

GATWICK AIRPORT NOISE MANAGEMENT BOARD (NMB/8)

Wednesday 15th November 2017 - Hilton Hotel Gatwick

Meeting Minutes

Welcome and Introductions

1. The chairman welcomed participants and noted apologies. He began the meeting by thanking those who had taken part in the Reduced Night Noise (RNN) Workshop held earlier in the day, and by observing that the opportunity for an in-depth discussion of the many considerations impacting the NMB RNN initiative had been most welcome. In his view the workshop had proved to be very constructive and would enable NMB/8 when discussing how to advance this priority activity, to be more efficient as a result.
2. The RNN workshop included a presentation given by a noise scientist from ERM, (SM), who will be supporting NMB more regularly in future. The presentation had allowed workshop participants to explore the impacts of noise at night with the expert concerned, SM explained how noise is measured and can be managed and mitigated at night. *Post meeting note*; A copy of the presentation; Quantifying Night Noise, has been added to NMB/8 documentation as IP20.
3. The RNN workshop was designed as a tutorial and to permit detailed open discussion of the issues impacting planning for the RNN activity. The chairman advised that building on the success of the Departures Workshop held during the summer, and the lessons learned from today's meeting, regular NMB workshops are now proposed. These NMB workshops, which will be held quarterly, are intended to improve;
 - a) the discussion of complex and priority NMB activities,
 - b) the dialogue between NMB members and,
 - c) the efficiency of NMB meetings.
4. The chairman then turned to two topics that CNG had put forward for the NMB/8 agenda. The first of these was a proposal that LAMP2 become a standing agenda item for every NMB.
 - a) While agreeing that LAMP2, the full review and redesign of airspace serving all London Airports, is an important topic, the planned implementation date is not currently expected until after 2023. Moreover, that the concept planning now beginning for London airspace relates to a clean sheet review of routes and procedures above 9,000 feet, beyond levels where aircraft noise is a material consideration.
 - b) On this basis, the chairman observed that use of NMB time to consider these initial airspace concepts would be unlikely to yield any strategic noise improvement value for Gatwick area residents in the foreseeable future. However, he also acknowledged that the extent to which routes below 9,000 feet could be impacted would be of interest to NMB, as will the specific concepts and design for associated Gatwick routes. It is these aspects that are expected to enable the development of operational procedures of real relevance to the NMB in strategic noise planning.
 - c) Rather than add the LAMP2 topic as a standing NMB agenda item, the chairman agreed to return to the LAMP2 topic and add it to the NMB agenda whenever it has the clear potential to have an impact on noise strategies for Gatwick.

- d) The NMB should seek to contribute to and to usefully influence the LAMP2 concept developments and planning work for altitudes where aircraft noise will be a consideration. This is normally below 7,000 feet.
 - e) The chairman also noted that a NMB workshop is proposed for LAMP2 and FED planning. (November 2018, see Schedule of NMB meetings)
5. The second agenda topic proposed by CNG was a request for an update on the GAL Noise Complaints System.
- a) The chairman reminded the meeting that NMB involvement in the Complaints Policy and System was a consequence of the oversight of the related Arrivals Review recommendation (Imm-17) which is now complete.
 - b) NATMAG is responsible for oversight of the GAL Complaints System and Policy, and as such will deal with this topic. GAL nevertheless confirmed that it is expected that the CASPER complaints handling capability will be adapted to also incorporate a voice based complaint facility in summer 2018.
 - c) CASPER have not yet been able to indicate precise timing for the proposed change.
6. NMB then proceeded with the proposed Agenda (NMB/8 WP01). GAL undertook to update the NMB when more information is available.

Agenda item 1: Approval of the Minutes of NMB/7

7. The draft Minutes of NMB/7 circulated in early October were opened for further comment. Following a short discussion, IF and SP requested that language in the draft Minutes regarding the proposed scope of the RNN activity should be strengthened. This was accepted as regards consideration of the RNN hours of operation and the impact of departures at night, no other comments or proposals for adaptation of the draft Minutes were received. The NMB/7 draft Minutes were accordingly agreed, are now ratified and marked as approved on the NMB web pages.

Agenda item 2: Review of Matters arising from NMB/7

8. NMB/7 Actions, The Secretary reported that each of the Actions arising from NMB/7 were now completed in accordance with the agreed timetable and now closed. Relevant papers have been distributed. Where discussion and strategic direction is a consequence of the NMB/7 actions, the topics are included later in the agenda of NMB/8.
- a) For NMB/7 Action 1, the process applied by DfT for Night Flight Dispensations was discussed. JF had provided an Information Paper on behalf of DfT (NMB/8 IP04). TM reported that as a part of its decision on new night flight restrictions for the period 2017-2022, the Government announced it would 'carry out further work to consider whether the current process for issuing dispensations is appropriate, including the criteria under which they are allowed'. NMB views on this were also sought at NMB/7 (see Annex 1).
 - i. This planned review aligns with concerns raised at NMB/5 in April 2017 about the increase of night flight dispensations made by Gatwick under Section 78(4) of the Civil Aviation Act. In particular, community groups questioned whether the process was being used appropriately by Gatwick, and whether the Department for Transport (DfT) should be doing more to scrutinise the dispensations that have been made. DfT has no evidence to suggest that Gatwick has applied any dispensations incorrectly.

- II. DfT provided a paper for NMB in September (NMB/7 IP03) providing a high-level overview of the current night flight dispensation regime and highlighting a commitment to conduct a review. The views of the NMB were sought on what the terms of the Government's review should be.
- III. DfT has met with Gatwick to discuss the dispensation review, and will be meeting with Stansted, Heathrow, and NATS. The aim of the meetings is to provide an overview of the review, gain an understanding of the processes applied at each airport, and to refine the scope of what the review should include. NMB views on this are also sought in this respect. DfT's initial thoughts on scope are:
 - Does the Guidance to airports need to be revised?
 - What would be the impact of any changes?
 - Are the DfT internal review procedures sufficiently robust?
 - Can transparency be improved?
- IV. DfT intends on completing the review during 2018 (NMB/8 IP04). Although any changes to the rules around issuing of dispensations would require formal consultation, DfT would look to implement other recommendations that may be made as soon as feasible after the review (i.e. those relating to internal review procedures and transparency).
- V. Alongside this work, DfT will also be exploring international practices relating to night flight restrictions at foreign airports, and if applicable, examining the methods other jurisdictions use when using dispensations.

NMB/8 Action 1 NMB members to provide views to DfT on the proposed scope of the Night Flight Dispensation consultation

- b) For NMB/7 Action 2, GAL reported a bilateral discussion on Airport Utilisation with CNG representatives is planned for December 13th.

Agenda item 3: NMB Work Plan and Implementation Report

- 9. *Continuous Descent Operations (CDO)*. CDO is established as a priority activity for the NMB. The issues are complex and require engagement with a very wide range of stakeholders, including airlines and their pilots based overseas, and the publishers of aeronautical charts. To be effective and consistently measured, CDO techniques also require alignment with similar initiatives at other airports. CDO compliance at Gatwick is consistently around 90%, the best in UK. Additional measures are being taken to address the few aircraft operators not yet meeting the required criteria.
 - a) As a part of the CDO programme, GAL has submitted a proposal to Future Airspace Strategy (FAS) programme to define low noise approach metrics for use as a supplementary addition to the existing CDO definition. The new metric will be a UK wide solution for the measurement and benchmarking of arrivals against a practical optimum low noise approach. The proposal has been submitted to the FAS Policy Review Programme and Investment Board for review and is expected to be approved in late 2017. If approved as expected, the project is due to be completed in late 2018.
 - b) The Flight Operations Performance Safety Committee (FLOPSC) workshops took place in October and November to discuss potential changes to aircraft approach speeds to reduce noise, departure noise abatement procedures and mechanisms for improved airline engagement regarding noise abatement. The outcomes from the workshops have informed the relevant workplan activities.

- c) TM reminded the NMB that under Section 78 of the Civil Aviation Act, the government has established noise abatement requirements for arriving aircraft, including use of CDO, and that airports have the power to introduce penalties. The currently established Gatwick noise abatement criteria, including use of operating techniques for reducing arrivals noise are published in the UK Aeronautical Information Publication (AIP) EGKK 2.21. It was also noted that achievement of a CDO by aircraft is dependent on both the prevailing airspace traffic conditions, weather and the provision of regular accurate track distance information to pilots by approach radar controllers.
10. *Departures*. The FLOPSC workshops that took place in October and November also considered NADP (Noise Abatement Departure Procedures). Additional desk based research, along with CAA ERCD analysis will clarify the noise and environmental benefits/impacts of standardised NADP at Gatwick.
- a) The workshops have initially confirmed that the majority of Gatwick departures are currently flying the NADP 2 procedure which offers benefits beyond the immediate vicinity of the airport.
 - b) At this stage, NADP 2 is the preferred solution at Gatwick, but results from national research currently being conducted by the Aircraft Noise Monitoring Advisory Committee (ANMAC) will be considered before a final decision is made.
 - c) The review of constraints affecting Gatwick departures by routes to/from other airports has confirmed that for these constraints to be removed, changes to arrivals and departure routes to other London airports are necessary (and likely as part of LAMP2). Such changes would require the use of the Airspace Change Process. Further work is under way to identify the expected timing, benefits and impacts of these potential airspace changes. A further update will be provided to the NMB when the initial impact assessment has been completed.
 - d) While acknowledging the update on NADP analysis (Activity 14) AF observed that the Implementation Report (NMB/7 IP15) seemed to lack detail, the report implies that NMB work on Departures was limited to Routes 3 and 4. AS and NM confirmed that while initial efforts are focussed on these two routes for legacy reasons, that it is not intended to suggest that work on other routes is excluded. After some discussion it was agreed that language describing the Departures work objectives should be strengthened to ensure the specific inclusion of other departure routes, and that more clarity in forecast completion dates for each of the Departure Activities is needed.
 - e) AF asked AS whether Gatwick were investigating any re-allocation of Route 4 traffic to other westerly departure routes. AS confirmed that Gatwick were not currently considering any such investigation.

NMB/8 Action 2 Helios to adapt language describing Departures Objectives and to improve clarity of forecast completion dates in the implementation report and workplan.

11. *Fair and Equitable Dispersal (FED)*. The NMB has accepted an improved outline of community requirements for FED monitoring and reporting, intended to enable assessment of aircraft overflight for any location against historic behaviour. Monitoring reports have been enhanced accordingly.

- a) NATS has previously reported to NMB that some potential scope for near term FED improvements had been identified from the outcomes of an internal NATS FED workshop held in May 2017, which considered four preliminary options for reducing disturbance prior to the LAMP2 airspace redesign.
- b) Further work at NATS on these internal workshop outcomes has indicated that the only viable near-term operational procedure option available is the increased use of airborne holding at higher levels. This is expected to reduce the need for lower level manoeuvring, to improve opportunity for dispersal and, to reduce noise disturbance. NATS will be advancing this initiative during 2018 to serve the near-term FED objectives. A Temporary Operating Instruction (TOI) has been drafted by NATS. The next phase will require that a hazard impact assessment be prepared in accordance with NATS' established procedures for operational changes, and this assessment will be completed as soon as NATS technical resources permit. NATS undertook to provide the NMB with a timeline when this is confirmed.

NMB/8 Action 3 NATS to update NMB with a more detailed timeline for the FED initiative to increase use of holding

- c) Other technology based options serving FED objectives that were identified in the Arrivals Review and in the report of the industry FED workshop (NMB/6 IP07) are being progressed in parallel as part of the NMB Work Plan.

12. *Reduced Night Noise (RNN)*. The reduction of night noise disturbance was established as a priority for the NMB in November 2016. This priority was discussed again at NMB/5 in April, leading to a preliminary proposal for objectives for the Reduced Night Noise activity, this was provided to NMB/6 in June 2017. CNG responded with proposed objectives and pre-requirements for an operational trial (NMB/7 IP10 & IP22). Industry also provided views.

- a) NMB members again confirmed their support in principle at NMB/8 for the objective to reduce noise at night. The hurdle limiting further progress has been the establishment of detailed objectives and scope for an operational trial.
- b) The overriding RNN trial principles agreed at NMB/7 (Minutes) was that any solutions should avoid newly affected communities, while also reducing noise for those currently affected¹. These proposed preliminary objectives were introduced again to NMB by Helios to support a discussion and development of more detailed objectives and scope for the RNN Trial.
- c) Discussion of these additional objectives, together with design suggestions and other proposals submitted by CNG to NMB/7 for RNN, have yet to be taken into account.
- d) A wide-ranging discussion followed at NMB, in which it became clear that some additional clarification and refinement will be necessary for the trial objectives, scope, duration and post-trial plans. Guidance from CAA will be needed to help to ensure that the applicable regulatory obligations are respected in planning the pre-and post-trial phases.

¹ Areas in which aircraft using Gatwick can normally be expected to operate below 7,000 feet are described in NMB/6 IP09 - the Gatwick Radar Manoeuvring Area (RMA). This is also used to define the lateral and vertical limits for FED monitoring reports.

- e) The Secretary suggested that the contents of CNG papers (NMB/7 IP10 & IP22) should be considered together with other feedback from NMB in the development of refined and consolidated preliminary objectives and scope for a trial. Providing the opportunity for consideration and adaptation by NMB, and as appropriate adoption at NMB/9.

NMB/8 Action 4 Helios to prepare revised preliminary RNN trial objectives to take into account additional input received at NMB/8 and in CNG papers (NMB/7 IP10 & IP22).

- a) Next steps are then expected to include the planning of a trial. Further NMB planning guidance will be sought at NMB/9, and at the RNN workshop in March 2018, to enable NMB/10 to respect, consider and reflect wider views expressed at the workshop, before finalising trial plans at NMB/11 in June. Any delay in agreement of the trial objectives and design criteria can be expected to have a corresponding impact to the planned implementation date of the trial.
- b) The RNN trial which is expected to operate for a fixed period of 6 months can be expected to begin, subject to the resolution of outstanding questions, in early 2019 covering part of both winter and summer schedule periods.

Agenda item 4: NMB Communications

- 13. *NMB Public Meeting December 7th 2017.* NMB participation in the GAL Airspace public meeting to be held December 7th was discussed. Following plenary briefings on progress and plans, the agenda provides an opportunity for a number of interactive demonstrations with a hands-on discussion and feedback on a range of key noise management issues and related support tools. The public meeting will provide participants the possibility to meet aircrew, air traffic control staff, noise management scientists and noise laboratory experts, as well as representatives from CASPER and airport staff to ask questions and provide feedback. The morning will be an opportunity for interactive noise tutorials, networking and a real opportunity for community to get involved.
- 14. *NMB web Pages.* GAL briefed NMB on plans to improve organisation and access to information on the NMB web pages.

Agenda item 5. Efficiency of Meetings

- 15. *NMB Workshops.* As a part of the process for enhancing NMB communications and NMB meeting efficiency, NMB has agreed a proposed plan and related purposes for NMB tutorials and workshops (NMB/8 IP14). The workshops will be scheduled between each NMB meeting and are primarily intended for Community Noise Groups participating in the CNG Consensus Agreement, and County Council representatives. It is expected that there will be four such workshops each year, each one will focus on a NMB priority activity, selected from the approved NMB work plan. The first such workshop (for RNN) will be held in March.
 - a) The NMB agreed that the workshop concept has already proven to be a valuable initiative. The NMB Departures workshop held in summer 2017, was able to involve and engage with a broader group of interested organisations and to independently develop a

view on what issues and priorities were considered important by participants concerned about noise from departing aircraft. The outcomes were then communicated to the NMB as an unambiguous indication of related objectives and priorities.

- b) The proposed workshops will provide a greater in depth briefing than is currently possible, and will facilitate improved collective CNG discussion of the priority topics to help develop views prior to each NMB. The output and conclusions from each workshop will be used to inform discussion at the NMB, and an input to strategic noise management planning.
- c) NMB agreed with a proposal from SP to bring forward the proposed workshop on Departures to May, deferring the FED/LAMP workshop to November. The finalised dates are included at Schedule of Meetings.
- d) NMB also accepted a proposal from JG to invite Borough and Parish Council participation in the proposed workshops, and noted corresponding caution from CNG that workshops should avoid use the limited time available for ab-initio tutorial of the wider cadre.

NMB Workshop Objectives:

- i. Aim to deep dive into NMB priority workplan topics and facilitate improved collective community discussion
- ii. Where appropriate, relevant background information and tutorials will be provided
- iii. To enable broader community engagement by including community NMB members, those participating in the consensus agreement, and other specified community representatives
- iv. Discuss viewpoints and develop conclusions reflecting community views for delivery to the NMB in information papers to inform the direction of the NMB when progressing its workplan

- 16. *Code of Conduct Register.* The NMB Code of Conduct was developed and adopted by the NMB in September 2016. The Code is intended to support and assist in the harmonious and efficient conduct of the NMB in addressing the objectives described in the NMB Terms of Reference. Since adopting the Code, a number of NMB members have approached the Chairman or Secretary indicating that in their view the behaviour or actions of one or other members of the NMB has breached the NMB Code of Conduct.
- 17. It became evident as the NMB developed that while the Code is published and agreed by the NMB, no associated effective process for dealing with alleged breaches had been put in place. Accordingly, to assist with resolving any related matters and with effect from NMB/7, a Code of Conduct Register has been established, with a proposed resolution process (NMB/8 IP08) and, effective from NMB/8 a related Code of Conduct resolution process has been agreed without further comment.
 - a) Code of Conduct Resolution Process
 - i. Any alleged breach of the NMB Code of Conduct should be notified to the Secretary, and will be recorded in the register.
 - ii. The Chairman and Secretary will prior to each NMB, review the Code of Conduct register, investigate any allegations, and will recommend conclusions and as appropriate, remedial actions to the NMB.
 - iii. The NMB will be invited to note the recommended conclusions and to endorse the recommended remedial actions.

Agenda item 6: Any Other Business

18. *Internal Coordination.* A review of the terms of reference, roles and responsibilities and coordination between GATCOM, NATMAG and NMB is underway to identify any remaining overlap, gaps in coordination or duplication of effort. This is intended to improve the efficiency, effectiveness, information and data flow for each of the groups, and to maximise the value for members. The chairman's prior remarks on the Noise Complaints system reflect one of the initial findings of this initiative.
19. *NMB Guiding Principles.* The NMB has established and approved Terms of Reference that set out its purpose, objectives and constitution. A Working Paper proposing Guiding Principles to enhance this governance was presented to the NMB (NMB/8 WP03). It is proposed that these guiding principles as adapted by NMB, will be established to help inform the Board when considering how to plan, to recommend and to undertake NMB tasks.
 - a) For instance, the NMB will identify and progress changes that could be relatively small or much larger in impact. The latter may often require an operational adaptation to how the airspace is managed or even a re-design of the airspace itself (such as LAMP2), some of this work will require the Airspace Change Process to be applied. The NMB needs a transparent and robust basis on which to make what are often difficult decisions.
 - b) The paper therefore proposes principles which have been guided by UK Government Policy and subject to NMB agreement, could be used to guide the continuing progress of NMB workplan activities.

NMB/8 Action 5. The NMB agreed to review the proposals for NMB Guiding Principles (NMB/8 WP03) and to suggest any changes by NMB/9.

20. *Further Clarifications.* The chairman invited further remarks and clarifications in preparation for NMB/9.
 - a) SM provided an update on the academic research underway to address the Arrivals Review Imm15 height perception recommendation. The field research is now complete and the report is in preparation. Initial findings will be briefed to NMB/9.
 - b) CNG requested that interim milestone information on work plan activities and dates be added to projected completion dates to improve monitoring and understanding of progress.

NMB/8 Action 6. Interim supplementary milestone information and dates to be added to NMB work plan activities.

- c) CNG sought clarification on the expectation from NMB members for responses to externally provided papers (using the FL reference), in particular whether written responses are required from any NMB members. The Secretary confirmed that all such papers are provided for information only, and that the protocol for migrating such papers into NMB business was described at NMB/7 (Minutes para 21)
- d) NMB noted that the airline charging scheme developed by GAL in response to the IAR recommendation Imm-01 regarding the Airbus A320 family of airliners will apply from January 1st 2018. This is also sunset date proposed by the IAR for the use of these Airbus

aircraft not fitted with the noise reducing FOPP modification. NMB noted that most aircraft are now modified as expected, GAL agreed to provide an updated status report to NMB/9 including any further proposed steps by GAL to address any remaining non-compliant aircraft.

NMB/8 Action 7. GAL to provide an updated status report for Airbus A320 series FOPP modifications and sunset date, together with any further related proposals regarding unmodified aircraft

- e) GAL reported that a bilateral meeting with CNG is planned for mid-December regarding growth, noise and government policy.

21. The chairman thanked members for their contributions and closed the meeting at 17:00.

Schedule of NMB Meetings

The following NMB Meeting and Workshop dates have now been confirmed:

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|--|-------------------|
| ○ NMB Public Meeting | 07 December 2017 |
| ○ NMB/9 | 11 January 2018 |
| ○ NMB Workshop, Reduced Night Noise | 14 March 2018 |
| ○ NMB/10 | 11 April 2018 |
| ○ NMB Workshop, Departures | 23 May 2018 |
| ○ NMB/11 | 27 June 2018 |
| ○ NMB Workshop, Continuous Descent Operations | 22 August 2018 |
| ○ NMB/12 | 26 September 2018 |
| ○ NMB Workshop Fair and Equitable Dispersal/LAMP2, | 28 November 2018 |

Attendance List NMB/8

Member	Representative	
Airline Operators Committee	Douglas Moule	(DM)
Air Navigation Solutions	Markus Biedermann	(MB)
Civil Aviation Authority	Jim Walker	(JW)
Department for Transport	Tim May	(TM)
Gatwick Airport Limited	Andy Sinclair	(AS)
NATS	Ian Jopson	(IJ)
GATCOM	John Godfrey	(JG)
Kent County Council	Michael Payne	(MP)
West Sussex County Council	Liz Kitchen	(LK)
Community Noise Group Pairs	Member/Alternate	
APCAG/HWCAAG	Richard Streatfield/Ian Hare	(RS/IH)
CAGNE/Plane Wrong	Sally Pavey	(SP)
ESCCAN/TWAANG	Dominic Nevill/Irene Fairbairn	(DN/IF)
PAGNE/GON	Atholl Forbes/Martin Barraud	(AF/MBa)

Noise Management Board

Chairman	Bo Redeborn	(BR)
Secretary	Graham Lake	(GL)
Assistant	Vicki Hughes	(VH)

Observers and Presenters

CNG	Charles Lloyd	(CL)
DfT	Jonathan Friel	(JF)
ERM	Steve Mitchell	(SM)
Gatwick Airport Limited	Kimberley Heather	(KH)
Gatwick Airport Limited	Lee Howes (Chair NATMAG)	(LH)
Gatwick Airport Limited	Rick Pearce	(RP)
Helios	Nick McFarlane	(NM)
Helios	Matt Brookes	(MJB)
NATS	Robin Clarke	(RC)
To70	Ruud Ummels	(RU)

Apologies

East Sussex County Council	Rupert Simmons	(RS)
Gatwick Airport Limited	Tim Norwood	(TN)
HWCAAG	Colin Stratton-Brown	(CSB)
Plane Wrong	Mike Ward	(MW)
Surrey County Council	Helyn Clack	(HC)

Summary of Actions

<i>NMB/8</i>	<i>Action</i>	<i>Due</i>	<i>Responsible</i>
<i>ACTION 1</i>	NMB members to provide views to DfT on the Night Flight Dispensation consultation	<i>NMB/9</i>	<i>All</i>
<i>ACTION 2</i>	Helios to adapt language describing Departures Objectives and to improve clarity of forecast completion dates in the implementation report.	<i>NMB/9</i>	<i>Helios</i>
<i>ACTION 3</i>	NATS to update NMB with a more detailed time-line for the FED initiative to increase use of holding	<i>NMB/9</i>	<i>NATS</i>
<i>ACTION 4</i>	Helios to prepare revised preliminary RNN trial objectives to take into account additional input received at NMB/8 and in CNG papers (NMB/7 IP10 & IP22)	<i>NMB/9</i>	<i>Helios</i>
<i>ACTION 5</i>	NMB members agreed to review the proposals for NMB Guiding Principles (NMB/8 WP03) and to suggest any changes by NMB/9	<i>NMB/9</i>	<i>All</i>
<i>ACTION 6</i>	Interim supplementary milestone information and dates to be added to NMB work plan activities	<i>NMB/9</i>	<i>Helios</i>
<i>ACTION 7</i>	GAL to provide an updated status report for Airbus A320 series FOPP modifications and sunset date, together with any further related proposals regarding unmodified aircraft	<i>NMB/9</i>	<i>GAL</i>

Annex 1. Meeting Documentation NMB/8

Paper	Agenda Item	Title	To be discussed* at NMB/8
NMB/8			
		WORKING PAPERS	For Decision
WP01		NMB/8 Proposed Agenda	
WP02	1	NMB/7 Draft Minutes for Ratification	x
WP03	5	NMB Guiding Principles	x
		INFORMATION PAPERS	For Discussion
IP01		NMB/8 Meeting Documentation - issue 3	
IP02		Preview of NMB/8	
IP03	2	NMB/7 Matters Arising: Action List	x
IP04	2	NMB/7 Action 1: DfT Update Night Flight Disp.	x
IP05	2	NMB/7 Action 2: Review of Government Noise Policy	x
IP06	2	NMB/7 Action 4: Reserved	x
IP07	2	NMB/7 Action 5: GAL Airspace and NMB public meeting	x
IP08	2	NMB/7 Action 7: Code of Conduct Register	x
IP09		LAMP2 Briefing Q&A	
IP10	3	NMB Implementation Report	x
IP11	3	Imm-10 ILS joining Point Report	
IP12	3	FED Monitoring Report	
IP13		Reserved: CAGNE Paper	
IP14	5	NMB Workshops Planning	x
IP15	6	Reserved: Persistent Complaints	
IP16		CNG feed-back GAL Charges Consultation	
IP17		GAL 2018/19 Charges Structure Decision Advice	
IP18		GAL Response to CNG on Airport Charges	
IP19	3	FLOPSC Workshops Output	x
IP20		RNN Workshop Quantifying Air Noise	
IP21		NMB/8 Review	
		External PAPERS	
FL01		Howden/Lee Correspondence	
FL02		(withdrawn 8/11/17) James Lee Presentation	
FL03		James Lee PBN Options Presentation (replaces FL02)	