

MINUTES OF THE MEETING OF THE NOISE AND TRACKKEEPING MONITORING GROUP HELD ON 29th November 2012**Present**

Gatwick Airport Ltd	Tom Denton Siegfried Fake Brendan Sheil Kevin O'Leary	Chairman (Item 4 only)
GATCOM Members	Keith Brockwell John Byng Mike George Liz Kitchen Peter Lake Charles Yarwood	
BALPA	Vic Franklin	
NATS	Andrew Burke	
DfT	Tim May	
EHOs	Brian Cox Peter Long	(Crawley Borough Council) (Reigate & Banstead Borough Council)
GATCOM Technical Adviser	Ros Howell	

	Action
<p>1 APOLOGIES</p> <p>1.1 Apologies were received from Alan Jones, GATCOM.</p>	
<p>2 MINUTES OF THE PREVIOUS MEETING</p>	
<p>Minutes of the meetings of 13 January and 16 February 2012</p> <p>2.1 Ros Howell provided written corrections to the minutes of NaTMAG meetings held on 13 January and 16 February 2012. The meeting accepted the corrections and requested that they be incorporated into the respective minutes, which would then be re-issued as the formal records of those meetings.</p>	GAL
<p>Minutes of the meeting of 13 September 2012</p> <p>2.2 A number of corrections and additions to the minutes of the NaTMAG meeting of 29 November were raised as listed below:</p> <ul style="list-style-type: none"> • Attendees: <ul style="list-style-type: none"> ○ Charles Yarwood represented GATCOM, not Charlwood Parish Council ○ Alan Jones represented GATCOM, not Tandridge District Council. ○ Liz Kitchen represented GATCOM, not Horsham District Council. ○ Keith Brockwell represented GATCOM, not Crawley Borough Council. ○ Peter Long did not represent GATCOM. • Agreed actions that were neither minuted nor added to the Action Tracker were: <ul style="list-style-type: none"> ○ Tom Denton to re-consider the provision of hard copies of the documents for the meeting by GAL given the difficulties experienced by members. ○ The establishment of a sub-group of NaTMAG to look into the matter of the overflight of Horley and keep NaTMAG advised. ○ Andrew Burke to arrange a visit to enable members to view the Gatwick approach control operation. • Under <i>para 5, Ground Noise Complaints</i>, it was not recorded that the number of engine runs was within the criteria set out in the WSCC/CBC s106 agreement (2008). • Under <i>para 9, Noise Performance Update</i>, it should read GAL [not GACC] response. • Under <i>para 10, DfT Aviation policy Framework</i>, it was GATCOM [not PS] that asked NaTMAG to consider whether Gatwick should remain designated for noise. • Under <i>para 13, AoB</i>, the first line should read: it was agreed by the meeting [not AJ and PL] that seven local authority members would suffice to represent GATCOM. 	
<p>2.3 It was suggested that future meetings could be audio recorded to facilitate accurate minutes. This, and other options, would be taken under consideration by GAL.</p>	GAL
<p>2.4 It was agreed that the minutes needed to be produced in a more timely fashion and, to this end, the draft minutes would be issued by 7 December for review.</p>	GAL

3 ACTION TRACKER	
3.1 Action 13/2010: it was agreed that the list of attendees of NaTMAG should be amended to read <i>Airline Representation</i> without reference to a specific airline.	GAL
3.2 Action 03/12, overflight of Crawley [UK AIP EGKK AD 2.21 (9)] due to weather: the action was discussed at length. John Byng said he would be grateful for a broad discussion on go-arounds and weather deviations at the next meeting. The meeting accepted the offer by Andrew Burke to give a presentation to members at the next NaTMAG on go-arounds and weather deviations (and, later in the meeting, weather radar ¹ was also added to the topics to be addressed by the presentation). JB requested the opportunity for a dialogue – the presentation would certainly educate but he would be pleased to explore options in connection with the overflight of Crawley – and this was agreed.	NATS
3.3 An update on Action 04/12, speed controls, was postponed until the February 2013 meeting, when Andy Taylor, NATS, would be present.	
3.4 Actions from the previous meeting relating to discussion of the overflight of Horley [UK AIP EGKK AD 2.21 (9)] and the proposed visit to Swanwick had been omitted from the Action Tracker and were to be added by GAL.	GAL
3.5 Given the problems experienced with the format of the Action Tracker, members queried why it was produced in Excel when use of a Word document would be much simpler. The Chairman endorsed this proposal and said Word would be used in future.	GAL
4 AIRPORT COLLABORATIVE DECISION MAKING (ACDM)	
4.1 Kevin O’Leary, Head of Airfield Performance, GAL, gave an interesting presentation on the progress of the ACDM project at Gatwick, explaining the complexities of the project that integrates stand management and aircraft management on the ground with the sequencing of arriving and departing flights. The operational benefits were explained, including a reduction in holding times leading to reduced fuel burn with consequent benefit to local air quality. 4.2 It was acknowledged that Kevin and his team had achieved a great deal of progress over the last year and that, whilst still at the project stage, some of the operational benefits of ACDM were already being delivered. It was noted that ACDM was expected to be fully operational at Gatwick later in 2013.	
5 GROUND NOISE REPORT	
5.1 This item had been listed as <i>Ground Noise Complaints</i> on the agenda whereas it should have been <i>Ground Noise Report from Airfield Operations, Jul-Sep 12</i> . Any ground noise complaints would also be considered under this agenda item.	
5.2 John Byng reminded the meeting that the current Airport Master Plan (AMP) forecasts an increase in ground noise and that he has several times asked what specific measures will be taken to prevent such an increase as aircraft movements grow. Tom Denton acknowledged a commitment to prepare mitigation measures for discussion so that communities could be reassured that the forecast noise increase would be minimised. He also advised that the AMP figures were forecasts and could change. GAL was keeping the matter under review pending better information on the fleet update. JB requested an update soon. Keith Brockwell noted that the waste from excavations at the airport could be used to build a sound bund. TD said that GAL was already looking at that option.	GAL
5.3 In consideration of the full report, the following points were made: <ul style="list-style-type: none"> • Block 38S, used for engine testing, is on the Northern Runway (page 8; map on page 3). • The pie charts showing aircraft engine tests by location and comparing year to date with the previous year were new and provided interesting data (page 25). • All the rolling averages (3-, 6- and 13-month) show that the trends for numbers of engine tests were down, which was welcomed (page 28). • There was full APU compliance during checks, despite a new and more stringent Gatwick Airport Directive (GAD) and an increased number of checks (page 34). 	Message to GATCOM

¹ See www.raintoday.co.uk for the system used by NATS

5.4 It was noted formally for the minutes that the number of engine tests were well within the criteria of Obligation 4.4 set by the WSCC and CBC s106 agreement of 2008 (page 30).	Message to GATCOM
6 P-RNAV UPDATE	
<p>Consultation</p> <p>6.1 Tom Denton advised the meeting that GAL's report on the responses to Gatwick's P-RNAV consultation would be submitted to the CAA's Directorate of Airspace Policy (DAP) in the following week. The report would also be published on Gatwick's website and a link sent to enable it to appear also on GATCOM's website. GAL will also write to those who responded to the consultation to advise them where to find the report. TD advised that there would be no implementation of PRNAV before March 2013.</p>	
6.2 It was noted that the majority of the formal, negative responses to the consultation related to one Noise Preferential Route to the east of the airport.	
6.3 Tim May advised that DfT Ministers may have to be involved in the process because of the one route (26L Clacton) where the P-RNAV SID was partially outside the Noise Preferential Route.	
6.4 TD said that during the consultation period he had received invitations to address a number of public meetings at places such as Leigh, Dormansland, Felbridge and Capel, where he had been received with courtesy.	
<p>Uptake</p> <p>6.5 The meeting considered the statistics produced by GAL relating to the uptake of P-RNAV departures during the on-going trial. Disappointment was expressed by members that less than 1% of departures in the period 1 Jan – 23 Nov 12 had flown a P-RNAV route. In discussion, it was suggested that the time taken to plan a P-RNAV departure under current trial conditions was creating a barrier to uptake and that a poster campaign aimed at airline briefing rooms might bring benefits. Airline base managers should also be approached about the merits of flying P-RNAV departures during the trial period and the matter be raised again with FLOPS-C, in particular with regard to feedback on the barriers to take up.</p>	Message to FLOPS-C
6.6 Ros Howell queried the absence of other statistics that were to have been brought to the meeting by GAL as reported to GATCOM after the NaTMAG meeting in September 2012. Tom Denton agreed to expedite the production of the missing data.	GAL
7 FLIGHT PERFORMANCE TEAM REPORT	
<p>7.1 Brendan Sheil presented the FPT Report for the period July-September 2012. It was explained that performance against several indicators had deteriorated in the period of runway reconstruction – which had necessitated the use of the Northern runway - but can be expected to improve again now. The report was well received with the following observations from the meeting:</p> <ul style="list-style-type: none"> • Page 4: members welcomed the information that the Gatwick airline community had signed up to the principles of the Departures Code of Conduct. • Page 11: while welcome and useful, it was suggested that the map of NPRs could be issued occasionally and put on the Gatwick noise website for reference rather than be included in the report each time. • Page 13: the inclusion of the new table regarding weather deviations was welcomed. • Pages 13/14: with regard to the overflight of Horley, after discussion the meeting agreed that the sub-group comprising Andrew Burke, Mike George, Peter Long and GAL should continue to examine the detail and report to NaTMAG as appropriate. • Page 21: The revision to the wording to correct EGKK AD 2.2 (14) had been completed by DfT and would appear in the UK AIP before the end of the year. • It was noted that all times in the report were expressed in local time. 	Message to GATCOM
8 MOBILE NOISE MONITOR UPDATE	
8.1 Brendan Sheil reported that the Gatwick Noise Management Group had agreed a number of summary reports containing information obtained from the mobile noise monitors at Capel, Felbridge, Hever, Lingfield, Rusper, Slinfold and Tinsley Green. These reports were now on the Gatwick noise website and members were encouraged to familiarise themselves with the reports as useful sources of information. It was agreed that the reports needed wider circulation and that their availability should be highlighted to GATCOM.	Message to GATCOM
8.2 It was agreed that the monitors to be relocated from Leigh and Haywards Heath should move to Domewood, for PRNAV purposes, and North Crawley once new sites had been confirmed.	

9	<p>NOISE PERFORMANCE UPDATE</p> <p>9.1 In reviewing the Status List (September 2012) of actions arising from previous meetings of GAL and the Gatwick Can Be Quieter group (GCBQ), Peter Lake advised the meeting that GCBQ had taken issue with the status accorded most of the actions by GAL. He felt that one, final meeting might resolve the matter. John Byng said he, too, was receiving such complaints. Tom Denton agreed to consider options for response to this within GAL and to advise NaTMAG of the outcome.</p>	GAL
9.2	<p>It was agreed that the sooner any remaining actions could be identified as being within the current Noise Action Plan, or included in the pending update, the better since this would enable a clear focus on delivery of noise management and mitigation programmes.</p>	
10	<p>SUSTAINABLE AVIATION NOISE UPDATE</p>	
10.1	<p>Tom Denton reported that Sustainable Aviation, of which GAL was a member, was to publish a Noise Roadmap in early 2013.</p>	
11	<p>GATWICK NOISE CONFERENCE UPDATE</p>	
11.1	<p>Tom Denton gave an update on the preparations for the noise conference scheduled for 7 December 2012, when GAL would launch their Fly Quiet Fly Clean programme. Attendance was expected to be in the order of 70 people and confirmed speakers included representation from airline, airframe manufacturer and regulator plus Sustainable Aviation and the AEF.</p>	
12	<p>RUNWAY OPTIONS UPDATE</p>	
12.1	<p>Tom Denton advised the meeting that GAL had established a number of working groups to prepare input to the Davies Commission. He estimated that the work would be completed in Spring 2013. The working groups were addressing such topics as if there were to be a second runway, how many aircraft could operate from it and when would it be full? TD said that when the work was complete it would be brought to NaTMAG for information.</p>	
12.2	<p>John Byng made the point that previous environmental assessments for developments at the airport had been good but that the associated economic assessments had been poor and misleading, exaggerating the benefits that growth at Gatwick would bring to the region. He requested that GAL “scope” the consultants who would produce such work in order to avoid future argument and also that the costs of environmental damage be incorporated into the economic assessment.</p>	
13	<p>ANY OTHER BUSINESS</p>	
13.1	<p>NaTMAG Proceedings on GAL Website The meeting considered the request from GATCOM that the membership and proceedings of NaTMAG be placed on GAL’s website in response to DfT’s policy for transparency in airport noise management matters. It was agreed that membership, agenda and minutes could be placed on the website but that inclusion of papers for NaTMAG should be judged on a case-by-case basis. Tom Denton undertook to refer internally prior to a final decision.</p>	GAL
13.2	<p>Given the above, and in the interests of good governance, it was agreed that the minutes should be produced and circulated in draft for comment by NATMAG in a timely fashion.</p>	
13.3	<p>Noise Action Plan Ros Howell requested that the Noise Action Plan be a standing item on the NaTMAG agenda. This was with reference to the DfT expectation the various airport noise committees should be overseeing the implementation of the airport NAP. Reporting and updates could be managed on an exception basis. The request was supported by Tim May as being timely since an update to the NAP was due in 2013. The request was agreed.</p>	GAL
13.4	<p>Noise Benchmarking Study A summary of the Noise Benchmarking Study conducted for GAL by WSP Acoustics had been circulated to members prior to the meeting but had not appeared on the agenda. Members pointed out that the paper contained anomalies and, apparently, errors and asked how the subject would be progressed by GAL? It was agreed that the matter would be taken as an item on the agenda for the next meeting and that Tom Denton would bring the “thick copy” to the next meeting.</p>	GAL

DRAFT

Night Flying Restrictions Consultation	
13.5 Tim May advised that DfT planned to issue the first round of the deferred consultation on night flying restrictions before the next meeting.	
14 DATE OF THE NEXT MEETING	
14.1 The next meeting of NaTMAG will be held on 14 February at 1000 hours in the Geneva Room, Destinations Place. Members are asked to note that the room will be available from 0930.	