swanwick Brian Cox – Crawley Borough Council	
2. Previous Minutes Liz Kitchen mentioned that members of GATCOM should have their department listed with their name. <i>(Further to the meeting, it was noted that in the February 2015 meeting it was requested, and minuted, that GATCOM members should be affiliated as GATCOM).</i> Items 5 and 6 of the agenda (Ground Noise Report and Flight Performance Team report) were to be left to the end in this meeting, and in future meetings the agenda will be updated to continue this.	LF 32/2015
3. Action Tracker <u>02/2015 – NATS to review go-around causal factors</u> Brendan Sheil advised that Shaun Bowler will keep everyone updated – advised a 10 day period. NATS to report back at November meeting.	

<u>04/2015 – NATS to review go-around statistics comparison with Stansted</u> No members of Swanwick at September meeting, postponed until November. <u>05/2015 – Update on FPT customer satisfaction survey and review of complaints handling</u> Action to be included in airspace and complaints handling review – CLOSED. <u>10/2015 – ILS and lighting calibration flights</u> Airfield Team will review ILS calibration checks and runway lighting checks as it has been noted in the past that holding often takes place over population centres. As these checks are carried out in the early hours during quiet periods, it would seem to be appropriate that holding should be conducted over sparsely populated areas. The Airfield team will liaise with the Gatwick Tower and the aircraft operator and provide an update at the next meeting. Ken Harwood suggested that an email should be sent to all affected before a calibration flight is due to reduce complaints. Brendan Sheil highlighted the difficulties in assigning responsibility and administering such a system and was of the opinion that avoiding overflight of towns was a better way forward. It was noted that calibration flights are quite often rescheduled or cancelled at short notice so it would be difficult to keep the public informed. Airfield Team to provide update on calibration flights for November meeting. <u>15/2015 – Invite FLOPSC member to attend NaTMAG</u> FLOPSC member will be invited to attend NaTMAG during the next FLOPSC meeting on 30th September – CLOSED. <u>16/2015 – Freedom of Information request on NATS Approach stabilisation data to be circulated</u> Data circulated. <i>(Post meeting note - Sent initially to all members on 7th July 2015, resent to all on 6th October 2015)</i> – CLOSED. <u>17/2015 – Policy on allocation of Noise Monitors upload to website. FPT to respond to Chris Hersey</u> Chris Hersey responded. Brendan Sheil mentioned that the data on noise monitors was available to the public. Liz Kitchen and Peter Long to provide feedback on the wording – CLOSED. <u>18/2015 - Presentation of Noise Lab to be made at next NaTMAG meeting</u> Brendan Sheil presented Noise Lab at the September 2015 meeting – CLOSED. <u>19/2015 – Co-ordinates of Horley town to be requested and provided to Gareth Airdrie</u> Co-ordinates passed to Gareth Airdrie – CLOSED. <u>20/2015 – Look into adapting size /shape of Horley on ATC video maps</u> Gareth Airdrie has the co-ordinates and will provide update in November meeting. <u>21/2015 – Horley overflight data provided to NATS. Report to be circulated to NaTMAG members</u> Horley overflight data provided to NATS. Gareth Airdrie to email NaTMAG members with update.	AFT/FPT 33/2015 LK/PL 34/2015
--	---

22/2015 – Ask Airfield Team if details of out of hours non-compliant APU audits can be added to Ground Noise Report

Airfield team will include a note regarding out of hours APU compliance/non-compliance, with effect from the July-September report – CLOSED.

23/2015 – Amendments and corrections to FPT report

FPT report updated. Ros Howell asks that the FPT report must be updated and corrected before it is sent to GATCOM – CLOSED.

24/2015 – Expand ‘complaints by town’ section of the FPT report to show villages and hamlets

Complaints by Town graph has now been expanded to include villages – CLOSED.

25/2015 – Split map in FPT report showing complainant locations

Brendan Sheil advised that a map showing an easterly and a westerly view of the density map to include more of the surrounding area towns and villages had been included in the FPT report – CLOSED.

26/2015 – AIP wording in FPT report to be looked into

AIP wording is currently under review by the DfT. Further update to be provided at the November meeting.

27/2015 – Review the percentage of arrivals joining after 10nm at the next meeting

Discussed during the meeting as agenda item 11; to be included within the Independent Arrivals Review – CLOSED.

28/2015 – Include explanation of how complaints are recorded in the FPT report

Explanation has been added by Brendan Sheil to the FPT report – CLOSED.

29/2015 – Report back on external review of Complaints Handling Policy

This was reported by Tom Denton as agenda item 10 at the meeting; to be included within the Independent Arrivals Review – CLOSED.

30/2015 – Amend wording in Complaints Handling Policy

Wording amended under the ‘Assurance’ section of Policy – CLOSED.

31/2015 – Add 26LAM review to next agenda

Tom Denton led the discussion on 26LAM departure route review as agenda item 9 – CLOSED.

4. NAP Review and END Performance Update

1. Ros Howell mentioned that the review on Action 37 (of the END Noise Action Plan) was due in 2011 but is taking longer. Tom Denton confirms that this will be done this year despite it being highlighted in red. Tom Denton will keep group updated on progress.

2. Ros Howell also commented that there were two outstanding benchmarking on noise management and communication due in 2014 and wondered whether these are due this year. Tom Denton replied that the noise standard has been approved by ISO but not yet released, although it

TD
35/2015

has been trialled. 3. Alan Jones requested an update on NAP but it was agreed that this would be discussed at the next NaTMAG meeting.	
5. Ground Noise Report (<i>discussed after item 11</i>) 1. Details of out of hours APU compliance checks will be available in the next quarterly report. 2. Brendan Sheil noted that one aircraft was non-compliant with the APU running requirements. The Airfield team noted that the aircraft in question a Boeing 777 which requires two FEGP connections but only one was active. The ground crew later connected the second FEGP and turned off the APU. Mike George raised an important point that the crew should have been made aware of the fault. One possible reason was that the crew assumed there may have been a problem so the APU was left running. Flight Performance Team will contact the Airfield Team for more information and report back. 3. Alan Jones noted that it would be useful to have page numbers in the text of the Executive Summary in order to easily refer to the correct page in the Ground Noise Report. 4. Alan Jones questioned the reason for the easyJet aircraft having an above flight idle engine run for 90 minutes and asked if there was anything in the report to support this. Brendan Sheil stated that he will follow this up with the Airfield Team. 5. Brendan Sheil stated that, with reference to engine runs, we are within legal limit. 6. Tom Denton confirmed that the high use of the northern runway was due to use during night time period. Shaun Bowler stated that this was used one night a week for runway maintenance. 7. Peter Long mentioned that some of the statistics within the reports did not line up. He referred to page 43 of the Ground Noise Report, where it stated that availability was at 99.74%, 96.99% and 96.92% for each of the months respectively. However in the Executive Summary, the figure was stated as "in excess of 99.7%". 8. Brendan Sheil will investigate reason for reduced FEGP availability in July and August.	FPT 36/2015 FPT 37/2015 FPT 38/2015 BS 39/2015
6. Flight Performance Team Report (<i>discussed after Ground Noise Report</i>) 1. Brendan Sheil advised that there have been adjustments to the Continuous Descent Approach (CDA) algorithm. The core algorithm remains unchanged however a new rule will improve accuracy of the tool. He also advised that these changes follow development work with NATS which have produced an alternate CDA tool for smaller UK airports. Following a period of development and comparison, both tools now produce similar results. The NATS system measures descent rates whereas our NTK system measures the track across the ground. Brendan advised that this change will result in a small reduction in recorded CDA from May 2015. 2. Mike George asked whether non-CDA figures are inclusive of weather deviations. Brendan Sheil confirmed that all non-CDA flights are counted regardless of reason. Alan Jones asked what types of weather can cause deviations around villages. Shaun Bowler and Tom Denton stated that localised storm activity can cause weather deviations. Mike George asked if non-CDA statistics can be selected based on weather deviations. Shaun Bowler stated that non-CDA flights cannot be separated by reason for each individual flight and Brendan Sheil stated that it is fairer and more prudent to report on all non-CDA arrivals regardless of circumstances. 3. Alan Jones mentioned that he occasionally notices complaints from Smallfield which he stated is not under an NPR and wondered if it was a rare event that Smallfield is overflown. Shaun Bowler confirmed that this is a rare event for the safety of the crew and that weather avoidances can take	

some aircraft outside of the NPR for safety reasons. 4. Ros Howell advised that any amendments to the Flight Performance Team Report should be completed in time for GATCOM but this was not done on the previous occasion. Ros Howell asked if the current report can be ready before it is sent to GATCOM. 5. Ros Howell noted that the expansion of the report to include east and west density maps with complaints works well. Ken Harwood agreed. 6. Ken Harwood asked if we could provide complaints mapping to compare the location of individuals making complaints over time. Ken would like to have an overlay map of previous and recent complaints to help to explain the motives for complaints. He states that there is a cluster of complaints in the Tunbridge Wells area which is some distance from the flight paths. Tom Denton and Peter Long suggested using two colours to show the difference between old and new complaints. Ros Howell noted that this would not work well in hard copy form but could work on separate PowerPoint slides. 7. Ken Harwood asked if the overlaying of NPR's on the map is correct as there are often deviations away from the NPR. He provides an example of a deviation on the 08 Seaford NPR. Tom Denton confirmed that the raw data of tracks is absolute. Shaun Bowler advised that the radars are accurate even when there are weather deviations. 8. Peter Long mentioned that the Horley density map on page seven of the report shows no indication of what the legend marked 'density' illustrates and also that it does not match with the figures on the next page. Brendan Sheil will look into this. 9. It was suggested that the FPT report should not reference the Quarter on the front page and therefore will be removed in the next report and going forwards. 10. It was noted that the night flight usage carry over facility had been utilised this summer in accordance with the CAA's restrictions. Liz Kitchen asked if this is the first time this has occurred. Brendan Sheil advised that this facility was also utilised during the previous summer period. 11. Alan Jones noticed that residents of Tunbridge Wells are still sending in a large number of complaints regardless of the commitments to retrofit Airbus aircraft. 12. Peter Long asked if it was possible to interrogate the complaints data to extract trends. Brendan advised this would not be possible to extract this sort of level of detail from the database. 13. Liz Kitchen referred to the go-around causal factors on page 14 and asked for the definition of 'runway occupied'. Tom Denton mentioned that there has been a change in culture to be more safety conscious. When there is the potential of a loss of separation between an inbound flight and one on the runway this can result in the inbound aircraft performing a go-around as a safety precaution. He also added that the number of go-arounds due to runway occupied is not related to the increase in traffic. Peter Long stated that there is not a strong correlation between the number of go-arounds and movements, but over time the number of go-arounds due to 'runway occupied' has increased. It was suggested that this could be related to congestion at peak times. Peter Barclay added that younger crew members have had simulator training so they may decide to go-around if they are not stable at 1,000ft. Mike George suggested that we should spend less time on this if it is not an issue.	FPT 40/2015 BS 41/2015 FPT 42/2015
7. Presentation and Overview of NoiseLab 1. Brendan Sheil presented and demonstrated how to use the Airport's new noise tool 'NoiseLab' which has been developed to provide greater awareness of aircraft noise impacts to the local communities. The existence of this system at Schiphol Airport was highlighted in the Davis	

Commission report which neglected to note its availability on the Gatwick site. Brendan Sheil and Tom Denton plan to promote NoiseLab with a press release via the Gatwick Communications Team. Details will be made available to the NaTMAG group. 2. Peter Long suggested that the NoiseLab site should state that it shows traffic for Gatwick Airport only. Flight Performance Team will look into mentioning this fact on the site before the press release. 3. There were a number of questions about ease of access for the public, Brendan Sheil demonstrated how accessible it is from the website and that it is currently available to the public.	
8. Horley Overflight 1. Peter Long agreed with John Byng's statement in the previous minutes that the AIP states that avoiding the overflight of Horley is mandatory and not an option. 2. Peter Long presented a map of Horley town provided to him by Leon Hibbs (Reigate and Banstead Borough Council). Peter Long agreed to circulate this map to members. He believes that the development of the town, and therefore the expansion of the town boundary, will not have had a significant impact on the level of Horley overflight as the expansion has not predominantly been in the northern sector. The developments in the northern sectors had full planning permission and been in place prior to the ban on overflying Horley in the 1960's. Brendan Sheil confirmed that a small part of the current town boundary, as annotated in the NTK system, sits underneath the NPR. Tamara Goodwin stated that if new developments are permitted under existing NPRs then potential residents should be made aware. Tom Denton stated that there is an AIP requirement to not overfly Horley but this is not always possible because of air traffic constraints. It was agreed that future development of the town will lead to problems with compliance with this particular rule. Shaun Bowler will confirm with Gareth Airdrie at Swanwick that the updated Horley map is in use on the ATC radar screens.	43/2015 PL
9. 26LAM Departure Route 1. Tom Denton highlighted the issue with P-RNAV route on the 26LAM route resulting in a greater than anticipated degree of deviation from the published NPR than expected. He also stated that the CAA is still conducting their Post-Implementation Review (PIR) on introduction of P-RNAV at Gatwick. The CAA now plans to publish this review at the end of September 2015. 2. Tom advised there has been work undertaken with the group 'Plane Wrong' looking for a solution to bring aircraft tracks back into the original NPR. He advised that a possible solution had been tested on an Airbus simulator and there is confidence that this will provide the required result on most occasions although there is still the potential for drifting outside of the route with crosswinds. There have been no tests on Boeing aircraft as the simulator time is very limited but hopefully this should occur in the next few months. 3. Tom stated that once the PIR has been published, Gatwick intend to run a public consultation on this new solution for 26LAM. The Consultation period will be 12 weeks followed by a 2 month trial of the solution. Once the trial has run, it will be submitted to the CAA for the changes to be implemented (estimated 2-3 months) and then is expected to be implemented fully by February-March 2016. 4. Charles Yarwood asked how the public will be informed and Tom Denton advised that all parish councils will be written to. 5. Liz Kitchen stated that a trial in winter would not be as beneficial as in the summer; Tom Denton	

agreed but feedback Gatwick has received is that as many people want it to be trialled and consulted on quickly as those who want it done immediately with no consultation at all. He agreed that the CAA do not want the process prolonged. 6. Tom Denton confirmed that the solutions to be consulted on will result in aircraft tracks being concentrated but within the existing NPR. 7. Ken Harwood mentioned that there is only talk of concentration and nothing about dispersal. Tom Denton agreed with this and explained that the issue Gatwick has sought to address is one of compliance with the NPR and not the issue of concentration versus dispersal. However, Tom Denton agreed that the issue of dispersal is an important one that the airport is still engaged with at a senior level within NATS, the CAA and DfT. 8. Ken Harwood also mentioned the possibility of operating more than one departure route and alternating them for respite. Tom Denton explained that this would then provide additional problems with NPR design around P-RNAV SIDs. Ken Harwood also asked about the possibility of returning to conventional navigation, to which Tom Denton explained that this is unlikely and that we are awaiting the outcome of the CAA's PIR for guidance on this matter. 9. Ken Harwood commented that people in the community are expecting P-RNAV to be switched off in light of the CAA's PIR. Tom Denton confirmed that this would be a matter for the CAA and the findings of their PIR. 10. Liz Kitchen commented on the fact that there are still complaints from Warnham and Slinfold and that even full dispersal could lead to problems.	
10. Complaints Handling Policy 1. Alan Jones noted that it used to be the responsibility of the Department for Transport (DfT) to provide a complaints handling service but now it has changed so that airports deal with their own complaints. Tamara Goodwin advised that the airports have been responsible for handling complaints for over a decade. It was mentioned that people may stop complaining to Gatwick and direct their complaints to the CAA and DfT if they are not satisfied with the response. Tamara noted that the Airport was in a much better position to respond to complaints as they have access to all the information. There was discussion on whether or not the airport CAA or DfT would be best placed to responds to complaints. 2. Tom Denton advised that Bo Redeborn was conducting a review of the both arrivals and how complaints are handled. As part of this review, all matters pertaining to complaints such as the current Complaints Handling Policy will fall under its remit. Mike George and Ken Harwood asked if Bo's review is likely to be implemented and whether GAL would act upon its recommendations. The review will also involve meeting with community groups as well as the Airport, NATS and the regulator.	
11. Westerly Arrivals Review 1. Tom Denton stated that Bo Redeborn is conducting a review of the westerly arrivals commissioned by Sir Roy McNulty. This review includes initially on westerly arrivals and then later easterly arrivals only and will not cover P-RNAV, the argument of dispersal vs concentration or 2nd runway. There has been some pressure to include departures but the review will focus on arrivals. This review is expected to be completed in January or soon after. 2. Peter Barclay stated that we need to have something sooner than Bo's review on westerly arrivals	

but Tom Denton advised that we should wait for the review to keep everything succinct. 3. Tom Denton agreed to update GATCOM on this arrivals review.	44/2015 TD
12. AOB No comments were raised.	
13. Review of Actions & Key Messages 1. Louise Faber to amend agenda to put Ground Noise Report and FPT Report towards the end of the NaTMAG agenda. 2. Airfield Team to provide update on calibration flights before November meeting. 3. Liz Kitchen and Peter Long to review & provide feedback on Policy of Noise Monitor Allocation. 4. Tom Denton to update NaTMAG of progress of the review of Action 37 of the END Noise Action Plan at next meeting. 5. Flight Performance Team to provide more details on the non-compliant Boeing 777 mentioned in the Ground Noise Report. 6. Flight Performance Team to add page numbers to the Executive Summary for ease of reference between the Summary and the Ground Noise Report. 7. Flight Performance Team to investigate with the Airfield Team the reasoning behind the easyJet aircraft running above flight idle for 90 minutes. 8. Brendan Sheil to investigate the reason behind the reduced FEGP availability during July and August. 9. Flight Performance Team to map historical complaints alongside more recent complaints possibly in an overlay or PowerPoint slideshow. 10. Brendan Sheil to check density legend on page 7 of the FPT report. 11. Flight Performance Team to remove reference to Quarters on header page of Flight Performance Team Report and use dates only. 12. Peter Long to circulate the Horley overflight map. 13. Tom Denton to provide an update on the Arrivals review to GATCOM. <u>Key Messages to GATCOM:</u> Ros Howell would like to formally record that the Gatwick Casper Noise Lab is live and a useful tool for public use.	

GATCOM to be updated on scope, terms of reference and timeline of the current Review being conducted by Bo Redeborn. <u>Key Messages to FLOPSC:</u> NaTMAG would like to invite a FLOPSC member to attend meetings as an observer on a regular basis.	
13. Dates of Next Meetings FLOPSC - Wednesday 30th September 2015, 09:30 – 11:30 in Barcelona, 5th Floor, Destinations Place. Wednesday 25th November 2015, 09:30 – 11.30 in Barcelona, 5th Floor, Destinations Place. NaTMAG – Thursday 26th November 2015, 10:00 – 13:00 in Geneva, 5th Floor, Destinations Place.	For Info Only