

**MINUTES OF THE MEETING OF THE NOISE AND TRACK MONITORING ADVISORY GROUP HELD ON 14 FEBRUARY 2013**

**Present**

Gatwick Airport Ltd	Tom Denton Siegfried Fake Brendan Sheil	Chairman
GATCOM Members	Keith Brockwell John Byng Mike George Alan Jones Liz Kitchen	
Airline Representative	Douglas Moule	(easyJet)
BALPA	Vic Franklin	
NATS	Andy Taylor	
DfT	Martin Placek	
EHOs	Brian Cox Peter Long	(Crawley Borough Council) (Reigate & Banstead Borough Council)
GATCOM Technical Adviser	Ros Howell	

	<b>Action</b>
<p><b>1 APOLOGIES</b></p> <p>1.1 Apologies were received from Andrew Burke (NATS), Peter Lake (GATCOM), Tim May (DfT) and Charles Yarwood (GATCOM).</p>	
<p><b>2 MINUTES OF THE PREVIOUS MEETING</b></p> <p>2.1 There was one correction to the minutes of the NaTMAG meeting of 29 November: in para 7.1, amend the UK AIP reference in the penultimate bullet to read AD 2.21 (14).</p> <p>2.2 With that correction, the minutes of the previous meeting were agreed. It was noted that the draft status of the minutes on the GAL website should be updated.</p>	GAL
<p><b>3 SPEED CONTROLS AND CRAWLEY OVERFLIGHT</b></p> <p>3.1 Following previous discussions, Andy Taylor, NATS, explained why the track-keeping issue involving the wraparound route following a right turn on a Runway 26 departure could not be improved by additional speed controls.</p> <p>3.2 AT also set out the principles and procedures concerning overflight of Crawley, which could occur when an aircraft executes the go-around procedure. (The technical term for this is a missed approach. If a go-around is required before the aircraft has descended below 2,000 feet then it is known as a "break-off"). Most go-arounds occur from short finals – i.e., fairly close to the airport – at an average of one a day (out of c.450). Overflight of Crawley following a missed approach is generally at or above 2,000 feet, climbing to 3,000 feet.</p>	
<p><b>4 ACTION TRACKER</b></p> <p>4.1 The Action Tracker was reviewed and updated.</p> <p>4.2 It was noted (Action 8/12) that a further meeting had been held between Peter Lake and John Byng with no representative from the Gatwick Can Be Quieter (GCBQ) present. The meeting was advised that a constructive discussion had been held and the action was now closed.</p> <p>4.3 With regard to NaTMAG papers, it was agreed that:</p> <ul style="list-style-type: none"> <li>• Hard copies of papers for the meeting would be provided to all members of NaTMAG who requested them. Members were requested to let Tom Denton know if they wished to receive hard copies.</li> <li>• The list of members of NaTMAG and the agenda for each forthcoming NaTMAG meeting could be placed on the GAL website.</li> <li>• The diary annex should be updated and re-issued as soon as possible after this meeting.</li> </ul>	<p>GAL All</p> <p>GAL GAL</p>

<p><b>5 GROUND NOISE REPORT FROM AIRFIELD OPERATIONS OCT – DEC 12</b></p> <p>5.1 The meeting agreed that this was a good report both in the detail provided and also in the positive trends recorded in performance. In particular, the meeting identified the reduction in APU usage and zero non-compliant operations despite an increase in the scale and frequency of airfield inspections as a key message to GATCOM.</p>	<p>Message to GATCOM</p>
<p><b>6 P-RNAV UPDATE</b></p> <p>6.1 Tom Denton reported that the decision from the Directorate of Airspace Policy (DAP) on the outcome of the P-RNAV consultation was anticipated in March 2013. He agreed that he would alert NaTMAG members to the decision once it was received and also forward the DAP report to them, subject to its length and format.</p>	<p>TD</p>
<p><b>7 FLIGHT PERFORMANCE TEAM REPORT Q4 2012</b></p> <p>7.1 The FPT report was discussed and the following points were noted:</p> <ul style="list-style-type: none"> <li>• Under Key Monitoring Indicators (page 2): <ul style="list-style-type: none"> <li>○ The number of Complaint Callers had increased (notably in the area of East Grinstead and under 08 SFD) whilst the number of Complaint Enquiries had reduced significantly.</li> <li>○ The drop in the Core Night CDA performance was attributable to the re-surfacing of the main runway, necessitating the use of the northern runway, which is not equipped with ILS.</li> </ul> </li> <li>• GAL to amend the statement on page 9 concerning the process for the siting of Community Noise Monitors to make it clear that whilst GNMG makes the recommendation it is NaTMAG that decides.</li> <li>• That the increase in go-arounds (page 21) was also due to runway re-surfacing and consequent use of the northern runway.</li> </ul> <p>7.2 Brendan Sheil advised members that the contract for the new Noise and Track-Keeping (NTK) system had been issued and that incremental improvements to the system would be implemented from April 2013 onwards. He said that the current FPT Report format includes a number of long lists from page 25 onwards and that there was scope for rationalisation and improvement in the presentation of the information concerned. He asked that members provide him with suggestions for improvements and / or rationalisation of information and presentation as soon as possible.</p>	<p>GAL</p> <p>All</p>
<p><b>8 WSP NOISE BENCHMARKING REPORT</b></p> <p>8.1 Tom Denton said that the report was being amended to rectify the errors that had been identified by NaTMAG, the key result of which was to move Gatwick from 6<sup>th</sup> to 3<sup>rd</sup> in the overall ranking of airports evaluated. He agreed that the revised Executive Summary of the report would be provided to members when available.</p> <p>8.2 Since there was only one copy of the – very large – Full Report, members would be able to view it, once revised, on request with the provision that it would have to be on site at Gatwick.</p>	<p>GAL</p>
<p><b>9 MOBILE NOISE MONITOR UPDATE</b></p> <p>9.1 Brendan Sheil provided an update of the mobile noise monitor programme:</p> <ul style="list-style-type: none"> <li>• New monitor locations were in the course of search or evaluation for Domewood (below the 08 SFD route for P-RNAV purposes), Hever Castle (imminent) and the north Crawley area (no site yet found).</li> <li>• Members were asked to note that new site reports would be available soon for Leigh and Haywards Heath. They would be published after the next meeting of the GNMG (scheduled for 2 May).</li> </ul> <p>9.2 Liz Kitchen reported that she had been made aware of an increased number of complaints from the Slinfold area regarding early morning arrivals. It was advised that the report for the Slinfold monitor was available on the GAL website should anyone in that area wish to look at the detail.</p> <p>9.3 John Byng asked if the mobile noise monitor reports could also include a breakdown by airline in addition to the breakdown by aircraft type<sup>1</sup>. GAL responded that they could not since this was not the purpose of the Community Noise Monitoring Scheme.</p> <p>9.4 Members agreed that it would be useful to re-issue the paper setting out the procedure for the siting of community noise monitors. BS agreed to do so.</p>	<p>BS</p>

<sup>1</sup> The reports detail the 20 most frequent aircraft types responsible for 95% of all the aircraft noise events in the year covered by the report.

<p><b>10 NIGHT REGIME CONSULTATION</b></p> <p>10.1 In discussion, it was agreed that the DfT's Night Flying Restrictions (Stage 1) consultation was a complex and complicated document and that it would not be easy for many of the consultees to provide the evidence-based answers to questions as required. Chapter 6, Costs and Benefits, was especially technical. Martin Placek said that this level of detail was necessary to enable DfT to produce the impacts assessments for the Stage 2 consultation later this year.</p> <p>10.2 During the foregoing discussion John Byng said that DfT needed to establish what causes "annoyance". The meeting agreed that research into this topic was required as a matter of importance, noting that this point had previously been raised at GATCOM and at ANMAC .</p>	
<p><b>11 KEY MESSAGES FOR FLOPSC AND GATCOM</b></p> <p>11.1 In addition to the message for GATCOM identified at para 5.1, the meeting asked if it could be re-iterated to FLOPSC that feedback to messages from NaTMAG would be welcome? Tom Denton agreed to raise this at the next meeting of FLOPSC.</p>	<p>TD Message to FLOPSC</p>
<p><b>12 RUNWAY UPDATE</b></p> <p>12.1 Tom Denton gave a brief update on the programme of work that GAL was undertaking as a result of the Airports Commission call for expressions of interest and papers. GAL had indicated the intent to submit papers (the deadline for expression of intent being 18 February) and so had until 19 July to make the relevant submissions.</p> <p>12.2 It was noted that the Airports Commission would publish its short and medium term options and more detailed proposals by the end of 2013. The final report to Government was expected in the first quarter of 2015.</p>	
<p><b>13 END PROGRESS REPORT</b></p> <p>13.1 The meeting reviewed the Gatwick Airport European Noise Directive Action Plan Progress Status 2013 report. The report was welcomed with the following observations:</p> <ul style="list-style-type: none"> <li>• The rationale for the RAG (red/amber/green) status should be included.</li> <li>• The logic for depicting Amber status should be established since it varied in the report as presented.</li> </ul>	
<p><b>14 ANY OTHER BUSINESS</b></p> <p><b>Night Time Respite</b></p> <p>14.1 Andy Taylor set out the current thinking on options for night time arrival noise respite at Gatwick and requested that members provide comment on the concepts put forward to Tom Denton by the end of February. It was agreed that the slides used to illustrate the item would be sent to NaTMAG members as soon as possible.</p> <p>14.2 Night time arrival noise respite trials would be formulated on the basis of feedback from NaTMAG and consultation with GATCOM.</p> <p><b>Introduction of Steeper Approaches at Gatwick</b></p> <p>14.3 Keith Brockwell said that he was aware that there were issues associated with the introduction of steeper approaches but that he would appreciate a brief on the implications for Gatwick at the next meeting. This was agreed.</p> <p><b>Mobile Noise Monitor Siting</b></p> <p>14.4 Tom Denton said that he would be asking the GNMG to consider locating a mobile noise monitor in the Dormansland area.</p> <p><b>Retirement</b></p> <p>14.5 Tom Denton advised the meeting that Siegi Fake would be retiring in April and that, as a consequence, this would be her last attendance at NaTMAG. He thanked her for all her hard work in the FPT and for NaTMAG and this sentiment was wholeheartedly endorsed by the members, who also wished her well in her retirement.</p>	<p>All GAL</p> <p>GAL</p> <p>GAL</p>