



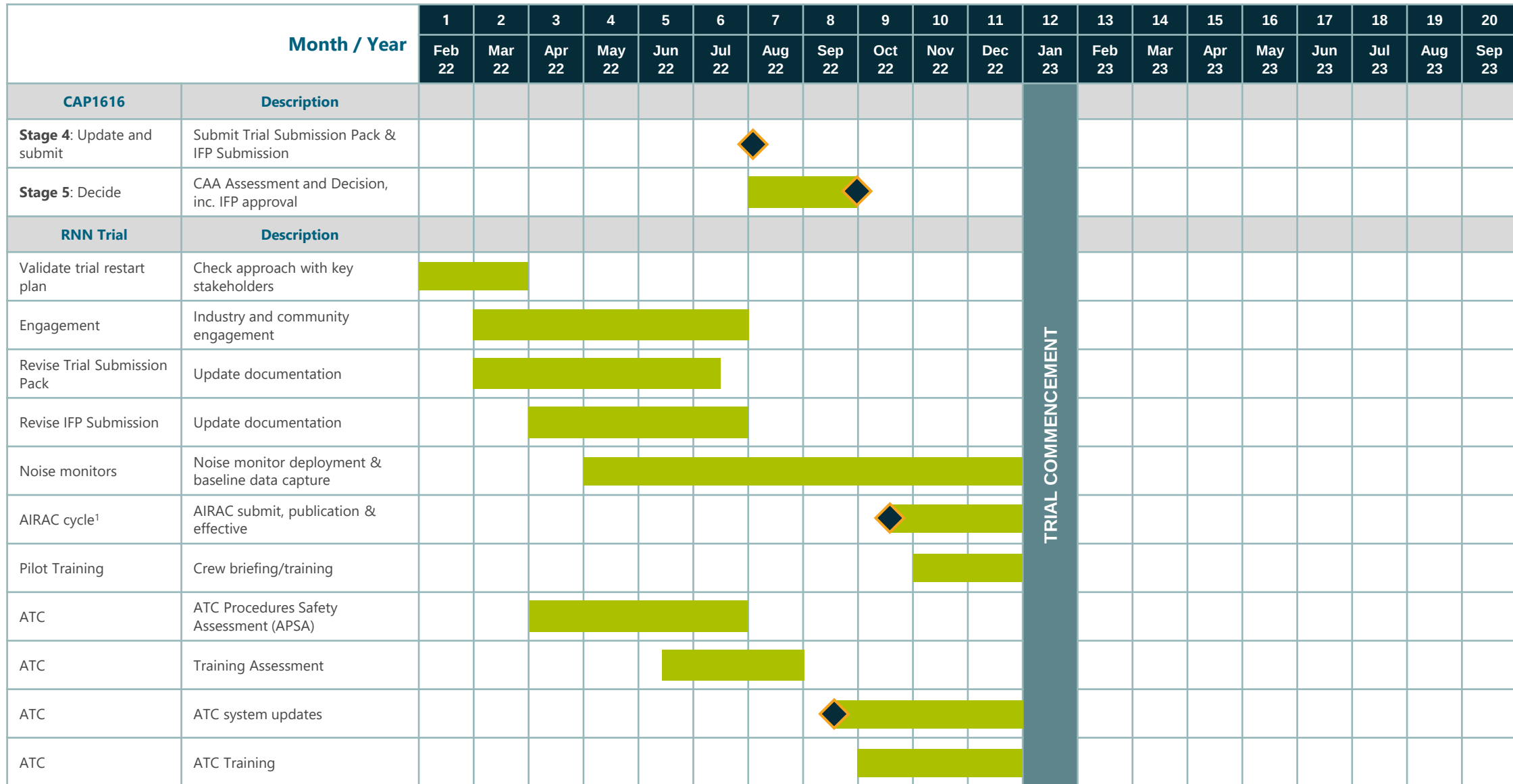
RNN TRIAL



PROGRESS UPDATE

- ✈ The formal restart request form was submitted to the CAA on **17 March**.
- ✈ Bilaterals were held in Q1 with key stakeholders to determine dependencies, considerations and realistic timescales.
- ✈ An RNN briefing was held with industry (**4 May**) to reintroduce the trial and to discuss a range of technical aspects including the Instrument Flight Procedure (IFP) designs.
- ✈ Subsequent technical meetings have taken place to discuss the procedure designs and associated Air Traffic Control (ATC) and pilot procedures.
- ✈ The Trial Submission Pack is being updated (**ongoing**).
- ✈ The IFP submission is being updated (**ongoing**).
- ✈ ATC procedures have been prepared and are undergoing Haz-ID (safety assessment) (**ongoing**).
- ✈ Current timescales assume a trial start date of **26 January 2023**.
 - ✈ If delayed, proposed start date: **September 2023**.

TIMESCALES [VALIDATION NOT REQUIRED] – DRAFT



¹Mandatory 3 month publication cycle for global updates of aeronautical information, informing airspace users around the world of the temporary (trial) airspace change at Gatwick.



DEPARTURE NOISE LIMITS



BACKGROUND

- Departure noise limits are defined by the DfT, and have applied at Heathrow since 1959, Gatwick since 1968, and Stansted since 1993.

- Current noise limits as published in the Gatwick AIP:

Period	Times (local)	Limit dBA Lmax
Day	2300 to 0700	94
Shoulder	2300 to 2330 and 0600 to 0700	89
Night	2330 to 0600	87

- Current fines are: £500 up to 3dB over the noise limit and £1000 over 3dB. Monies from fines are passed to the Gatwick Airport Community Trust.
- Study commissioned in Q2 2019 by the Gatwick Airspace Office to analyse the current departure noise limits but was paused due to the COVID-19 pandemic.
- Since the pandemic, larger, noisier aircraft such as the Boeing 747-400 have been decommissioned and more quieter A320NEO and B737 MAX aircraft have been introduced. At Gatwick Airport, the number of departure noise infringements has significantly decreased since 2005.
- The main objectives for noise limits are to deter excessively noisy movements by detecting and penalising those which exceed set limits, and to encourage the use of quieter aircraft and best operating practice.
- As referred to in the Aviation 2050 consultation document, the government is proposing new measures to ensure better noise outcomes from the way aircraft operate, by increasing uptake of best practice operating procedures and improving compliance with mandatory controls. This includes defining better targeted maximum departure noise limits which incentivise the quietest performance across different aircraft types, rather than a 'one size fits all' limit.

DEPARTURE NOISE LIMITS

Project halted
as a result of
the pandemic

The DNL study was commissioned in 2019 by Gatwick's Airspace Office - formerly the Flight Performance Team (FPT).
Note: the initiative did not form part of the NMB First Term Workplan.

Q2 2019

In 2021 work resumed to finalise the proposed new departure noise limit regime.
Note: the initiative was adopted in the NMB Second Term Workplan in March 2021.

Q2/Q3 2021

The proposed regime formed a component of the DCO consultation to ensure that any potential requirement to comply with EU 598 (retained UK law) was accommodated.

Q4 2021

Gatwick have reviewed the DCO feedback and have extracted feedback related to Departure Noise Limits.

Q1 2022

Further engagement with industry and all NMB members is anticipated in early 2022

Q1/Q2 2022

Delayed to Q3/Q4 2022 in acknowledgement of the Noise Envelope Engagement process which will take place during the summer, and which will consume stakeholder resource.

Revision of the proposed regime taking into account feedback received through the DCO consultation, industry and communities.

Q2/Q3 2022

Delayed to Q1 2023



FUEL OVERPRESSURE PROTECTOR (FOPP) MODIFICATION



FOPP MODIFICATION

- Fuel Overpressure Protector (FOPP) was identified as a noise issue and formed part of the work of Independent Review of Arrivals in 2016.
- It affected aircraft in the A320 family where a 'whistling' noise was produced via an airflow over a FOPP cavity in the wing.
- Airbus and airlines began to retrofit their A320 family aircraft with a simple device to reduce the noise produced.
- Gatwick introduced a charging scheme from 1 January 2018 applied to all unmodified A320 Airbus family aircraft arriving at the airport, to encourage airlines to modify their aircraft fleets.
- NaTMAG have continued to monitor this and has been reported in the Airspace Office quarterly and annual reports.
- 99% of A320 family aircraft arriving regularly to Gatwick are now retrofitted.
- NaTMAG monitoring trend. Issue identified where airlines used leased aircraft which have not been retrofitted. These airlines will continue to be charged to discourage un-retrofitted aircraft from being used.
- Operator briefing pack has been shared with TUI to pass on to wetleased crews – in communication with easyJet and British Airways to follow suit.

LOW NOISE ARRIVALS METRIC



UPDATE

- ✈ The CAA CAP document was published on **13 January** and can be found [here](#). Document reference: **CAP2302**.
- ✈ Sustainable Aviation has established a sub-group to consider the necessary steps for deployment and operational use.
 - Engagement and communication plan.
 - NATS dashboard.
 - Integration into airport measuring and reporting systems (longer term).
- ✈ Monitoring in accordance with the new metric will begin later this year.
- ✈ It is anticipated that the metric will be adopted on a national and European scale.

