

## **GATWICK NOISE MANAGEMENT BOARD COMMUNITY NOISE GROUPS PROPOSALS FOR CHANGE**

We are disappointed with the NMB's achievements and frustrated with the pace at which it is pursuing further change. We do not believe it is living up to the expectation that was created when it was set up, or that it is doing all that it could and should be doing to reduce noise and noise impacts.

We believe the causes for this include inadequate terms of reference, the absence of incentives for the industry to deliver change on a timely basis and insufficiently robust leadership. Whilst we currently continue to support the concept of a noise management board as a vehicle for local noise reduction, we believe changes in these areas are now required. They should not wait for the results of the year-long process launched at NMB 11.

We propose the following:

1. The NMB's terms of reference should include an additional, primary, objective, namely to ensure that the interests of the airport and its industry partners and those its operations impact are appropriately balanced. This should include, but not be limited to, ensuring that the benefits of the airport's recent and future growth are shared through proportionate, fair and balanced reductions in noise and noise impacts, in line with government policy.
2. The terms of reference should require the chair, taking account of the views of the members of the NMB and of relevant government policies, to:
  - a. review periodically whether the objective in 1 above has been achieved. This assessment should be carried out both overall and in relation to individual NMB workstreams and initiatives. The first such assessment should address the period since the publication of the Aviation Policy Framework in 2013;
  - b. advise the airport on the steps it should take to ensure 1 above is likely to be achieved in relation to any proposed future growth of the airport;
  - c. advise the Secretary of State on the use of his powers under any relevant Act of Parliament in circumstances where it appears to him that 1 above has not been, or is not likely to be, achieved.
3. A new independent chairman should be appointed through a process to be managed jointly by GAL and community representatives and with the agreement of both.
4. Firm proposals addressing these points should be developed urgently, discussed at the NMB workshop in August and presented to NMB 12 in September for agreement. Given point 2c above the Department for Transport should be asked to confirm that it is content with these proposals and invited to participate in the selection of the new chairman.