

(DRAFT MINUTES – To be ratified at NaTMAG Meeting to be held on Thursday 27 November 2014)

Present

Tom Denton	GAL (Chair)
Brendan Sheil	GAL
Terry Gibbons	GAL
Louise Faber	GAL
Andy Taylor	NATS
Mike George	GATCOM
John Byng	GATCOM
Alan Jones	GATCOM
Liz Kitchen	GATCOM
Matthew Balfour	GATCOM
Charles Yarwood	GATCOM
Peter Long	GATCOM
Colin Moffatt	GATCOM
Ros Howell	GATCOM – Independent Technical Advisor
Brian Cox	EHO, Crawley BC
Tim May	DfT
Douglas Moule	AOC

Item	Action
1 Apologies Lee Howes (GAL)	
2 Previous Minutes 1. <u>NaTMAG Meeting – 13 May 2014</u> . John Byng made the following amendments: a. Item 3 – 05/2014 – replace ‘precedence’ with ‘precedent’. b. Item 5 para 1 a– after ‘overflown’ insert ‘at low altitude’. c. Item 5 para 14 – after ‘4000’ and that’ delete ‘it is’. 2. Following amendment the minutes should be distributed and posted on the website as ‘FINAL’. ACTION 11/2014 3. <u>Extraordinary NaTMAG Meeting – 29 August 2014</u> . John Byng stated that the usual procedure should have been followed. He had suggested amendments which needed to be made to the minutes and these were agreed by the meeting. Alan Jones and Liz Kitchen were listed as ‘No Response’ but should be included in ‘Apologies’. Following amendment the minutes should be distributed and posted on the website as ‘FINAL’. ACTION 12/2014	FPT 11/2014 FPT 12/2014
3 Action Tracker 07/2012 – It was confirmed that members of the group would like to visit Swanwick and Sam Wright will liaise with Tom Denton/Andy Taylor over suitable dates – remains Open. 08/2014 – Tim May advised there is no official agreed definition of overflight/noise – Closed. 09/2014 – NATS were unable to attend the Tunbridge Wells aircraft noise meeting on 17 th June – Closed. (Matthew Balfour and John Byng advised the meeting had resulted in the formation of a new group which does not support airspace change, R2, etc.) 10/2014 – Brendan Sheil had provided the ADNID Trial data – Closed.	

4 NAP Review and END Performance Update

1. Tom Denton advised that the NAP had been endorsed by the Secretary of State for Environment & Rural Affairs and had been released. He added that the 2012 noise mapping demonstrated about a 9% reduction of contour size from 2006.
2. John Byng asked whether 2012 was a low throughput year. Tom Denton confirmed numbers were lower than 2006. John Byng asked how many changes had been made to the NAP when it was with DEFRA, to which Tom Denton replied 'none'.

5 ADNID Trial

1. Tom Denton reported that the ADNID Trial took place between 17th February and 8th August 2014. The data gathered is being used by NATS to validate a modelling tool which enables airspace design options to be assessed for applicability of the use of reduced departure intervals without requiring operational trials to be carried out. Data from trials conducted at Heathrow will also be used for this validation.
2. Andy Taylor explained that ADNID had been a technical trial. During the first 4 months sufficient data was collected to build a safety case to enable a reduced departure divergence separation standard to be used between traffic on the temporary 'ADNID' route and traffic on the existing 'SAM' route. This reduced departure interval was flown during the last 2 months of the trial in order to analyse the exact vertical and lateral separation standard achieved. This added further weight to the safety case. 481 pairs of departing aircraft flew with a 1 minute departure interval. Of these 481 pairs, a reduction in taxi time of 8 hours resulted over the 8 week period (i.e. 481 minutes reduction due to the 1 minute less of queuing of the second aircraft), though if all flights which were subsequently queuing were added in then this would be seen as a significantly greater amount of taxi time reduction. Douglas Moule confirmed that the 8 hour reduction would have been a significant reduction in fuel burned and also associated emission. Once validated, the modelling tool could be used at Gatwick (or any other airport) for further design assessment without the need for operational trials.
3. Ros Howell asked whether any new operational tools would be required. Andy Taylor replied that (other than the modelling tool to remove the need to test such designs) routes have to be designed in RNAV1 standard and no additional equipment or tools are required.
4. Liz Kitchen asked whether all the people under the route would get double the amount of aircraft. Andy Taylor advised that they would not as there are arriving aircraft to be taken into consideration. Tom Denton added that the total would be the same but the frequency would be increased. John Byng pointed out that arrivals would automatically increase. Douglas Moule added that we are theoretically at maximum so there would not be an increase.
5. Liz Kitchen made the point that Go Arounds had increased during the period of the trial. Andy Taylor assured her that the increase was not associated to the trial and due more to the weather conditions experienced.
6. Tim May mentioned that Gatwick had recently broken its highest number of movements during a day. Tom Denton replied that he was correct, but it did not happen during the ADNID Trial.
7. Ros Howell asked what had happened to the monitor sited in Warnham and Alan Jones asked what procedure for siting had been followed and whether a contract had been signed. Brendan Sheil replied that the monitor was still in situ and there had been no time to draw up a contract so therefore the normal procedure had not been followed. Tom Denton added that this was a 'one off' but Ros Howell suggested it was actually a 'two off'! Alan Jones asked how long will the monitor remain in Warnham and Brendan Sheil replied possibly 3 months. John Byng thought it was totally correct to put the monitor in Warnham but suggested it was a bit silly to design a trial without any means

<p>of measuring noise. He suggested the monitor should remain in situ for the same period during 2015 to enable comparison of data.</p>	
<p>6 Ground Noise Report</p> <p>1. Tom Denton provided an overview of the 'Executive Summary' from the Ground Noise Report:</p> <ol style="list-style-type: none"> a. 54 engine tests were undertaken during the reporting period and this falls within our prescribed limits within the Section 106 Agreement. b. APU checks and audits continue and there were 4 non-compliant occurrences. Mike George highlighted the increase in APU non-compliance and Ros Howell said the attitude appeared to be rather casual, with Alan Jones suggesting it has become a bit lackadaisical – it had previously been very good. Douglas Moule agreed to raise the issue at FLOPSC. ACTION 13/2014 c. There were 5 GPU dispensations granted within the reporting period and Fixed Electrical Group Power Unit availability exceeded 99.9% each month. 	<p>AOC 13/2014</p>
<p>7 Flight Performance Report (including Ground Noise Complaints)</p> <p>1. Brendan Sheil provided the following highlights from the report:</p> <ol style="list-style-type: none"> a. Track keeping was good and should increase going forward. Douglas Moule advised that Heathrow displays a sanitised version of their track keeping information and suggested Gatwick could do the same. Brendan Sheil confirmed the information was displayed in the FPT Annual Report. b. CDA figures are very good. Mike George asked about the variance between airlines and Douglas Moule said he believed crew awareness was a major factor and huge inroads were being made. c. There had been an unusual amount of 'easterlies'. d. Our night jet movements should come in under our permitted allowance. e. There had been 80 dispensations due to foreign ATC industrial disputes. f. There had been an enormous increase in complaints resulting in our respond target not being met. There appeared to be a lot of mis-information in the community and activist groups had been encouraging individuals to register complaints. Mike George suggested the number of complaints could actually be higher as people were now contacting local authorities. Charles Yarwood believed that the range of response letters could be increased. Tom Denton stated that the number of complaints received was overwhelming and that it would take a long time to return to 'normal'. Alan Jones agreed with a lot that had been said, however he thought recent consultations etc had not helped. He was aware of some people talking 'rubbish' and also concurred that a lot of mis-information was being circulated. John Byng disagreed with Alan Jones and suggested that all complainants should be taken seriously and we had overlooked another factor – the A320 – to which Tom Denton responded by saying this had been regularly discussed and went on to explain what would be the costs incurred by airlines. Liz Kitchen said we only had ourselves to blame for the situation by not saying what was going on although she agreed there was a lot of obsessive noise complainants out there – including pilots! John Byng reiterated that the airport should recognise, whether right or wrong, that complainants had been sensitised and had become upset. Matthew Balfour said that coming in lower had provided the 'perfect storm'. Andy Taylor said this is not the case – there has been no change to either the procedures or heights of arriving aircraft. g. John Byng noted the high number of Go-Arounds during the reporting period – Brendan Sheil reiterated that the increase had been caused by winter storms. He confirmed Go-Arounds were now returning to normal levels. 	

<p>h. John Byng asked whether the flights passing overhead Crawley shown on Page 7 were caused by weather. Brendan Sheil said that, as stated in the commentary, these were due to weather diversions apart from 1 that had been given a wrong initial heading and was turned back towards the south.</p> <p>i. Alan Jones and Ros Howell highlighted the increase in the number of aircraft joining below 3000 feet displayed in the chart on Page 13.</p> <p>j. Ros Howell suggested that information provided prior to the meeting in the Executive Summary should be included in the Report. She added that on Page ii 'Quarter 1' should read 'Quarter 2' and that dates should be included. Ros Howell said that on Page 8 'decrease' should read 'increase'. Mike George added that on that the colours in the pie charts on Page 19 should be changed to be more easily defined. ACTION 14/2014</p> <p>k. Mike George mentioned he had recently observed an overflight of Horley. Brendan Sheil advised that as this was during August it would be included in the next FPT Report.</p>	<p>FPT 14/2014</p>
<p>8 Horley Overflight</p> <p>1. Andy Taylor advised that aircraft continued to be vectored off the DVR SID routes when reaching 4000 feet to avoid the 'BIGIN' holding stack for Heathrow and enable climb rather than maintain 4000 feet. He confirmed that the potential trial of a modified RNAV 'tail' to the DVR SID, to thread the departing traffic clear of Heathrow and in the direction of the ATC headings given while avoiding Horley, is not feasible until the London Airspace Change Programme (LAMP enables change to remove the adjacent 'BIGIN' hold (as the Gatwick arrivals would need to be forced down to avoid the modified 'DVR' route and would result in more impact from arrivals than the now significantly reduced effect of overflight in the Horley area). Mike George suggested that NATS has to admit that it cannot therefore comply 100% with the AIP reference on Horley overflight, however he confirmed occurrences had reduced since the introduction of PRNAV.</p>	
<p>9 London Airspace Consultation Update</p> <p>1. Tom Denton suggested that most were aware that all consultations had concluded. He advised that Stewart Wingate had made a statement that Gatwick would not put forward any Airspace Change Proposals (ACPs) this year. He said Gatwick had listened to feedback and will review the options regarding arrival and departure route changes, however this will take some time. He went on to say that NATS had made it clear that they believe they have a suitable design for routes above 4000 feet. John Byng asked when this might happen and Tom Denton said NATS intended to put forward an ACP during October. Tom Denton added that Gatwick believe that in view of all the feedback received it would be preferable to make any changes all in one go. Tom Denton said that we have been working with NATS, the CAA and DfT and added that it could be possible that no ACPs will be put forward for 2-3 years. He said announcement will be made shortly.</p> <p>2. Matthew Balfour asked whether what NATS is proposing will be displayed to which Tom Denton replied "yes it will, but possibly no it won't!". Matthew Balfour enquired whether we are going to review and go to consultation again and Tom Denton said we needed a further level of engagement. John Byng offered his congratulations on the 'bolt from the blue' and said he was delighted and thinks it very sensible to sit back and think again.</p> <p>3. Ros Howell asked "What is the message to take away?". Tom Denton said the message reads "Gatwick are not going to submit any ACPs this year and are considering whether to submit one next year"; he hoped to be in a position to release a statement at the forthcoming GATCOM Steering Group. Charles Yarwood requested an e-mail by the end of the day stating exactly what could be said. ACTION 15/2014</p>	<p>GAL 15/2014</p>

<p>4. John Byng asked whether Gatwick felt it had lost some leverage with NATS to which Tom Denton replied with a firm 'no'.</p>	
<p>10 Airports Commission Update Tom Denton advised that things had been relatively stagnant for the past few months. The Airports Commission is going to consult on the options and a 3 month public consultation is due to start in October, but we have no idea how this will be done.</p>	
<p>11 Any Other Business</p> <p>1. <u>Change of NATS Provider to DFS</u>. Tom Denton explained the contract was due for renewal and put out to competitive tender and based on assessments the contract has been awarded to DFS. He advised the change is to the Tower operation (4000 feet outbound and ILS inbound) and will take place in October 2015 - individuals currently employed by NATS will move over to DFS so possibly no change will be noticed. However he added there is a legal challenge in place but we have no detail about this.</p> <p>2. Ros Howell registered her disappointment that the NATS Representative from Swanwick was not present and hoped he would be able to attend meetings in the future.</p> <p>3. <u>Noise Issues – Reigate & Redhill</u>. Mike George reported that there had been a large increase in the number of complaints to the Council regarding the change to the PRNAV route. He asked whether data showing altitude was available. Tom Denton said we did not have it to hand at the meeting and agreed to send it to Mike George as soon as possible. ACTION 16/2014</p> <p>4. John Byng said that above/below 4000 feet does matter because a large number of individuals were now experiencing noise and this needed to be reconsidered. Tom Denton said CAA will make the decision.</p> <p>5. Tom Denton went on to explain that the review was necessary within 12 months from implementation. Therefore all NPRs/SIDs will be reviewed. He added that the CAA was aware that this SID would take aircraft out of the NPR.</p> <p>6. Charles Yarwood asked whether the review would be published. Tom Denton responded that he was not sure of the process (whether public or not) but our information was to be provided by 19 October.</p> <p>7. <u>CASPER</u>. Mike George asked whether it would be possible to have a demonstration of CASPER capabilities at the next meeting and Tom Denton agreed to this. ACTION 17/2014.</p> <p>8. <u>Noise Insulation Scheme</u>. Alan Jones said, on a positive note, the Noise Insulation Scheme had been warmly welcomed. Charles Yarwood and John Byng supported this although the latter added that in his opinion the £3000 ceiling was not high enough.</p>	<p>GAL 16/2014</p> <p>FPT 17/2014</p>
<p>12 Review of Actions</p> <ol style="list-style-type: none"> 1. Visit to NATS Swanwick – 07/2012. 2. Amendments to May 2014 minutes – 11/2014. 3. Amendments to Aug 2014 Extraordinary minutes – 12/2014. 4. APU issue to be raised at FLOPSC – 13/2014. 5. Amendments to FPT Q2 Report – 14/2014. 6. E-mail regarding ACPs – 15/2014. 7. Reigate & Redhill data – 16/2014. 8. Demonstration of CASPER capabilities – 17/2014. 	
<p>13 Key Messages</p> <ol style="list-style-type: none"> 1. To GATCOM – Noise Insulation Scheme successful. 2. To GATCOM – Noise Issues in Reigate & Redhill. 	
<p>14 Next Meeting Thursday 27th November 2014 (1000-1300 hours) - Barcelona Meeting Room, 5th Floor Destinations Place, Gatwick Airport.</p>	