
GATWICK AIRPORT NOISE MANAGEMENT BOARD

NMB Executive Board

Fourth Meeting 3rd November 2021

Virtual Meeting 14:00 – 16:30

Microsoft Teams meeting

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NEX/4 Agenda	Papers	Schedule
1. Welcome and introduction from the Chair	IP01, IP02	14.00 -14:10
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2. Report by NCF Chair		14.10 -14.20
3. Report by NDG Chair		14.20 -14:45
- workplan report		
- additional measures		
4. NEX Action Update		14:45 -15:00
- Noise Cone Concept (NATS)		
- Charter Flights at Night (EZY)		
Refreshment Break		15:00 -15:15
5. FASI-S update (GAL)		15:15 -15:35
6. CNG Proposed Topics		
- Night Flights Reductions		15:35 -15:50
- Improving Work Plan Delivery		15:50 -16:00
- Noise Envelope Proposals		16:00 -16:10
7. Any Other Business		16:10 -16:20
The Chair would be grateful if prior notification of AOB could be submitted by Friday 29th October		
8. Summary & Close of NEX/4		16:20 -16:30

Future Meetings.

NDG/7	17th November 2021
NMB Public Meeting	2nd December 2021
NCF/6	27th January 2022
NEX/5	9th March 2022

Actions NEX/3**Summary of Actions**

<i>NEX/1.1</i>	<i>Action</i>	<i>Due</i>	<i>Responsible</i>
<i>ACTION 3</i>	IJ agreed to investigate pre-pandemic work at NATS regarding the concept of noise cones, he undertook to investigate and report findings to the NEX.	<i>NEX/4</i>	<i>NATS/IJ</i>
<i>ACTION 5</i>	Utilise clarification of the FED as a basis to begin NMB discussions with FASI and seek ICCAN engagement in assessing how the concentration of flights versus the alternative dispersal could be fairly achieved, noting that this is a national, rather than a Gatwick specific topic.	<i>NEX/4</i>	<i>NMB Secretariat</i>
<i>NEX/3</i>	<i>Action</i>	<i>Due</i>	<i>Responsible</i>
<i>ACTION 1</i>	JP (easyJet) to investigate why charter flights, such as those returning from football matches are scheduled during the night and not the day.	<i>NEX/4</i>	<i>EZY</i>

Annex: CNG night flights proposals for discussion

From: [Charles Lloyd](#)

Sent: 22 September 2021 09:56

To: [Jonathan Drew](#)

Cc: NCFChair@outlook.com; [Graham Lake](#); [Ruud Ummels](#); [Atholl Forbes](#)

Subject: NEX - night flights

Dear Jonathan

At past NEX meetings we have asked the industry to take all possible steps to eliminate or reduce night flights, particularly in the light of the reduced traffic volumes being handled currently and expected for some time to come. Neither the airlines nor Gatwick have so far been willing to commit to any additional voluntary action.

One of the reasons we were given previously was that the future night flight regime was being consulted on by DfT. We now know that night flight movement and quota limits will remain unchanged until 2025. We would therefore like to bring the subject of voluntary arrangements to minimise night flights back onto the NEX agenda as soon as possible. There was support in principle for this at the recent NCF meeting.

We suggest that GAL and airline representatives be asked to develop a plan to do so in time for discussion at the next NEX meeting on 3 November. Specifically we suggest the industry is asked, as soon as possible and in line with the NMB's mission, to:

- commit to using its best endeavours to minimise night flights in the period from now until the introduction of any new night flight limits in 2025;
- put in place collective and individual airline arrangements to review and challenge the scheduling of flights in the night period with the objective of materially reducing the number of flights scheduled in that period;
- review night flight charges and bring forward proposals to increase them further and to ensure it is always more expensive to operate at night than during the day; and
- propose additional arrangements through which night flight numbers can voluntarily be reduced, either at Gatwick or nationally.

This note has been agreed by all the community groups on the NCF other than CAGNE.

Regards

Atholl and Charles