

By email

Stewart Wingate
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Dear Stewart

NOISE MANAGEMENT BOARD (NMB)

At the NMB's Executive Board meeting on 2 November 2022 the community group members of the Board (other than CAGNE) made clear that, in their view, the Board is not achieving the vision and purpose agreed in 2019 and is no longer effective.

Consequently the groups argued that the NMB's term should not be extended until the end of 2023, as presently intended. Instead, we proposed that the current NMB should be wound up now and that there should be urgent engagement between GAL and other stakeholders to see if an alternative and more effective set of arrangements can be agreed.

GACC fully endorses these views. We have sought to participate in the NMB constructively and energetically but have come to the conclusion that it is not working and will not do so without material changes.

Three main factors have contributed to this state of affairs.

First in our view the industry and GAL have not participated in the NMB in the way they committed to do when its second term began. There are many examples of this. The airlines chose not to engage on voluntary options to reduce night flights, despite knowing that this was a critical issue for communities. GAL itself has failed to engage on its noise charging arrangements for several years, despite committing to do so. More broadly, most NMB initiatives have been delayed, some repeatedly, and we cannot recall the industry or GAL bringing forward any noise reduction initiatives other than the night flight trial (which we do not support).

Secondly community group views and advice is routinely rejected, and we have been excluded from full participation in the delivery of NMB initiatives. Again there are many examples of this. We warned that terms of reference for the fair and equitable dispersal study were inadequate and that the consultants chosen by GAL were the wrong ones. We also warned that the steering group delivery arrangements imposed by the NMB were not conducive to positive outcomes. We advised that it was a mistake to engage on departure noise limits through the

DCO consultation. In each case our views have subsequently been shown to be correct. Most recently the NMB's leadership have chosen to exclude our views from records of NMB meetings.

Finally the NMB's leadership has in our view been excessive willing to tolerate prolonged delay in the delivery of the Board's work plan and inadequate engagement on other key noise initiatives such as the proposed future noise envelope.

The result is that the current NMB has not, in our view, achieved any noise benefits.

We and other groups have engaged with the NMB on these issues but have seen little sign that there will be meaningful change whilst the current arrangements are in place.

We hope that Gatwick will therefore agree to end the NMB now and engage with us and other stakeholders to see if more effective set of arrangements can be put in place.

We are copying this to the chair and members of the NMB Executive Board, to the Aviation Minister and to Gatwick area Members of Parliament.

Yours sincerely

Peter Barclay