

REDUCED NIGHT NOISE TRIAL NMB COMMUNITY NOISE GROUP PROPOSALS

This document sets out the basis on which the NMB Community Noise Groups would support the RNN trial proposed by GAL as set out in NMB/11 IP30. It comprises a series of safeguarding conditions (expanding on those in IP30) and two additional commitments by GAL.

Conditions

1. The trial will utilize a minimum of four routes for both westerly and easterly arrivals with the intention of minimising concentration. The industry will use their best endeavours to design and use the RNAV approaches to the three ILS joining points so that arrivals are equitably distributed on each day during the period that the trial is in operation (01.30-05.00).
2. Route data will be provided to CNGs as soon as possible. The routes will be separated and will not merge or cross so as to minimise overlap of overflight areas.
3. The final development of routes, other trial characteristics (including for example removal of any level section and rotation arrangements if any) and trial monitoring proposals will be carried out on an open-book basis, with all relevant information provided to CNGs as it is made available to industry.
4. The trial will not be extended into other hours without the agreement of community representatives.
5. The trial will be halted if it does not present the expected reduction in N60 events or if monitoring shows that noise has increased from the previous equivalent night period norm for any community. Monitoring data will be gathered and reviewed at least monthly during the trial.
6. The trial will not identify future flight routes or parameters for future routes for use in LAMP airspace design. The routes to be deployed for the trial and the methodology used to determine those routes (including the number of routes) will not be considerations in route selection for any future trial or airspace change and will not be referenced in any way in discussions on such trials or airspace changes. Future trials and airspace change proposals will be developed in accordance with government policy, CAA guidance and in consultation with community representatives. They will assess the widest possible range of options.
7. Assessment and reporting of the success or otherwise of the trial will be on a factual and objective basis, using the metrics proposed by Helios on 23 May and others to be agreed. GAL will publicise the trial and ensure that normal complaint processes are accessible but any absence of significant

community reaction will not be judged to be an indication that the trial has been successful, and will not be referenced as such or used to support changes at other times of the day. The results of the trial will not be used to advocate the use of PRNAV more broadly.

8. Sufficient monitors will be made available to enable noise along each route to be monitored and robust conclusions drawn.
9. Full compensation, on a basis to be agreed with communities, will be payable to anyone adversely impacted if there are permanent changes to night flights arising from or related to the trial.

Additional commitments

10. GAL will use its best endeavours to sustain the benefits of the trial, particularly in relation to height and noise of “outlier” aircraft after the trial has ended through, inter-alia, more intensive monitoring of arriving aircraft, identification of airlines which fail to achieve optimal approach profiles and financial incentives to encourage better performance. In all other respects night flight arrangements will revert to the status quo ante at the conclusion of the trial.
11. GAL and NATS will develop and bring to the NMB proposals for achieving greater dispersal of aircraft at night, particularly in the busiest times (11.30 pm to 01.30 am). Consistent with GAL’s responsibilities for noise abatement procedures under government airspace policies announced in 2017 this will include a review of options for, and the likely effects of, removing or varying the current noise abatement policy that requires aircraft to join the ILS more than 10 NM from the airport at night¹.

These (or equivalent agreed) conditions will be communicated in writing to CNGs and the NMB chairman.

3 JULY 2018

¹ CAGNE do not agree with the proposal in this sentence.