

Gatwick Noise Management Board (NMB)

Code of Conduct

Introduction

The Gatwick Noise Management Board has been established as a result of a recommendation of the Independent Arrivals Review. The associated Terms of Reference were adopted at NMB/1 on June 21st 2016.

The NMB recognises the importance of the participation of all its members, and will take all reasonable steps to ensure that all participants are supported and valued for their contributions.

The NMB has no legal status or standing, its effectiveness depends on the cooperation and constructive participation of its membership. The NMB addresses noise issues at a strategic level. It does not itself make decisions; its power comes from its ability to make compelling recommendations to the relevant decision makers. However, it is clear that the weight given to recommendations will be influenced by the degree of consensus behind them.

Members of the NMB can disagree with any recommendation. In such case, that disagreement will be noted, but - provided that there is the majority support for the recommendation - it still goes forward in the name of the NMB.

In making recommendations, primary matters which must be taken into account are, in no particular order; Legal, Business, Political, Technical, User and Community. Of course, every NMB recommendation has to be within the law, but business considerations are also significant; several NMB member organisations operate as businesses and as such are obliged to deliver a fair return to their shareholders.

Members of the NMB represent organisations with widely differing remits and responsibilities, some of which include prescribed regulatory or rule-based functions. While each organisation has a role or potential interest in influencing the development and implementation of noise reduction strategies for Gatwick Airport, it is important that members are clear about the role, remits and authority of each organisation.

This Code of Conduct seeks to describe the conduct expected of individuals who participate in the NMB, and is intended to ensure that NMB business is conducted in a constructive, civilised and professional manner, where all participants know what behaviour they should expect from other NMB participants.

The NMB Chair and Secretary are responsible for ensuring that NMB participants have read and understood this Code of Conduct.

The NMB will decide what, if any, action to take if any member is found by the NMB to be in breach of this Code. In exceptional circumstances, this could include termination of NMB membership.

Code of Conduct

NMB Participants will:-

1. Treat other participants fairly, respecting each other and the principles of diversity and equality
2. Behave professionally in their relationships with the NMB, its members and all other participants
3. Permit others to express themselves and understand that all views are important even if they are not the same as their own - as long as no offence is caused, even if unintentionally
4. Inform the Chair or Secretary of the NMB if, in their view, any conduct issues arise from the contributions of any other NMB participant.
5. Not bring the NMB into disrepute.
6. Respect the confidentiality of any information that has been shared with the NMB on a confidential basis
7. Perform his/her NMB duties with honesty, integrity, impartiality, objectivity and in a constructive demeanour
8. Distribute in a timely manner, the NMB proposed Agenda, Minutes and any other information marked for circulation, to all interested parties within their respective organisations
9. Observe the NMB Terms of Reference as applicable

Annex

Organisations participating in the Gatwick NMB

Department for Transport (DfT)

The DfT, a Government department, is tasked to ensure that airlines and airports provide the domestic and international connections the UK needs to grow and prosper. The DfT considers policies intended to balance the impact of air travel on climate change and also on noise levels for people living near airports with the strategic national economic contribution of air transport. The DfT is also responsible for continuing to make sure that air travel is safe and secure.
www.dft.gov.uk

Civil Aviation Authority (CAA)

The UK's designated aviation regulator, the CAA ensures:

- That the aviation industry meets the highest safety standards
- That consumers have choice, value for money, are protected and treated fairly when they fly
- Improvements in airlines and airports' environmental performance
- That the aviation industry manages security risks effectively

The CAA is a public corporation, established by Parliament in 1972 as an independent specialist aviation regulator.

The UK Government requires that CAA costs are met entirely from charges to those receiving a service or regulated.

Most aviation regulation and policy is harmonised across the world to ensure consistent levels of safety and consumer protection. Worldwide safety regulations are set by the International Civil Aviation Organisation (ICAO) and within Europe by the European Aviation Safety Agency (EASA).
www.caa.co.uk

Gatwick Airport Limited (GAL)

Gatwick Airport Limited (Gatwick) is the company licensed to operate Gatwick Airport by the CAA. Gatwick is owned and managed by Global Infrastructure Partners (GIP) and a consortium of its co-investors. GIP also owns Edinburgh Airport. www.gatwickairport.com

National Air Traffic Services (NATS)

NATS is the UK's leading provider of air traffic control services. Each year, NATS handles 2.4 million flights and 250 million passengers in UK airspace. In addition, NATS provides services to 13 UK airports, including approach control for Gatwick (managed from Swanwick). NATS is the designated manager of all upper airspace in the UK. www.nats.co.uk

Air Navigation Solutions (ANS)

Air Navigation Solutions Ltd is a British registered company with its own Board of Directors and Management team. Having been awarded a 10-year contract for the future provision of Air Traffic Control and Air Traffic Engineering Services at Gatwick Airport, the company has gained the certification and designation required to operate as an Air Navigation Services Provider (ANSP) in the UK market, and provides Air Traffic Management (ATM) services at Gatwick Airport. This was issued by the CAA on 1st March 2016. www.airnavigationsolutions.co.uk

Airlines

Airlines operating at Gatwick are represented at the NMB by easyJet, Gatwick's largest airline user through its Chairmanship of the Airline Operators Committee (AOC). easyJet is one of Europe's leading airlines, operating on over 800 routes across more than 30 countries with a fleet of over 240 Airbus aircraft. easyJet is a FTSE 100 company employing over 10,000 people including more than 2,300 pilots and 5,000 cabin crew. The airline flies more than 70 million passengers a year. www.easyjet.com

Gatwick Airport Consultative Committee (GATCOM)

GATCOM is constituted to meet the requirements of Section 35 of the Civil Aviation Act 1982, for an airport to provide adequate facilities for consultation with respect to any matter concerning the management or administration of the airport which affects the users of the airport, local authorities and any other organisation representing the interests of persons concerned with the locality in which the airport is situated. www.gatcom.org

County Councils

County Councils are represented at the NMB by constitutionally and legally elected Councillors, who at County level can represent and, therefore, speak on behalf of all of the populations within their respective electoral divisions.

County Councils have responsibility for much of the highway network and for securing the economic wellbeing of their administrative area. In discharging these powers and duties they have regard to the negative effects on their resident population and including noise and air pollution, and the adverse effects these can have on human health and the environment.

Community Noise Groups

Community Noise Groups at the NMB are organised community interest groups that are usually established to protest about the effects of aircraft noise. These groups reflect the views of particular local communities. The geographical extent of their area of interest and particulars of their membership is not normally defined in detail. Some groups include elected Parish Councillors in their membership. Several of these groups use dedicated websites and make use of social media to publish information to support of their particular cause, and in some cases to set out their objectives.