

# UNCONFIRMED MINUTES – TO BE CONFIRMED AT THE NEXT MEETING OF GATCOM ON THURSDAY 18 OCTOBER 2018

## GATCOM

Minutes of the meeting of the Gatwick Airport Consultative Committee held on 19 July 2018 at the Hilton Hotel, Gatwick Airport.

Present: Dr. John Godfrey DL (Chair)

Matthew Balfour(substitute)	-	Kent County Council
Peter Barclay	-	Environmental and Amenities Groups
Carolyn Evans	-	Charlwood Parish Council
Mike George	-	Horley Town Council
Peter Hall	-	Passenger Representative
Ken Harwood	-	Tandridge District Council
Chris Hersey	-	Mid Sussex District Council
Angie Hills	-	ABTA
Liz Kitchen	-	Horsham District Council
Bob Lanzer	-	West Sussex County Council
Chris Larkman	-	Which?
Douglas Moule	-	Gatwick AOC
John Peel	-	Coast to Capital LEP
Jeremy Taylor	-	Gatwick Diamond Business
Geraint Thomas	-	Crawley Borough Council
Charles Yarwood	-	Mole Valley District Council

Also present:

Stewart Wingate	-	Chief Executive Officer, GAL
Tim Norwood	-	Director of Corporate Affairs, Planning & Sustainability, GAL
Andy Sinclair	-	Head of Airspace Strategy & Engagement, GAL
Tim May	-	Department for Transport
Robin Clarke	-	NATS
Markus Biedermann	-	ANS
Brian Cox	-	Technical Adviser
Barry Smith	-	Deputy Secretary
Paula Street	-	Assistant Secretary

Apologies for absence were received from: Alex Horwood (Reigate and Banstead Borough Council), Alan Jones (Burstow Parish Council), Graham knight (Surrey County Council), David Lawton (Rusper Parish Council), Michael Payne (Kent County Council), Rupert Simmons (East Sussex County Council), Nigel Smith (Tourism South East)

## **MEMBERSHIP OF GATCOM**

### **Appointment of Vice-Chair**

1. Resolved – That Mr. Charles Yarwood, Mole Valley District Council, be appointed as Vice-Chair of GATCOM for the ensuing year.

### **Membership**

2. GATCOM noted the membership of the Committee (copy attached to the signed minutes).

## **CHAIR'S UPDATE**

3. The Chair thanked the DfT for holding the discussion session that morning giving GATCOM members and their supporting officers the opportunity to discuss with DfT officials the Government's review of the aviation strategy and its six objectives. The Secretariat would send to the DfT a note of the comments made at the session for consideration.

4. The Chair reported on the delegation to the Minister for Aviation, Baroness Sugg, he led on behalf of UKACCs on 3 May when a number of matters of concern to GATCOM were raised. Details were reported later in the meeting (see minutes 60-61 below).

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5. GATCOM also noted that Alan Jones, GATCOM's Lead Member for Noise, had attended on behalf of GATCOM:

- a recent meeting of the DfT's ANMAC – his note of the session would be circulated to all members
- the CAA's Community Discussion Forum (CDF). The CAA was aiming to publish its consultation on a new airspace strategy. The CAA's Environmental Research Consultancy Department (ERCD) had also given an update on noise issues. Noise and health would be on the agenda for the next CDF meeting.

### **MINUTES**

6. Resolved - That the minutes of the meeting held on 26 April 2018 be approved as a correct record and that they be signed by the Chair.

#### **GATCOM Chair - Appointment Update**

7. Reference was made to minute no. 191, the appointment of a new GATCOM Chair. The Chair reported that the first round interviews had taken place on 12 July when two candidates were recommended for a second interview. The second round interviews with Stewart Wingate, CEO, Tim Norwood, Director of Corporate Affairs, Planning and Sustainability, and the GATCOM Chair would be held in August (date to be arranged). It was hoped that an announcement could be made in September.

#### **GATCOM STEERING GROUP – MATTERS CONSIDERED**

8. GATCOM received the report of the Chair summarising the matters considered at the meeting of the GATCOM Steering Group on 21 June 2018 (copy attached to the signed minutes).

#### **DfT Guidelines for ACCs - Effective community engagement**

9. The Chair reported that at the UKACCs Annual Meeting, the DfT had presented a discussion paper on the DfT's guidelines for ACCs specifically looking at effective community engagement. It was noted that the GATCOM Steering Group had considered and agreed on behalf of GATCOM a response to the DfT's discussion paper. GATCOM endorsed the response which had been submitted to the DfT on behalf of GATCOM.

#### **Route 4 update**

10. GATCOM was reminded that there were two stages involved in taking forward the next steps for Route 4 following the judicial review challenge and to meet the requirements of the CAA. Firstly, GAL was working with the CAA on the interim arrangements to revert the Route 4 conventional standard instrument departures (SIDs) to their position as they were before 7 April 2017. GAL had undertaken the required safety review which had been submitted to the CAA for validation. If the CAA's approval was received in July it was possible that conventional SIDs could be implemented on 11 October, following the necessary changes to air traffic control systems (in particular the NATS systems) and aeronautical publications.

11. The second step was in seeking a long term solution which would involve the redesign of the Route 4 RNAV-1 SIDs. This work would take time to complete as the CAA's new Airspace Design Process, set out in CAP1616, would need to be followed and could possibly take around two years to complete. GATCOM noted that the delay in finding a long term solution was of concern to local communities who wished to see the permanent change progressed as quickly as possible.

12. A question was raised on behalf of a residents' group, distinct from the formal airspace change, about the possible potential use of RNAV overlays to expedite a change to the flown track. As this was a technical matter involving particular communities under the SID, GATCOM asked GAL to arrange a meeting to bring together the affected communities to explain the next steps required by the CAA.

#### **CHIEF EXECUTIVE'S REPORT**

13. GATCOM received the Chief Executive's commentary on activity at the airport since the date of the last meeting (copy attached to the signed minutes). Mr Wingate highlighted the new-style format of the report and welcomed feedback from members. GATCOM welcomed the new style report.

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## Traffic Growth

14. Mr Wingate reported that Gatwick had seen continued growth and over the past quarter had handled 12.3 million passengers with an increased aircraft load factor of 86.3%. It was noted that GAL had published its [Annual Results](#) for the year ended 31 March 2018 which revealed that Gatwick was now handling 45.7 million passengers per annum.

## Cargo/Freight

15. Mr Wingate also reported that with Gatwick's expanded long haul route network, the airport had seen the amount of cargo coming through the airport increase. GAL was working with the cargo community on freight forwarding arrangements as currently the majority of all Gatwick's freight was transported to freight hubs at Heathrow. GATCOM noted the increase in freight activity and asked GAL to ensure that freight haulage companies had appropriate traffic routing agreements in place so as to avoid the inappropriate use of routes through neighbouring communities by HGVs.

## Special assistance services

16. GATCOM noted that GAL was working hard to improve services for persons requiring special assistance at the airport. The performance of the special assistance service provider was a major concern of GATCOM's Passenger Advisory Group (PAG) which was keen to ensure performance was improved as quickly as possible. It was noted that there had been issues with the new service provider but members were pleased to learn that an improvement plan was in place which would hopefully lead to performance returning back to acceptable levels in preparation for the September peak.

17. The Chair drew to members' attention to the CAA's recent [annual monitoring report](#) of special assistance performance which had reported a decline from the "good" rating achieved in the previous year. Gatwick had however been cited as examples of best practice in the [CAA's report](#) on implementing the hidden disabilities guidance. Crawley Borough Council's representative also drew members' attention to a recent article in the Crawley Observer which highlighted that Gatwick was to take part in an invisible disability awareness event day [the article was circulated to all members after the meeting].

## Sustainability – Decade of Change Progress Report 2017

18. Mr Wingate reported on the results of GAL's recently published [2017 decade of Change Progress Report](#) which had revealed amongst other key achievements a 10% reduction in annual carbon emissions from fuel and energy, a 5% drop in annual energy consumption per passenger and zero untreated operational and commercial waste to landfill.

## AIRPORT MASTER PLAN REVIEW

19. Mr Norwood, Director of Corporate Affairs, Planning and Sustainability, GAL gave an update on the review of the airport master plan. Members noted that the Government's document "making best use of existing runways" was published on 5 June which clarified Government policy and the planning process through which airport expansion decisions beyond the Heathrow expansion proposals would be made. Mr Norwood advised that subject to GAL Board approval, GAL was working towards the publication of a new draft airport master plan by the end of 2018.

20. He also explained that the draft plan was expected to have two main sections:

- covering the next 5 years based on the recently published Capital Investment Plan 2018 as well as the Airport Surface Access Strategy 2018; and
- "growth paths" looking 5 to 15 years ahead. GAL is currently working on 3 growth paths through using: (1) the current runway; (2) development within the airport footprint to make best use of the existing facilities; and (3) the continued safeguarding of the second runway proposals.

21. In accordance with the DfT guidelines to airports on the preparation of airport master plans GAL would engage stakeholders at an early stage. GATCOM emphasised the importance of engagement and the need to engage with communities at the earliest possible time.

22. Reference was made to the various rumours about GAL's proposed intention to make use of the maintenance/emergency runway and the planning constraints on using that runway. It was

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confirmed that the 1979 agreement with West Sussex County Council preventing the construction of a second runway also set out the terms of use of the stand-by (emergency) runway. The stand-by runway was also bound by planning conditions in its own right and it was confirmed that any change to its use would require planning consent. GAL would continue to keep GATCOM informed about the master plan process and progress.

### **CAPITAL INVESTMENT PROGRAMME 2018**

23. Bronwen Jones, Development Director, GAL presented the key highlights from the recently published [2018 Capital Investment Programme \(CIP\)](#) (copy of presentation slides attached to the signed minutes). She explained that GAL would invest £1.11 billion over the next five years, with £266 million planned for 2018/19 and had forecast growth to 52.8 million passengers over the next five years. GATCOM noted that this growth would be achieved through a variety of means such as use of larger aircraft (the A321 NEO aircraft had an additional 50 seats), increased load factors (currently at 83.6%), the spreading of passenger numbers into the shoulder and off peak times, airspace modernisation and the use of other new technology to ensure better utilisation of the runway.

24. GATCOM welcomed GAL's continued investment and the projects to be taken forward. Specific questions were asked about the projects to support greater use of electric vehicles to help with the continual reduction in the airport's environmental impact. These projects were welcomed but reference was made to the potential impact the increase in use of electric vehicles would have on demand for electricity in the area.

25. The wider benefits the construction of the Boeing hangar development would bring to the local area were highlighted, particularly in respect of the number of high skilled jobs the development would bring to the local area.

26. The project to enhance the bus stops facilities on the A23 were particularly welcomed, a project that GATCOM and the PAG had promoted for a number of years.

### **GATWICK GROWTH BOARD**

27. Mark Lever, Head of Corporate Affairs, GAL gave an [overview](#) of the work of the Gatwick Growth Board (GGB) (copy of presentation slides attached to the signed minutes). GATCOM was reminded that the GGB was set up in 2016 to examine the wider economic and social impacts of Gatwick's growth over a two years period. Since it was set up, the GGB had examined Gatwick's Economic Footprint – published January 2017; Surface Access through working with ARUP – published July 2017; Impact on the Visitor Economy – published February 2018 and its final report on Impact on Trade and Investment – published June 2018.

28. The overall conclusion of the GGB's work was that after the airport expansion debate, the focus was now moving onto the positive impacts and sustainable growth with Gatwick being recognised for its economic contribution across the region and nationally. The GGB had found that;

- Gatwick was responsible for 10% of GDP from Croydon to Brighton
- Community engagement was vital to build goodwill across communities and stakeholders and there was a continuing need to be a good neighbour. This was viewed as essential to securing Gatwick's "licence" to operate and eventually to grow.
- GAL's Decade of Change work had made it an industry leader in sustainability, but the airport would need to continue to improve its environmental performance to grow.
- The economic success of the region was closely linked to the continued success of Gatwick.

29. Reference was made to the Coast to Capital LEP's new [Strategic Economic Plan](#) titled "Gatwick 360°" launched the day of the meeting, which was centred around a successful Gatwick Airport.

30. GATCOM commented on the significant contribution of tourism to the area and ways in which GAL could work with tourism partners to encourage visitors to return to the region. Reference was made to the loss of the large photos of places to visit across the south east and the Tourist Information desks from the airport terminals. It was hoped that GAL could support a similar campaign working with Tourism South East, the LEP and local authorities.

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## GATWICK RELATED PLANNING APPLICATIONS

31. GATCOM noted the report by Crawley Borough Council's Head of Planning and Environmental Services on planning applications determined and outstanding in respect of Gatwick since the date of the last meeting (copy attached to the signed minutes). GATCOM was pleased to note that Network Rail's planning application for the redevelopment of Gatwick Station had now been submitted and registered. Members felt there was a need for GATCOM to write to the Borough Council in support of the application given its lobbying campaign over many years seeking the redevelopment of the station. Mr Smith advised that it was not appropriate for GATCOM to comment on the detail of the scheme but what it could do was to register its support in principle for the redevelopment scheme.

32. Resolved – That GATCOM registers its support in principle to the application CR/2018/0273/FUL for the redevelopment of Gatwick Station.

## PASSENGER ADVISORY GROUP (PAG)

33. Mr Hall, PAG Chair, presented the report in respect of the activities of PAG since the date of the last meeting (copy attached to signed minutes). He brought to GATCOM's attention the changes to the timetable of Network Rail's engineering works programme. It was noted that the rail blockade (between Three Bridges and Brighton and Three Bridges and Lewes) planned for October half term 2018 would not now go ahead but the blockade planned for February half term would instead be for a longer period. GATCOM supported PAG's concerns about the need for more robust planning by GTR in preparing for future rail blockades given recent experiences with the lack of replacement buses.

34. The key areas of concern to PAG for the busy summer period were noted, these included the resourcing of Border Force and the performance of the special assistance service.

35. Mr Hall, on behalf of PAG, thanked EasyJet for hosting a tour of its maintenance hangar in order to give PAG members a better insight to aircraft maintenance and how the needs and welfare of passengers were approached, especially when aircraft experienced technical problems.

36. Resolved – That:

- (1) GAL be congratulated for the progress made on implementing the CAA guidance to help passengers whose disabilities and conditions not immediately obvious;
- (2) PAG's concerns about the need for more robust planning by GTR in preparing for future rail blockades be endorsed and the collaborative working with GTR be fully supported; and
- (3) PAG's involvement in a wide range of consultations, projects and operational matters be noted.

## LOCAL AIR QUALITY MONITORING

37. GATCOM considered a [report](#) prepared jointly by GAL and Reigate and Banstead Borough Council (R&BBC) on the results of annual monitoring of air quality in the Horley Gardens Estate Air Quality Management Area and at other sites in the vicinity of the airport (copy attached to the signed minutes). Mr Hibbs, Environmental Health Officer, Reigate and Banstead Borough Council, gave an overview of the results. Members were pleased to note that:

- **Residential properties** - whilst the annual average air quality objective for nitrogen dioxide was not met at one receptor on the A23 (confined to a small number of properties), primarily due to road traffic (airport and non-airport related), local sources of pollution within the Horley Gardens Estate Air Quality Management Area remained unchanged throughout 2017. The trend analysis of nitrogen dioxide concentrations at properties at most risk of breaching the air quality objective due to on airport emissions showed that the flat trend of 2016 continued in 2017.
- **On-Airport** - the three year rolling annual average trend analysis of the on-airport nitrogen dioxide concentrations showed a decrease in concentrations between 2008 and 2017, with concentrations in 2017 at their lowest level to date.
- **Particulates** - the PM10 air quality objective was met on the Horley Gardens Estate with concentrations comparable with those in 2016. It was noted that the airport was not a significant source of PM10.
- **Ultrafines** - following a successful research bid by Kings College and Imperial College in 2017 measurements of ultrafine particulates in the vicinity of Gatwick had now begun and should be available by July 2019.

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38. GATCOM expressed its thanks to GAL and Reigate and Banstead Borough Council, in particular Mr Hibbs from the council, for the informative and comprehensive report.

## REVIEW OF END NOISE ACTION PLAN 2019-2024

39. GATCOM considered the [Secretariat's report](#) commenting on the final draft of GAL's END Noise Action Plan (NAP) and the suggested GATCOM response (copy attached to the signed minutes). A copy of the final draft END NAP was circulated to members a couple of weeks prior to the meeting to give members and their organisations the opportunity to review the END NAP and its annexes. Mrs Street highlighted to GATCOM the views of the community noise groups that were expressed at the last meeting of the Noise Management Board. It was noted that the community noise groups were still of the view that GAL's Final Draft END NAP was not compliant with Defra's guidance.

40. Whilst members noted that through GAL's work on identifying new noise metrics and reporting (Action 39a), the outcome of that work could be used to more precisely describe the aims, targets and outcomes of the actions within the END NAP, GATCOM was disappointed that GAL has not taken the opportunity to include specific targets in the NAP or to set an overarching target against which the overall noise performance could be meaningfully monitored and tracked. Members felt that GAL should aspire to have a NAP that went beyond the requirements of Defra's guidance.

41. In considering GATCOM's suggested response to the Final Draft END NAP, it was commented that there was an absence of the Government's oversight of the END NAP process once approved by Defra which it was felt needed to be reviewed by the Government. The Secretariat was therefore asked to write to the Government to raise the need for it to have a greater oversight of the airport's noise performance generally to ensure that the airport was managing the noise climate in accordance with Government noise policy objectives.

42. Resolved – That:

- (1) the suggested draft response to GAL's Final Draft END NAP as set out in Appendix 2 of the Secretariat's report be approved; and
- (2) GATCOM writes to Defra and the DfT to highlight the need for a greater oversight of the airport's noise performance generally to ensure that the airport was managing the noise climate in accordance with the Government's noise policy objectives.

## FUTURE AIRSPACE STRATEGY IMPLEMENTATION (SOUTH) (FASI(S))

43. Andy Sinclair, Head of Airspace Strategy and Engagement, GAL updated GATCOM on FASI(S). This project was the major review of airspace across the South East of England which encompasses an area as far west as Cardiff and as far north as East Midlands airport involving the collaboration of 16 different airspace change sponsors (15 different airports and NATS). Members noted that the FASI(S) programme was expected to be delivered by 2024 but given the complexities of the changes that needed to be made and the length of time to progress proposals through the CAA's airspace design process set out in CAP 1616, meant that planning, engagement and consultation timescales were challenging.

44. It was clarified that NATS' part in this project concerned the air traffic structures at and above 7,000ft (7,000ft is set by DfT policy as a demarcation for the priority between noise and CO2 when designing airspace structures). NATS expected to set the requirements for higher-level airspace 7,000ft+ under this part of the FASI(S) programme, known as LAMP. Below 7,000ft, where noise was a priority, and required engagement and consultation with local communities, airports were expected to develop the requirements for lower-level airspace under their respective parts of the FASI(S) programme.

45. Mr May, DfT advised that the Government was due to issue its response to NATS feasibility report on the planning of the project in Autumn 2018. It was also noted that the CAA published, the day of the GATCOM meeting, its consultation on the [draft Airspace Modernisation Strategy](#).

46. The Chairman emphasised the significance of the FASI(S)/LAMP project as it had important implications for local communities across the South East of England. It was therefore a review to be taken very seriously by all parties. GATCOM will be kept informed of progress.

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## **NOISE MANAGEMENT BOARD (NMB)**

47. The NMB's Secretary's review of the meeting of the NMB held on 27 June was received (copy attached to the signed minutes). GATCOM noted that planning for the Reduced Night Noise (RNN) trial continued and while progress had been made with community noise group members of the NMB there were still some issues to be clarified around the objectives of the trial and additional safeguards that need to be agreed.

48. Members also noted that limited progress had been made with the departures work due to the outcome of the Route 4 judicial review court ruling and potential improvements to Route 3 being delayed by environmental trials on Heathrow's departure routes. Departures related activity would be included in the NMB work plan for 2019. As regards Fair and Equitable Distribution (FED), GATCOM was advised of the community noise groups' disappointment that despite running simulator trials NATS had not been able to identify a viable mechanism to deliver near term arrivals FED using the current vectoring procedures. Airspace modernisation could however provide much greater opportunity to achieve FED in the future.

49. Mr Wingate reported on a letter under joint signatory of the NMB community noise groups to Sir Roy McNulty, Deputy Chairman of GAL, expressing 'lost confidence in the ability of the NMB, as currently constituted and led'. He explained that GAL was arranging a meeting with the community noise groups to discuss the issues of concern. GATCOM asked GAL to ensure that communities representing areas from both the east and west of the airport were invited to participate in that meeting.

50. Mr Sinclair added that GAL hoped to publish the following week the noise exposure contours for 2017 and the initial indication was that there had been a reduction in the area of the contours.

## **NOISE AND TRACK MONITORING ADVISORY GROUP (NATMAG)**

51. The [summary report](#) of the deliberations of NATMAG was received (copy attached to the signed minutes) and the key messages to GATCOM were noted. Members raised no issues for further consideration.

## **USE OF DRONES NEAR AIRPORTS**

52. Damien Trower, Head of Security, GAL gave a [presentation](#) on the airport's approach to managing the use of drones near the airport (copy of presentation slides attached to the signed minutes). Mr Trower explained that drone activity was greatest in the summer months and in December. He also advised that the Government had published in May 2018 an amendment to the UK [Air Navigation Order 2016 \(ANO\)](#) which made changes to the legislation regarding the operation of small unmanned aircraft limiting the height of drone usage to below 400ft above ground level and within 1km of airport boundaries, known as "No drone zone". The new legislation would also require, as from 30 November 2019, owners of drones weighing 250 grams or more to register their drone with the CAA and to take an online safety test.

53. The potential future use of drone technology for business and public services was outlined.

54. GAL was looking at how to raise community awareness working with the police and other key stakeholders about drone safety, monitoring of potential launch sites, and educating users. GATCOM welcomed the update from GAL and wished to know more about the governance around the installation of signage for the "No drone zone". GAL confirmed that signage would be installed at locations in consultation with local authorities/parish councils to ensure they were sited in appropriate places. Members were also keen to know how they could help to raise awareness amongst communities about the potential threats of drone usage and the monitoring of possible launch sites and how to differentiate between permitted operators and leisure users. GATCOM would be kept informed through the weekly news service to assist in raising awareness amongst communities.

## **FUTURE ECONOMIC REGULATION OF GATWICK AIRPORT**

55. GATCOM received a report by the Secretariat giving details of the CAA's [initial consultation](#) on the process and timetable for the review of the economic regulation of GAL (copy attached to the signed minutes). It was explained that the current, new style, regulatory arrangements, which were

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set by the CAA in 2014 through a set of licence conditions with GAL, gave GATCOM's PAG for the first time a formal role in providing comments to GAL on its CIP and also on the annual review of the airport's resilience plan to give the passengers' perspective. Mr Hall, Chair of PAG, advised that the new style regime had worked very well from a PAG perspective as there was now comprehensive engagement with GAL on a wide range of projects. He felt it beneficial for the arrangements to continue into the future.

56. As the consultation period closed on 31 August, it was suggested that GATCOM's response be agreed by email following the seeking of views of members.

57. Resolved – That

(1) Following the seeking of views of members, the Secretariat circulates to all members the final draft of GATCOM's response for approval; and

(2) in the event of further comments coming forward following the Secretariat's consultation on the final draft response, the Chair, Vice-Chair of GATCOM and the Chair of the PAG approve the amended response for submission to the CAA.

### **APPOINTMENT OF SUB-GROUPS AND MEMBERS**

58. The Secretariat's report on the appointments that needed to be made was considered (copy attached to the signed minutes).

59. Resolved – That:

(1) GATCOM appoints members to serve on the following sub-groups for the ensuing year as follows:

#### **GATCOM Steering Group**

John Godfrey (Chairman)

Peter Barclay (Environmental and Amenities Groups)

Geraint Thomas (Crawley Borough Council)

Peter Hall (Passenger Representative)

Alex Horwood (Reigate and Banstead Borough Council) with Ken Harwood (Tandridge District Council as the nominated substitute

Liz Kitchen (Horsham District Council)

Philip Allport (Airlines UK)

Bob Lanzer (West Sussex County Council)

David Joseph (AIRE)

Graham Knight (Surrey County Council)

Jeremy Taylor (Gatwick Diamond Business)

Charles Yarwood (Mole Valley District Council and Vice-Chairman)

#### **Passenger Advisory Group**

John Godfrey (GATCOM Chairman)

Angie Hills (ABTA)

Chris Larkman (Which?)

Douglas Moule (Gatwick AOC)

Charles Yarwood (Mole Valley District Council and GATCOM Vice-Chairman)

(N.B. Gatwick Airport Limited appoints 16 independent passenger representatives)

(2) Matthew Balfour (Kent County Council) replace Michael Payne (Kent County Council) on NATMAG.

### **ANNUAL MEETING OF UK AIRPORT CONSULTATIVE COMMITTEES (UKACCs)**

60. The summary report of the deliberations of the Annual Meeting of UKACCs, hosted by Heathrow Airport on 6/7 June 2018, was noted (copy attached to the signed minutes).

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61. The Chairman drew to GATCOM's attention the appendix to the summary report which set out the issues discussed by the delegation he led on behalf of UKACCs to the Minister for Aviation, Baroness Sugg.

### **DATES OF NEXT MEETINGS OF GATCOM AND ITS SUB-GROUPS**

62. Members noted the next meetings of GATCOM as follows:

GATCOM Steering Group – Thursday 20 September 2018 at 10.00 a.m.  
Passenger Advisory Group – Thursday 4 October 2018 at 1.30 p.m.  
GATCOM – Thursday 18 October 2018 at 2.00 p.m.

63. Members also noted that the next meeting of Gatwick Airport Limited's NATMAG would take place on Thursday 9 August 2018 at 10.00 a.m.

64. Members noted that the next meeting of Gatwick Airport Limited's Noise Management Board (NMB) would take place on Wednesday 26 September 2018.

### **CALENDAR OF MEETINGS FOR 2019/20**

65. It was noted that the draft calendar of meetings for 2019/20 would be agreed with the new GATCOM chair. Future meeting dates would be shared with all members and their organisations as soon as possible following the appointment of the new Chair.

Chairman