

# **GATWICK AIRPORT NOISE MANAGEMENT BOARD (NMB/11)**

**Wednesday 27<sup>th</sup> June 2018 - Hilton Hotel Gatwick**

## **Meeting Minutes**

### **Welcome and Introductions**

1. The Chairman opened the eleventh meeting of the Gatwick Airport Noise Management Board, welcoming participants and noting apologies for absence.
2. During his introduction, the Chairman referred to the activity on the priority work stream to reduce noise disturbance at night and the fact that the first of four NMB workshops to be held in 2018 focussed on the proposed trial for Reducing Night Noise (RNN) at Gatwick. One of the main objectives previously set for NMB/11, is to agree a recommendation on whether to proceed with this proposed trial. Reflecting on the extent of discussion on the topic already, the Chairman recalled that the RNN workshop had provided:
  - a. the chance to deep dive into this NMB priority Workplan topic and had facilitated improved collective community discussion
  - b. relevant background information and tutorials on RNN issues
  - c. broader community engagement by inclusion of those (currently 15) CNG participating in the community consensus agreement
  - d. an exchange of viewpoints and development of key messages for delivery to the NMB in information papers, which have been used to help inform the direction of the NMB when progressing its RNN planning
3. RNN trial planning has continued to be a clear priority for the NMB, reflecting the desire to fully address all of the issues that have arisen in this RNN development phase, including those identified at the workshop, and those discussed at both NMB/10 in April and the RNN meeting held with CNG on May 23<sup>rd</sup>.
4. The NMB was reminded that, if agreed in principle, completion of the trial implementation processes will occupy a further full six months of implementation time, meaning that the trial start planned in January 2019 will need the go-ahead decision to be made at or very shortly after this NMB/11 meeting.
5. The need identified at NMB/10 in April to further refine the plans, led to a further round of RNN discussions with Community Noise Groups in May, generating yet more detailed proposals for consideration and incorporation where possible.
6. The Chairman acknowledged that the preparation and circulation of related papers reflecting these detailed developments for NMB/11 had not always provided sufficient time for their full assessment by members. Even so, the quality and breadth of information being provided to the NMB through supporting papers continues to be extensive. Therefore, the Chairman intends that the priority of this NMB will be to provide the time needed for the resolution of any outstanding questions not yet addressed in the view of members.
7. The NMB's attention is also currently focussed on the development and agreement of planned priorities for NMB work in 2019, scheduled for detailed discussion in September. Recognising the value of community engagement in establishing priorities and focus for 2019, the Chairman suggested that rather than the planned NMB workshop on Continuous Descent Operations (CDO) scheduled in August, that NMB would be better served and communities could be more engaged, if the workshop focussed instead on discussing the

2019 Workplan priorities and issues, postponing the CDO topic for a later date. This proposed alternative should enable the Workplan to be guided by a broader range of community views.

8. The Chairman observed that, subject to the time occupied at NMB/11 by the discussion of RNN and the Workplan Implementation Report, discussion of longer-term planning issues related to the NMB public meeting scheduled in December, and the review of the NMB Constitution, would likely need to be deferred until September.
9. The NMB approved the proposed agenda for NMB/11, noting a request from CNG to include several specific additional topics. Under Agenda item 4: Workplan Implementation Report; FED Reporting, and the recently announced Gatwick Capital Investment Programme was added. The topics of Airline Charging and the Noise Action Plan were additions under Agenda item 6: Any other Business.

### **Agenda item 1: Approval of the Minutes of NMB/10**

10. The draft Minutes of NMB/10 opened for comment. No changes were proposed at the NMB, the draft minutes for NMB/10 were then approved, adopted and are now published on the NMB web pages.

### **Agenda item 2: Review of Matters arising from NMB/10**

12. The Secretary reported that each of the Actions arising from NMB/10 were now completed in accordance with the agreed timetable and are now closed. Any written material arising has been distributed to NMB using the Information Paper mechanism.
13. Where a need for further discussion and strategic direction is a consequence of the NMB/10 actions, the topics are included in the agenda of NMB/11.
14. The outputs from the RNN actions and the work required for the Departures Workshop were completed and reported to the RNN meeting of the NMB, and to the Departures Workshop, both held on 23rd May. Discussion at NMB/11 therefore focussed solely on Action 4; the NATS assessment of interim options for the delivery of the CNG objective to achieve Fair and Equitable Distribution (FED) of noise prior to the London airspace changes expected with LAMP in 2024. While recognising that no effective techniques beyond the existing radar vectoring methodologies for managing traffic in the swathe had been identified by NATS or others, the NMB agreed to keep this action open to emphasise the importance of FED to CNG, and to encourage further research of the issue. **NMB/11 Action 1 NMB/10 Action 4 to remain open.**

### **Agenda item 3: RNN Trial Planning and Process**

14. This priority objective of the NMB has now matured into a very detailed proposal (NMB/11 WP03) reflecting comprehensive discussion over the past year and guidance from both industry and CNG.
15. The RNN discussion at NMB/11 began with a presentation by MBr of GAL demonstrating the BridgeNet Volans software product now being used by GAL for 3D airspace visualisation, analysing aircraft operations and flight procedures. The product is used to study environmental/noise impacts near airports, to help inform the design of new departure and

arrival procedures, perform air safety studies, create video presentations for education and community outreach, and analyse air space restrictions and obstructions. The NMB was shown visualisations of indicative routes for the RNN trial and the geographical extent of both the current noise footprints and the reductions expected in the RNN trial.

16. NM of Helios introduced the RNN proposal using NMB/11 IP30, reporting that planning work has continued on the proposed RNN trial since NMB/10, his introduction included a recap of the trial plans, summary of the RNN activity since NMB/10, and the detailed response to community requests made at NMB/10 and since, most of which were also presented at the RNN meeting for CNG held on 23 May.
17. The noise reduction objectives of the proposed trial will be quantified through use of mobile noise monitors to measure and assess the noise measured before, during and after the trial. The resulting noise data will be complemented with radar data overflight analysis. The use of these analysis methods will allow for the collection of objective, scientific data which will be used to assess the ability to achieve the high-level aim and objectives of the trial.
18. The trial plans for a fixed 6-month period, to be operated under the CAA's airspace trial guidance (CAP1616). The trial will be operated between 0130 and 0500 local time, as this is the period with the lowest level of traffic and thus affords the safest opportunity to introduce new procedures.
19. Helios described the noise analysis undertaken, presented the expected trial routes taking account of recent feedback and a way forwards to continue the trial planning.
20. The measurement of the impact of P-RNAV on outliers (the small number of aircraft flying the worst noise profiles) is one of the expected outcomes of P-RNAV that will be evaluated in the RNN trial.
21. Communities have previously asked for information on whether arrivals outliers could be reduced or eliminated without the use of P-RNAV. Responding to this request, a separate presentation by MBr was provided to NMB on the current activities of GAL in dealing with arrivals outliers (NMB/11 IP08).
  - a) MW sought details of the split in engagement time by GAL on Arrivals vs Departures outliers and whether or not GAL has measurable indicators of the effectiveness of airline engagement on outliers. MBr provided several related examples and undertook to provide more detailed information to subsequent NMB. **NMB/11 Action 2, GAL to provide further details on the airline engagement programme used to mitigate outlier events by arriving and departing aircraft.**
  - b) AF raised a point previously posed by CNG, suggesting that changing the behaviours of pilots could be achieved with fines for non-compliance with CDA. DM explained that the operation of aircraft is subject to many variables beyond the control of the pilot and compared the operation of an aircraft with the operation of a car in different road, traffic and weather conditions.
  - c) DM advised that any fixed operating constraints with non-conformance penalties are unrealistic without the associated and vital technology support (P-RNAV) for pilots and air traffic controllers, he reiterated the need for airspace modernisation to address related noise performance objectives.
  - d) AS reported that while fines are not imposed for aircraft operation for the reasons outlined, that GAL does impose fines for aircraft noise infringements. Details of any exceedances are available in the FPT Annual report, page 30. (NMB/11 IP22)
22. The CNG feedback, set out in NMB/10 IP33 and NMB/11/IP07, and the RNN proposals described in NMB/11 WP03 were discussed at length during the presentation. The specific

bullet points and summary proposals were considered and noted by the NMB, while acknowledging again that because CAGNE takes a different view of the possible noise impacts, it does not agree with the proposal from other CNG that there should be a review of options for and the likely effects of supporting the removal or variance of the current DfT noise abatement policy which requires that aircraft join the ILS at a minimum of 10nm from touchdown at night. The NMB was again informed by the Chairman that the scope of the RNN trial does not include any adjustments to the minimum ILS joining point.

23. CNG members summarised their response to the latest RNN proposal by noting that good progress has been made with RNN trial planning and acknowledged that noise benefits could accrue. While CNG reported that they are minded to support the proposals, they nevertheless wished to satisfactorily resolve a number of additional safeguards and conditions.
24. CL introduced the eleven conditions and clarifications that CNG had developed in draft form but explained that further work was needed to finalise and agree the CNG position in light of the latest information available. Recognising the objective to reach a conclusion at NMB/11, CL advised that CNG expected to be able to provide a written summary of these further clarification objectives early the following week.
25. GAL confirmed that any decision to proceed further with the RNN trial at this time is the responsibility of the airport, and that it is everyone's interest to be able to take the trial forward. On that basis it is worth taking the time needed to develop and clarify as necessary the safeguards and to discuss commitments to get this right. MS of CAA reported that GAL has already gone over and above CAA's requirements for community engagement regarding proposed trials.
26. The Chairman summarised the discussion on the proposed trial, noting that the NMB Industry and elected members had either, no objections to, or strongly supported the RNN proposals as described, and that NMB/11 had indicated unanimous agreement that the trial should proceed, provided that the concerns voiced by CL for CNG were considered. The chairman therefore felt that the additional clarifications requested by CNG should be addressed as soon as possible.
27. NMB/11 accordingly agreed to convene an ad-hoc meeting (held on July 10<sup>th</sup>) to resolve any outstanding items, to conclude discussions with CNG, and to agree a way forward for the Reduced Night Noise (RNN) trial. Community Noise Groups (CNGs) agreed to support the proposed meeting, and to provide GAL as soon as possible with a list of their Conditions and Additional Commitments, which they wished to see addressed in order for the trial to go ahead.
28. The NMB agreed to clarify remaining CNG issues with the intent of reaching agreement to launch the RNN trial at an ad-hoc NMB meeting to be convened before mid-July.
29. The Chairman concluded this agenda item noting that it remains the NMB objective to reduce noise for those overflowed and recording **NMB/11 Action 3 to conduct an Ad-Hoc NMB Meeting before mid-July to resolve outstanding CNG conditions and clarifications for RNN.**
30. The papers and conclusions of the Ad-Hoc NMB meeting will be provided as an annex to these NMB/11 minutes

#### **Agenda item 4: NMB Workplan 2017/2018 and Implementation Report**

31. The NMB was provided with a summary and status of all on going workplan implementation activity (NMB/11 IP10). This includes the range of on-going incremental measures, some of which have already been implemented and which (through monitoring and reporting) are shown to be improving noise performance at Gatwick.
32. GAL reported that the CAA Noise Exposure Contours Report for 2017, which is still in draft form, is expected to be finalised and published shortly. This Report shows the 2017 average summer day and night Leq noise exposure contours for Gatwick Airport. The results will show a small reduction in noise compared to the prior year.
  - a) Summer traffic data shows that average daily movements for the 16-hour daytime period were 1% higher than in 2016.
  - b) The areas of the day actual modal and standard modal split 54 dBA Leq contour and the night actual modal split 48 dBA Leq contours decreased by between 4-6%.
33. The outcomes of the *Departures Workshop* were discussed, NMB noted that significant progress on some departure activity is still constrained by the due processes related to the outcomes of the route 4 Judicial Review court ruling. The activity to review the environmental and operational impacts of changes to the four Heathrow departure routes that would require amendment to enable the removal of the initial climb restriction on Route 3 had recently provided an initial report for discussion at NMB, with a full report to follow at end July.
  - a) While the report was positive, Heathrow was 18 months in to a 2-year steeper departures trial on its Detling departure and was not in a position to introduce changes to its conflicting departure routes until the outcomes of the steeper departure gradient trial were known. This would mean pausing the work on Route 3 pending the outcome of this work.
  - b) The effect on Gatwick departure routes of Heathrow arrival and departure traffic is likely to continue to be an obstacle to Gatwick for some time and reinforced the importance of the changes associated with the planned modernisation of UK airspace. The need to strengthen the impact of NMB departures work was acknowledged and set as an objective for consideration in the 2019 Workplan.
  - c) MW recorded his disappointment in the lack of progress with departure work and, while acknowledging the airspace and Heathrow related challenges he proposed that to address these difficulties, industry identify 'one big idea' that can make a real difference for departure noise. **NMB/11 Action 4 Industry, coordinated through the NMB WISG, to seek to identify 'one big idea' for short/medium term noise improvements for Gatwick Departures**
34. NMB discussed *Fair and Equitable Dispersal*. NMB noted that there is no current mechanism identified or available to deliver predictable arrivals FED in the short to medium-term. Arriving aircraft will continue to rely on standard radar vectoring procedures to separate and sequence traffic. The CNG's expressed substantial disappointment with this position.
  - a) In particular, NMB discussed NMB/11 IP13, the paper provided by Helios on FED Gate Analysis.
  - b) NMB was informed that the NMB Workplan Implementation Steering Group (WISG) had discussed how to now address the FED objective at its meeting held on 22 May 2018 (NMB-11 IP15). In the view of WISG members, the aim of changing the ILS joining point distribution to emulate joining point dispersal to that recorded prior to 2013, are being consistently achieved at the ILS, subject to the constraints of the 8NM daytime minimum (compared to 7NM in 2011).
  - c) However, WISG has determined that the more general CNG swathe targets emulating 2011 distribution across multiple gates away from the ILS cannot be simultaneously achieved without P-RNAV, noting that if the distribution was

changed at one gate, it would change the distribution across other gates in an unpredictable manner.

- d) The WISG has reluctantly concluded that the only identified method of potentially achieving the aspirational level of consistency and predictability of arrivals dispersal FED is the use of multiple P-RNAV routes, described in the arrivals review (Recommendation Aspire 21).
- e) P-RNAV based dispersal is expected to be one objective of the airspace modernisation now being planned for London. However, the related operating concepts have yet to be developed for the UK. The topic could potentially be advanced by Gatwick using the NMB 2019 Workplan to develop the preliminary P-RNAV Concepts for FED. **NMB/11 Action 5 Consider adding to the NMB Workplan 2019 the development of an Operating Concept for FED Dispersal of Arrivals using P-RNAV.**

35. *Growth and Noise.* In relation to the priority work stream for growth and noise, discussions referred to the bi-lateral meetings between CNG and GAL and the progress since. The purpose being to advance discussions on the interpretation of policy and the development of growth and noise metrics. NMB/11 IP29 sets out the current situation and next steps in building from the analyses undertaken by Gatwick and the CNGs, together with trying to understand what noise metrics can be most usefully developed. Meanwhile the NMB Workplan Activity 2, review of NMB Metrics, has been expanded to include the wider growth and noise work stream detail and will be carried forward into the draft 2019 NMB Workplan.

- a) The CNG's Noise Metrics Discussion paper put forward that 'reduced to its simplest level, the impact of noise can be seen as a function of three key variables:
  - 1. Noise intensity
  - 2. Frequency of the noise impact
  - 3. Level of ambient noise'
- b) GAL believe the first two of these are already measured in the current suite of Leq, N60, N65 and N70 aircraft noise metrics. Ambient noise (ie. non-aircraft noise) is not accounted for through existing metrics. GAL has reviewed the report produced by To70 Aviation titled Ambient Noise in 2016.
- c) GAL reported that it will continue to engage with CNGs on noise metrics, and will also consider views of other stakeholders, including the CNG's technical advisors To70, and DfT (in particular from planned consultations). GAL also believe the views of local authority health practitioners have a role to play because they may have both technical knowledge of noise effects and local knowledge. Three local authority officers have engaged with the NMB (Crawley BC, Reigate and Banstead BC and Mid-Sussex DC) and GAL will seek their further input.
- d) Between July and September of 2018, GAL will look further into the SoNA survey data to see if better indicators of ambient noise can be found, with which to correlate annoyance from aircraft noise. GAL will carry out a literature review of the effects of ambient noise on aircraft noise annoyance, in particular if there are studies considering lower levels of aircraft noise than the CAA SoNA report (which focused on noise levels above the daytime LOAEL of LAeq 51dB). GAL will also consult ERCD on any work they may be carrying out on the same topic.

- e) AS reported that GAL is preparing a Master Plan which will lay out the airport's proposals for growth up to at least 2028. This will include forecasts in the growth of air traffic movements and an assessment of the associated noise (and other) impacts from that growth. The research work is proposed to establish appropriate noise metrics for Gatwick that will feed into the Master Plan work programme, so that when the Master Plan is published later in the year all the noise modelling will have been done using the necessary noise metrics so that GAL can report the impacts fully. GAL will provide a briefing session to the NMB on the results of that assessment, so that noise impacts associated with the air traffic growth forecast in the Master Plan can be fully understood.
- f) CL referred to GAL's commitment to balance growth and noise and that CNG are keen to see a proposition for discussion. SM reported that the Master Plan process is developing the necessary detailed traffic forecasts that could lead to the development of a yardstick to measure performance over time. AS informed NMB that the Master Plan also takes into account airline fleet plans, including the introduction of new aircraft types that are both quieter than the aircraft being replaced and have greater passenger capacity, thereby enabling both growth and noise reduction.
- g) CL further asked DfT what steps they are taking as statutory noise regulator for airports to ensure that GAL deliver balanced growth and noise.
- h) TM reported that DfT takes a national perspective on policy and as regards growth and noise, that local planning arrangements take precedence. TM also reported that there is no policy precedent for noise caps at any UK airport, other than those agreed as conditions for consenting new airport development. Moreover, that Government is considering how to balance the benefits of aviation growth with environmental challenges as part of the new Aviation Strategy. Towards the end of this year, Government will be releasing a Green Paper on Aviation Strategy, consulting on new policies, among which are expected to be proposals intended to ensure that the aviation industry is incentivised to tackle noise impacts.
- i) Noting GAL's Master Plan timetable and the DfT Aviation Strategy activity, NMB encouraged both GAL and CNG to develop clear views on the balance of growth and noise by the end of 2018.

36. *Capital Investment Programme*, referring to the recent GAL announcement of a Capital Investment Programme, CL asked whether GAL's growth, forecast to reach 53m passengers by 2023 could be accommodated within a growth and noise programme. AS advised that current growth plans are expected to be accommodated by increased use of newer and larger aircraft, such as the Airbus A321neo family.

#### **Agenda item 5. NMB Workplan 2019 Preliminary Draft**

- 37. At NMB/10 in April 2017 the NMB adopted a timetable for the development and introduction of a preliminary draft workplan for the 2019 period. A preliminary draft (NMB/11 IP11) was discussed at NMB/11. Any feedback and guidance received as a result will be incorporated, as appropriate, into a proposed 2019/2020 plan for consideration at NMB/12 in September. The plan guiding NMB work for the prior period (2017/2018) is due for closure at the end of the 2018-GAL financial year in March 2019.
- 38. This 2019/2020 proposed plan is therefore expected to remain in effect until the end of March 2020 and will comprise some on-going priority activities carried forward from 2018, as well as new activities yet to be agreed.
- 39. Recognising the benefit of the broader community engagement enabled by NMB Workshops, NMB agreed to postpone the planned CDO workshop scheduled for 22nd

August, and instead to discuss in detail; proposals, options and rationale for noise reduction measures and priorities for the NMB Workplan 2019. **NMB/11 Action 6 to postpone the CDO topic scheduled for the August NMB Workshop and to convene a NMB 2019 Workplan Workshop on August 22<sup>nd</sup>**

#### **Agenda item 6: Any Other Business**

40. The NMB was briefed by GAL on the current annual review of airline charges. Because of lack of time, discussion of the NMB constitution and plans for the NMB public meeting were deferred to September. Members attention was drawn to the related Information Paper (NMB/11 IP25). CL proposed that the NMB Terms of Reference (ToR) be added as a topic for the August Workshop. The Chairman advised that the ToR should be discussed at the full meeting of the NMB and would be discussed at NMB/12 in accordance with the schedule proposed in NMB/11 IP25, 'NMB Constitution'. Meanwhile NMB Members are invited to consider the full contents of the paper and to develop views for discussion at NMB/12.
41. CNG enquired about progress with the draft *END Noise Action Plan*. The Environmental Noise (England) Regulations 2006 require that airports in England produce a Noise Action Plan (END NAP).
  - a) The NMB workplan will form part of the Gatwick END NAP submission to Defra for the first time. Feedback received by GATCOM from consultees has called for the END NAP to be more outcome based, with more robust monitoring and reporting than in the previous plan. The draft plan has been adapted to take account of this feedback.
  - b) GATCOM, identified in Defra's guidance as the main vehicle for consultation in the review of the END NAP, has highlighted the need to ensure the monitoring and audit regime for Gatwick's Action Plan provides the right mechanism to actively assess, on a regular basis, GAL's performance in delivering the actions in the NAP.
  - c) GAL reaffirmed that the NAP is a dynamic document and will evolve as metrics and aims are identified and agreed.
  - d) CNG are still of the opinion that the NAP is not compliant with Defra's guidance. CL proposed that NMB take a view on whether the NAP is compliant with Defra requirements.
  - e) The GATCOM representative advised that the CNG view had been presented to GATCOM both at the time of its consideration of the draft list of actions and of the draft reviewed END NAP but the Committee did not share the CNG view.
  - f) The GATCOM Steering Group has considered GAL's Final Draft END NAP. Its recommendations will be considered by GATCOM at its meeting on 19 July which would include a further request to GAL to include in the END NAP specific targets against the actions or establish an overarching target against which the airport's performance can be monitored and measured.
  - g) CNG were encouraged to provide any further written feedback to GATCOM for consideration with other feedback received.
42. The Chairman said that NMB had noted the comments, thanked members for their contributions and closed the meeting at 17:30.

## **Schedule of NMB Meetings**

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

- |   |                   |
|---|-------------------|
| ○ NMB Workshop, 2019 Workplan                       | 22 August 2018    |
| ○ NMB/12  | 26 September 2018 |
| ○ NMB Workshop Fair and Equitable Dispersal/FASI(S) | 28 November 2018  |
| ○ NMB/Airspace Public Meeting                       | 05 December 2018  |

## Attendance List NMB/11

<b>Member</b>	<b>Representative</b>	
Air Navigation Solutions	Andy Kenyon	(AK)
Airline Operators Committee	Douglas Moule	(DM)
Civil Aviation Authority	Mark Simmons	(MS)
Department for Transport	Tim May	(TM)
Gatwick Airport Limited	Andy Sinclair	(AS)
NATS	Robin Clarke	(RC)
GATCOM	Paula Street	(PS)
Kent County Council	Michael Payne	(MP)
West Sussex County Council	Liz Kitchen	(LK)
<b>Community Noise Group Pairs Member/Alternate</b>		
HWCAAG/APCAG	Richard Streatfield*/Ian Hare	(IH)
Plane Wrong/CAGNE	Mike Ward*/ Sally Pavey	(SP/MW)
ESSCAN/TWAANG	Charles Lloyd*/Martin Sanderson	(CL/MS)
PAGNE/GON	Atholl Forbes*/Martin Barraud	(AF/MBa)
* CNG Speaking role		
<b>Noise Management Board</b>		
Chairman	Bo Redeborn	(BR)
Secretary	Graham Lake	(GL)
NMB Assistant (GAL)	Vicki Hughes	(VH)
<b>Observers and Presenters</b>		
ERM	Steve Mitchell	(SM)
Gatwick Airport Limited	Tim Norwood	(TN)
Gatwick Airport Limited	Matt Brookes	(MBr)
Helios	Nick McFarlane	(NM)
To70	Ruud Ummels	(RU)
<b>Apologies</b>		
East Sussex County Council	Rupert Simmons	(RS)
ESSCAN/TWAANG	Dominic Nevill/Irene Fairbairn	(DN/IF)
GATCOM	John Godfrey	(JG)
Helios	Katie Mathias	(KM)
NATS	Ian Jopson	(IJ)
Surrey County Council	Helyn Clack	(HC)

## Summary of Actions

<b><i>NMB/11</i></b>	<b><i>Action</i></b>	<b><i>Due</i></b>	<b><i>Responsible</i></b>
<i>ACTION 1</i>	NMB/10 Action 4. NATS to continue to review options for FED improvement prior to LAMP and verify whether any potential can be found. NATS will also consider other FED proposals arising from the NMB.	<i>On-going</i>	<i>WISG</i>
<i>ACTION 2</i>	GAL to provide further details on the airline engagement program used to mitigate outlier events by arriving and departing aircraft.	<i>NMB/12</i>	<i>GAL</i>
<i>ACTION 3</i>	Conduct an Ad-Hoc NMB Meeting before mid-July to resolve outstanding CNG conditions and clarifications for RNN.	<i>July 2018</i>	<i>NMB</i>
<i>ACTION 4</i>	Industry, coordinated through the NMB WISG, to seek to identify 'one big idea' for short/medium term noise improvements for Gatwick Departures	<i>NMB/12</i>	<i>WISG</i>
<i>ACTION 5</i>	Consider adding to the NMB Workplan 2019 the development of an Operating Concept for FED Dispersal of Arrivals using P-RNAV.	<i>NMB/12</i>	<i>All NMB Members</i>
<i>ACTION 6</i>	To postpone the CDO topic scheduled for the August NMB Workshop and to convene a NMB 2019 Workplan Workshop on August 22nd	<i>August 22<sup>nd</sup></i>	<i>Secretariat</i>

## Annex 1. Meeting Documentation NMB/11

NMB/11		
		<b>WORKING PAPERS</b>
WP01		NMB/11 Proposed Agenda
WP02	1	NMB/10 Draft Minutes for Ratification
WP03	3	Reduced Night Noise Proposal
		<b>INFORMATION PAPERS</b>
IP01		NMB/10 Meeting Documentation
IP02		Preview of NMB/11
IP03	2	NMB/10 Matters Arising: Action List
IP04		Departures Workshop Briefing Paper
IP05		Departures Workshop Presentation
IP06		Departures Workshop summary report
IP07	3	RNN Next Steps Presentation May 23
IP08	3	Current methods used for resolving Arrivals Outliers
IP09		ILS Joining Point Report
IP10	4	NMB Implementation Report
IP11	5	NMB Work Plan 2019/2020 Preliminary Draft
IP12	4	FED Gate Analysis Report
IP13	4	FED Gate Analysis Further Reporting
IP14		Gatwick Airport Feedback to NATS on LAMP2 Design Principles
IP15		NMB Workplan Implementation Steering Group Minutes
IP16		Reserved: Aircraft Fleet replacements (QC changes and trends)
IP17		Reserved: Persistent Complaints
IP18		Correspondence to NMB from James Lee re RNN Trial
IP19		Correspondence from David Howden re RNN Trial
IP20		ESCCAN Paper Noise Corridors and Holding System
IP21		Reserved: Environmental Noise Directive Noise Action Plan 2019-2024 Draft
IP22	4	Flight Performance Team Annual Report 2017
IP23		Minutes NaTMAG
IP24	4	Flight Performance Team Quarterly Report 2018
IP25	AoB	NMB Constitution
IP26	3	TWAANG Paper RNN TRIAL Planning
IP27		GAL FASI-S Update
IP28		NATS LAMP/FASI-S Update
IP29	4	GAL Update Growth and Noise Metrics
IP30	3	RNN Trial Update NMB/11 PPT
IP31	3	Letter from Bo Redeborn to James Lee: subj. RNN trial
IP32	3	Letter from James Lee to Bo Redeborn subj. RNN TRIAL
IP33		Review of NMB/11
		<b>External PAPERS</b>
FL01		Strategy for managing aircraft noise from Gatwick Quiet Night Time Trials
FL02		NMB Arrivals Options Analysis