

Gatwick Airport Noise Management Board

Workplan Implementation Report

NDG-8
19th January 2022

Introduction

This report summarises the status of NMB activities captured within the NMB currently adopted Workplan. The 12 priority activities to improve the aircraft noise environment in and around Gatwick, and included within this report, are:

	Workplan Activity	Status	Status Key	
Procedural changes	1. Reduced night flight noise		Complete or achieved	✓
	2. Landing gear deployment	➡	In progress ¹	➡
	3. New departure noise limits & fines	➡	Ongoing ²	↻
	4. Improve departure continuous climb	➡	Paused	
	5. Review of noise abatement procedure for the Instrument Landing System (ILS) minimum joining point during the night	➡	Stopped/Not started	○
Procedural influences	6. Implement Airline Noise Table	↻	¹ In progress - An activity that is actively being progressed, and hasn't yet been implemented. ² Ongoing - An activity that has been implemented and is carried out as a matter of routine.	
	7. Deliver & incentivise Low Noise Arrivals Metric	➡		
	8. Agree & routinely use noise metrics	↻		
Strategic change influencing	9. Engagement with FASI-S	↻		
	10. Examine Fair & Equitable Dispersal	➡		
Noise-related information for decision making	11. Planning & Noise	➡		
	12. Growth & Noise			

The following slides provide a summary of progress, key milestones, interdependencies and current timelines for each workplan activity. Where activities have been paused due to the COVID-19 pandemic and resulting low traffic, **revised target milestone dates** have been presented. Where progress doesn't align with target milestone dates (as presented in the NMB Workplan), **new target milestone dates** have been presented.

Procedural Change

ACTIVITY 1: REDUCED NIGHT FLIGHT NOISE

Overview: The aim of the Reduced Night Noise Trial is to measure and assess the extent to which PBN technology can deliver noise benefits for arriving aircraft during the night period, by reducing the number of 'outliers' that are significantly lower or noisier than most aircraft. The trial, initiated in 2017, was paused in 2020 as a result of the pandemic. This activity focuses on re-start of the trial, including associated planning, training, trial implementation and post-trial review.

Status: ||

Project milestones:

Key: ◆ NMB Workplan target date ◆ Target date achieved ◆ Revised target date (due to COVID-19 / low traffic) ◆ Revised target date (due to other reasons)

Year	2021				2022												2023												2024			
Month	S	O	N	D	J	F	M	A	M	J	J	A	S	O	N	D	J	F	M	A	M	J	J	A	S	O	N	D	J	F	M	A
Project milestones																																
Submission of revised trial plan to the CAA																	◆															
CAA Assessment and Decision																				◆												
Noise monitor deployment																	◆															
Safety assessment																		◆														
Pilot and ATC preparation and training			◆																						◆							
Trial Commencement				◆	6 month trial																				◆	6 month trial						
Post-trial review										◆																				◆		
Report and recommendations											◆																				◆	

Progress update:

- NMB workplan target dates assumed preparation for the RNN trial through 2021, and trial commencement in winter 2021/22. The trial has been paused due to insufficient night-time traffic as a result of the pandemic. This will be reviewed periodically. The next review is expected to take place in Q2 2022.
- The revised target dates proposed above are subject to trial preparations recommencing in July 2022.
- There are a number of interdependent activities which can impact the proposed milestone dates, including (but not limited to):
 - CAA trial approval and associated timescales for this process.
 - ATC post-COVID recovery time (retraining & relicensing), and availability of operational resources to support the trial.

Procedural Change

ACTIVITY 2: LANDING GEAR DEPLOYMENT

Overview: The aim of this study is to determine whether noise reductions can be achieved at Gatwick Airport through optimisation of landing gear deployment by arriving aircraft at the airport.

Status: ➡

Project milestones:

Key:  NMB Workplan target date  Target date achieved  Revised target date (due to COVID-19 / low traffic)  Revised target date (due to other reasons)

Year	2021						2022												2023											
Month	J	A	S	O	N	D	J	F	M	A	M	J	J	A	S	O	N	D	J	F	M	A	M	J	J	A	S	O	N	D
Project milestones																														
Desktop review of other airports’ trials																														
Field study completion and development of a report.																														
Engagement with airlines to determine whether optimisation is feasible																														
Development of a landing gear deployment optimisation procedure, and engagement with stakeholders																														
Report and recommendations																														

Progress update:

- A desktop review of other airports' trials was undertaken in Q2 2021, to inform the field study. This includes a review of London Luton's Landing Gear Deployment Trial which took place between May and July 2017.
- A pilot survey was undertaken in September 2021; due to low traffic levels this only assessed a small number of aircraft and therefore a further 'main' survey, when traffic levels increase, is required. The results of the pilot survey will inform the main survey. Initial engagement with airlines, to discuss the findings of the pilot survey, was undertaken in October 2021 and data was requested to allow further analysis.
- The main field study is expected to commence in Q1 2022, subject to sufficient traffic levels.
- Given the complexity in operationalising changes to standard operating procedures across different airlines and aircraft types, whilst the project will aim for implementation of recommendations by the end of Q2 2023, this timeline is subject to change.

Procedural Change

ACTIVITY 3: NEW DEPARTURE NOISE LIMITS AND FINES

Overview: The aim of this study is to conduct a review of the current departure noise limit regime at Gatwick Airport, with the objective of incentivisation of additional fleet and procedural improvements to reduce departure noise. Engagement with stakeholders, including airlines, will be undertaken.

Status: ➡

Project milestones:

Key: NMB Workplan target date Target date achieved Revised target date (due to COVID-19 / low traffic) Revised target date (due to other reasons)

Year	2021						2022												2023											
Month	J	A	S	O	N	D	J	F	M	A	M	J	J	A	S	O	N	D	J	F	M	A	M	J	J	A	S	O	N	D
Project milestones																														
Data analysis, regime proposal, and report development		◆																												
Consultation on proposed scheme (through the Northern Runway Project Consultation)						◆																								
Revised proposal, taking into account feedback received, and further engagement with Airlines									◆																					
Engagement with the NMB									◆																					
Revised proposal, taking into account feedback received, approval by GAL															◆															
Proposal shared with Secretary of State for approval																		◆												
If approved, adoption of the new regime and system and documentation updates																														◆

Progress update:

- A new regime was proposed, and a report developed, in August 2021.
- Changes to the departure noise limits must be discussed with key stakeholders. Initial views were welcomed through the Northern Runway Project Consultation process, which closed on 2 December 2021.
- Further engagement with airlines is planned for Q1 2022.
- Engagement with the NMB is planned for Q1 2022.

Procedural Change

ACTIVITY 4: IMPROVE DEPARTURE CONTINUOUS CLIMB

Overview: The aim of this study is to compare the noise environment (i.e. noise contours) of a range of CCO and non-CCO departure climb profiles for a range of aircraft types, to understand the noise impacts of each, and to feed the findings of the study into FASI-S options development work for future design consideration.

Status: ➡

Project milestones:

Key:  NMB Workplan target date  Target date achieved  Revised target date (due to COVID-19 / low traffic)  Revised target date (due to other reasons)

Year	2021							2022												2023											
Month	J	J	A	S	O	N	D	J	F	M	A	M	J	J	A	S	O	N	D	J	F	M	A	M	J	J	A	S	O	N	D
Project milestones																															
Data analysis and report development																															
CCO industry workshop to determine how the outputs of the study might inform FASI-S planning																															
Revised report, taking into account feedback received, approval by GAL																															
Report findings to the NMB																															
Report findings to the FASI-S Options development team																															

Progress update:

- Analysis was undertaken in Q2 2021.
- A CCO industry workshop was held on 21 September to discuss the findings of the study and to determine how the outputs might inform FASI-S planning.
- Analysis for a large aircraft type was completed in December 2021. Findings will be reported to the NMB (NCF-6, 26 Jan 2022) and the FASI-S options development team in Q1 2022.

Procedural Change

ACTIVITY 5: REVIEW OF NOISE ABATEMENT PROCEDURE FOR THE INSTRUMENT LANDING SYSTEM (ILS) MINIMUM JOINING POINT DURING THE NIGHT

Overview: The aim of this review is to perform a study of the noise abatement procedure for the ILS minimum joining point during the night, and to identify theoretical but realistic alternatives to the current minimum night joining point. The study will include an assessment of the associated noise impact of each option, including identification of suitable metrics to assess impacts. Study findings will be used to inform FASI-S planning.

Status: ➡

Project milestones:

Key:  NMB Workplan target date  Target date achieved  Revised target date (due to COVID-19 / low traffic)  Revised target date (due to other reasons)

Year	2021							2022												2023											
Month	J	J	A	S	O	N	D	J	F	M	A	M	J	J	A	S	O	N	D	J	F	M	A	M	J	J	A	S	O	N	D
Project milestones																															
Establishment of the tSG and approval of tSG ToR																															
Commission an independent delivery partner																															
Undertake NMB ILS Workshop																															
Data analysis and report development by independent delivery partner. Briefing of study findings to the NMB																															
Report to FASI-S Options development team																															

Progress update:

- The technical Steering Group (tSG) ToRs were adopted in July 2021.
- An independent delivery partner was appointed in September and work commenced in October 2021.
- An NMB ILS workshop took place on 23 November 2021.
- Technical Steering Group meetings were held on; 21st October, 17th November and 16th December 2021.
- The final report will be presented during an ILS NMB briefing, scheduled for 24 January 2022.

Procedural Influence

ACTIVITY 6: IMPLEMENT AIRLINE NOISE TABLE

Overview: The aim of this activity is to construct metrics and trial and implement the Airline Noise Performance Table (already achieved). Next steps involve a review of how the table is working, including a review of existing metrics and integration of new metrics if required.

Status: 

Project milestones:

Key:

 NMB Workplan target date

 Target date achieved

 Revised target date (due to COVID-19 / low traffic)

 Revised target date (due to other reasons)

Year	2021						2022												2023											
Month	J	A	S	O	N	D	J	F	M	A	M	J	J	A	S	O	N	D	J	F	M	A	M	J	J	A	S	O	N	D
Project milestones																														
Review and update (if applicable) the Airline Noise Performance Table																														

Progress update:

- The Airline Noise Performance Table has been reported in GAL’s Noise Reports since Q1 2021. It is updated quarterly and reported through the Airspace Office’s Quarterly/Annual Reports.
- A review of how the table is working, originally scheduled to take place in Q4 2021,is postponed to Q2 2022, when it is currently expected that a larger, more representative dataset could be available.

Procedural Influence

ACTIVITY 7: DELIVER & INCENTIVISE LOW NOISE ARRIVALS METRIC

Overview: The aim of this activity is to conduct desktop validation of the Low Noise Arrivals metric at Gatwick using measured noise data and arrival flight trajectories (already achieved). Next steps include a briefing and discussion on the new Low Noise Arrivals Metric to the NCF or NEX, and to adopt the metric following roll out by Sustainable Aviation (SA).

Status: ➡

Project milestones:

Key: NMB Workplan target date Target date achieved Revised target date (due to COVID-19 / low traffic) Revised target date (due to other reasons)

Year	2021								2022												2023											
Month	J	J	A	S	O	N	D	J	F	M	A	M	J	J	A	S	O	N	D	J	F	M	A	M	J	J	A	S	O	N	D	
Project milestones																																
Metric briefing provided to the NMB	◆																															
Development of operational roll out plan by SA sub-group				◆								◆																				
Low Noise Arrival Metric in operational use							◆												◆													

Progress update:

- Metric validation concluded in Q4 2020.
- A briefing on the new metric was provided to the NEX in Q2 2021.
- CAP publication delayed to Q1 2022 as a result of further (minor) revisions to the document, and limited CAA resources.
- SA established a sub-group in Q1 2021 to consider the necessary steps for deployment of the metric for operational use. An operational roll out plan will be developed and implemented after CAA CAP publication. As such, development of the roll out plan has been delayed to Q2 2022, and operational use of the metric delayed to Q4 2022.

Procedural Influence

ACTIVITY 8: AGREE & ROUTINELY USE NOISE METRICS

Overview: The aim of this activity is to agree and trial the use of >N60 and >N65 metrics (already achieved), and to consider noise metrics and communications protocol to be drafted by CNG representatives as the basis for future discussion.

Status: ↻

Project milestones:

Key: ◆ NMB Workplan target date ◆ Target date achieved ◆ Revised target date (due to COVID-19 / low traffic) ◆ Revised target date (due to other reasons)

Year	2021							2022												2023											
Month	J	J	A	S	O	N	D	J	F	M	A	M	J	J	A	S	O	N	D	J	F	M	A	M	J	J	A	S	O	N	D
Project milestones																															
Use of N/above (N60 and N65) metrics alongside Leq (averaged) noise contours (throughout NMB second term)																															◆

Progress update:

- N/above (N60 and N65) metrics are routinely used for all noise reduction trials and to measure noise (already in use). These are monitored by Gatwick's Noise and Track Monitoring Advisory Group (NaTMAG).
- Proposed protocol prepared by CNG and discussed at NEX/3 in June 2021. GAL provided a detailed response the conclusion in which; 'GAL can see an opportunity to include further detail around Gatwick's commitment to noise monitoring and communication being included in the next iteration on the END Noise Action Plan; actions 32 to 39 of Gatwick's current END Noise Action Plan set out some of the airport's noise monitoring activity'.

Strategic Change Influence

ACTIVITY 9: ENGAGEMENT WITH FASI-S

Overview: The aim of this activity is to undertake FASI-South workshops for NMB stakeholders to develop participants knowledge on FASI-S and implications/possible advantages for noise reduction around Gatwick.

Status: 

Project milestones:

Key:

 NMB Workplan target date

 Target date achieved

 Revised target date (due to COVID-19 / low traffic)

 Revised target date (due to other reasons)

Year	2021							2022							2023																
Month	J	J	A	S	O	N	D	J	F	M	A	M	J	J	A	S	O	N	D	J	F	M	A	M	J	J	A	S	O	N	D
Project milestones																															
FASI-South airspace change process is properly informed on Gatwick noise issues (throughout NMB Second Term)																															

Progress update:

- A virtual workshop was held on 24 June 2021 for NMB and NATMAG members.
- Subsequent workshops have taken place for stakeholders, arranged by the FASI-S team:
 - 2 Sep 2021
 - 3 Sep 2021
 - 7 Dec 2021
 - 9 Dec 2021

The following FASI-S workshops are planned to date:

- 15 Feb 2021 (tbc)
- 17 Feb 2021 (tbc)
- 23 Feb 2021 (tbc)

Strategic Change Influence

ACTIVITY 10: EXAMINE FAIR & EQUITABLE DISPERSAL

Overview: The aim of this study is to define and quantify Fair and Equitable Distribution (FED) of aircraft, in order that FED concepts may be used to inform Option Development for FASI-S as regards aircraft using Gatwick, whether arriving or departing. The study includes an independent assessment of how FED concepts could be achieved, as well as identification of suitable metrics to measure and report distribution of traffic and noise disturbance.

Status: ➡

Project milestones:

Key:  NMB Workplan target date  Target date achieved  Revised target date (due to COVID-19 / low traffic)  Revised target date (due to other reasons)

Year	2021							2022												2023												
Month	J	J	A	S	O	N	D	J	F	M	A	M	J	J	A	S	O	N	D	J	F	M	A	M	J	J	A	S	O	N	D	
Project milestones																																
Establishment of the tSG and approval of tSG ToR																																
Commission an independent delivery partner																																
Undertake NMB FED Workshop																																
Data analysis and report development by independent delivery partner. Briefing of study findings to the NMB																																
Report to FASI-S Options development team																																

Progress update:

- The technical Steering Group (tSG) ToRs were adopted in August 2021.
- An independent delivery partner was appointed in October 2021.
- An NMB FED workshop took place on 7 December 2021.
- Technical Steering Group meetings were held on; 21st October, 24th November and 17th December.
- The final report will be presented during a FED NMB briefing, scheduled for 27 January 2022.

Noise Related Information for Decision Making

ACTIVITY 11: PLANNING & NOISE

Overview: The aim of this activity is to develop a proposal, following engagement with local planning authorities represented at NATMAG, and NMB stakeholders, to Councils and a separate one to Sustainable Aviation on need for greater consideration of aviation noise in residential land use planning decisions, to include identifying what additional information could be provided by airports to support planning authorities.

Status: ➡

Project milestones:

Project milestones:		Key: NMB Workplan target date Target date achieved Revised target date (due to COVID-19 / low traffic) Revised target date (due to other reasons)																													
Year	2021							2022														2023									
Month	J	J	A	S	O	N	D	J	F	M	A	M	J	J	A	S	O	N	D	J	F	M	A	M	J	J	A	S	O	N	D
Project milestones																															
Scoping of Action Plan																															
Engagement with local planning authorities and Councils																															
Report & recommendations																															

Progress update:

- Scoping of action plan undertaken in Q3 2021 for briefing to the NEX in Q4 2021.
- Survey of local planning authorities is expected to take place in Q1 2022. This was delayed from Q4 2021 in acknowledgement of stakeholder availability over the holiday period.

Noise Related Information for Decision Making

ACTIVITY 12: GROWTH & NOISE

Overview: Discussions on growth and noise, dependent on flight growth post-COVID.

Status: II

Project milestones:

Project milestones:		Key:  NMB Workplan target date  Target date achieved  Revised target date (due to COVID-19 / low traffic)  Revised target date (due to other reasons)																														
Year		2021						2022												2023												
Month		J	J	A	S	O	N	D	J	F	M	A	M	J	J	A	S	O	N	D	J	F	M	A	M	J	J	A	S	O	N	D
Project milestones																																
Review airport growth and noise																																

Progress update:

- This topic was introduced during the NMB’s first term. GAL undertook a noise policy review and reported the findings (NMB/14 IP30) in January 2019. The COVID-19 pandemic has impacted Gatwick traffic for the duration of the NMB’s second term (to date). Traffic levels in Q4 2021 are still only 25% of 2019 levels, with night flight numbers at 10% of prior levels.
- Discussions are currently paused. Propose to revisit this activity in Q2 2022.