

GATCOM

Minutes of the meeting of the Gatwick Airport Consultative Committee held on 18 July 2019 at the Hilton Hotel, Gatwick Airport.

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| Present: | Tom Crowley (Chair) |
| Jeff Alexander | - Gatwick Diamond Business |
| Phillip Allport | - Airlines UK |
| Peter Barclay | - Environmental and Amenity Groups |
| Helyn Clack | - Surrey County Council |
| Simon Dishman | - London Chamber of Commerce and Industry |
| Roger Elkins | - West Sussex County Council |
| Carolyn Evans | - Charlwood Parish Council |
| Malcolm Filmore | - Rusper Parish Council |
| Mike George | - Horley Town Council |
| Peter Hall | - Passenger Representative |
| Stephen Hillier | - Mid Sussex District Council |
| Angie Hills | - ABTA |
| Alan Jones | - Burstow Parish Council |
| Liz Kitchen | - Horsham District Council |
| Chris Larkman | - Which? |
| Liz Lockwood | - Tandridge District Council |
| Douglas Moule | - Gatwick Airline Operators Committee |
| Mathew Balfour (substitute) | - Kent County Council |
| Rupert Simmons | - East Sussex County Council |
| Geraint Thomas | - Crawley Borough Council |
| Jonathan Sharrock (substitute) | - Coast to Capital Local Economic Partnership |
| Alex Horwood | - Reigate and Banstead Borough Council |
| Caroline Salmon (substitute) | - Mole Valley District Council |

Also present:

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|-----------------|---|
| Stewart Wingate | - Chief Executive Officer, GAL |
| Tim Norwood | - Director of Corporate Affairs, Planning & Sustainability, GAL |
| Ian Greene | - Department for Transport |
| Brian Cox | - Independent Technical Adviser |
| Paula Street | - Assistant Secretary |
| Lisa Etchell | - Secretariat |

Apologies for absence were received from:

Katie Nurcombe (Coast to Capital LEP), Tim May (DfT), Michael Payne (Kent County Council), Nigel Smith (Tourism South East) and Clayton Wellman (Mole Valley District Council).

MEMBERSHIP OF GATCOM

Election of Vice-Chair

1. Resolved - Helyn Clack, Surrey County Council, was appointed as Vice-Chair for the ensuing year.

Membership List

2. GATCOM noted the current [membership list](#) (copy attached to the signed minutes). The Chair advised that a new member induction session would be arranged for the Autumn.

MINUTES

3. Resolved - That the [minutes](#) of the meeting held on 25 April 2019 be approved as a correct record and that they be signed by the Chair.

4. The Chair referred to minute no. 221 and advised that Crawley Borough Council's work on developing a bespoke Noise Policy as part of its Local Plan had been shared at the Annual Meeting of UK Airport Consultative Committees.

INDEPENDENT COMMISSION ON CIVIL AVIATION NOISE (ICCAN)

5. Simon Henley, ICCAN Commissioner, gave a [presentation](#) on ICCAN's work, its Corporate Strategy and the key points raised in its response to the Government's Aviation Green Paper (copy of presentation slides attached to the signed minutes). He advised that ICCAN's two-year aim was to improve public confidence and trust in the management of aviation noise.

6. Mr Henley explained that its draft [Corporate Strategy](#) was based on ICCAN's engagement with a wide range of stakeholders and interested parties over the first few months of being established and was issued for comment in May 2019. ICCAN had received around 100 responses from interested parties which will help shape the final strategy and the work programme priorities.

7. GATCOM noted that ICCAN had responded to the Government's Aviation Strategy Green Paper stating that noise should be considered with the same priority as that given to air quality and climate change issues, that aviation expansion should not come at any cost in relation to noise, that it supported a national indicator to track long-term performance in reducing noise, and that it was not currently persuaded of the value of noise action plans in delivering intended outcomes. In respect of Noise Action Plans, GATCOM's Lead Member for Noise commented that the current noise action planning process provided the right framework but that it was not currently achieving what communities expected in terms of noise management and reduction which has led to the lack of confidence in their value particularly as there was no requirement to set measurable targets in the plans.

8. Reference was made to the need for the development of supplementary noise metrics to help measure the noise and overflight impacts around airports. There was a need for noise to be measured more meaningfully and in a way that was understandable to the lay person. GATCOM was therefore pleased that ICCAN was supportive of the Aviation Green Paper proposal for a national indicator to track long-term performance in reducing noise. Reference was also made to the need for ICCAN to have the necessary funds available to undertake or initiative research into the effects of aviation noise and disturbance. Mr Henley advised that the funding for ICCAN came from the DfT.

9. Mr Henley also explained that ICCAN will work with airport consultative committees (ACCs) and will review the way in which airports engage with their communities when planning airspace changes. ICCAN will aim to publish best practice guidance in April 2020 and will seek to work across Government departments in pursuing its work. He also highlighted that an issue to be addressed was that many people who fly were not aware of the impact this had on local communities under flight paths. ICCAN wished to see improved information given to passengers on the environmental impacts of flight choices.

10. GATCOM noted the Government's intention to undertake a review of ICCAN within two years of it being established to ensure that it delivered Government's expectations, including further consideration as to whether ICCAN should be given statutory powers. GATCOM sought reassurance that the momentum already established and ICCAN's work programme would continue whilst the outcomes from that review were considered. Mr Greene, DfT, advised that it was the Government's intention to undertake that review in the Autumn of 2020 and that it was unlikely the review conclusions would interrupt progress of ICCAN's work.

11. GATCOM welcomed the opportunity to work with ICCAN in progressing its work plan, particularly in respect of its review of guidance for consultation and the work of ACCs.

GATCOM CHAIR'S REFLECTIONS AND SUGGESTIONS – THE FIRST SIX MONTHS

12. The Chair outlined his initial thoughts and suggestions about the work of GATCOM, its membership and how it operates ([copy of paper](#) attached to the signed minutes). Members agreed that it was important that GATCOM maintained the right balance in its membership and business between promoting measures to reduce and mitigate the negative impacts generated by the airport's operation and supporting and promoting the economic benefits it brings locally and nationally. It was noted that there was a need for GATCOM to take stock of what it does, to develop a strategy and work plan and how it communicated its work. Members agreed with the Chair's suggestion that an away day for members should be arranged in the Autumn to discuss this in more detail.

13. In response to a question about GATCOM's membership and whether consideration could be given to including within its membership an additional seat for a wholly environmental group, as opposed to

a community group, the Chair advised that the balance of interests comprising GATCOM's membership could be further explored at the member away day.

14. Resolved – That a member away day be arranged to take place in the Autumn and the Secretariat would advise members of the date and venue in the near future.

GATCOM STEERING GROUP – CHAIR'S REPORT

15. GATCOM received the [report](#) of the Chair summarising the matters considered at the meeting of the GATCOM Steering Group on 27 June 2019 (copy attached to the signed minutes).

GAL's Noise Metrics work

16. GATCOM noted GAL's progress on two of its END Noise Action Plan actions:

- low power/low drag metric work which was being progressed through the industry organisation "Sustainable Aviation" due to being of wider national interest. The final report was expected at the end of the summer;
- new noise metrics work to complement the current Gatwick noise contours.

17. GATCOM also noted that the Steering Group had asked GAL that while the future of the Noise Management Board was being addressed that progress on the NMB work plan be reported through NATMAG. GAL had noted this request and also advised that it had arranged an update meeting for all NMB members which was to take place on 24 July.

Review of GAL's Noise Insulation Scheme

18. Members noted that GAL had commenced its review of the current Noise Insulation Scheme and was currently obtaining feedback from its contractor and households where insulation had been installed. The Steering Group had put forward a number of helpful suggestions (see para 7.3 of report) for GAL to consider as part of the feedback on the current scheme. Local authorities would also be contacted as part of the review. GATCOM would be kept informed as the review progresses.

GAL's Decade of Change Progress report

19. The Steering Group had welcomed the progress made by GAL in taking forward its Decade of Change sustainability targets. GAL was encouraged to take forward its sustainability work and to challenge itself going into the next decade. A presentation on progress would be given to a future GATCOM meeting.

Airport related car parking

20. It was noted that GAL continued to meet with local authorities and that it was proactively looking at different ways to address the problems with taxi drivers waiting in local roads around the airport including developing a code of conduct for taxi companies. A further meeting with local authorities was planned for October. The Chair encouraged all local authorities to participate in the meeting including officers.

CHIEF EXECUTIVE OFFICER'S REPORT

21. The Chief Executive Officer's [commentary](#) on activity at the airport since the date of the last meeting was received (copy attached to the signed minutes).

Ownership

22. Mr Wingate updated members on GAL's new [long-term partnership](#) with VINCI Airports and Global Infrastructure Partners (GIP) which had been confirmed in May when the sale of a 50.01% stake in the airport to VINCI was completed. GIP continued to manage the remaining 49.99% interest in Gatwick. He also reported that GAL's [Annual Financial Results](#) had been published in June which revealed another successful year for Gatwick.

Traffic Growth

23. Mr Wingate reported that Gatwick had handled 46.4 million passengers in 2018/19 with long haul routes showing strong growth (+14.3%) with around 1 in 5 Gatwick passengers now travelling long haul.

Service Quality

24. Members noted that Gatwick continued to achieve all its regulatory core service standards and that passenger satisfaction scores for both arriving and departing passengers remained high going into the busy peak summer season.

Air Traffic Control System Outage

25. Reference was made to the disruption at the airport on 10 July as a result of GAL's air traffic control provider, ANS, experiencing an IT systems outage. Mr Wingate advised that ANS was currently reviewing the cause of the outage and lessons learned. Mr Hall advised that the Passenger Advisory Group (PAG) would review the airport's handling of the disruption in terms of the impact to passengers and users of the airport.

Gatwick Rail Station Funding

26. Mr Wingate advised that on 8 July GAL jointly announced with the DfT, Network Rail and the Coast to Capital LEP the approved funding for the rail station redevelopment project. GATCOM welcomed this announcement.

27. A member highlighted that Gatwick Station was used by many local people from across a wide area around Gatwick to travel to London. Assurances from GAL were sought that the discounted rate of car parking for commuters would continue. Mr Wingate advised that GAL had no plans to cease the current concessions.

CAA Accessibility Monitoring results 2018/19

28. The Chair drew to the Committee's attention the rating of 'Good' GAL had received from the CAA for the services it provided for persons requiring special assistance at the airport, which was an improvement on its rating in 2017/18 of 'needing improvement'. GATCOM congratulated GAL on the progress made in improving the quality of service to passengers.

AIRPORT MASTER PLAN REVIEW

29. Tim Norwood, Director of Corporate Affairs, Planning & Sustainability, GAL, gave a [presentation](#) on the publication of the final Airport Master Plan and Report of Consultation that afternoon (copy of slides attached to the signed minutes).

30. Mr Norwood provided an overview of the outcome of the consultation responses on the draft Master Plan and the nature of the positive and negative responses to each of the consultation questions posed. Taking into account consultation feedback, GAL announced at the meeting that:

- In line with Government policy, GAL would continue to make best use of Gatwick's main runway using new technology to build capacity and resilience;
- It would start the preparation of a planning application to bring the existing standby runway into routine use for departures only alongside the use of the main runway;
- It was recommending that planning policy continued to safeguard land to the south of the airport but Mr Norwood also emphasised that GAL was no longer actively pursuing plans for an additional runway.

31. Mr Norwood outlined the planning process to take forward its proposal to bring the existing standby runway into routine use. He explained that under the Planning Act 2008, GAL's proposal was termed a 'nationally significant infrastructure project' and therefore GAL would be required to seek permission for a Development Consent Order (DCO). Under this process the planning submission is made direct to the Planning Inspectorate with the decision made by the Secretary of State. GATCOM noted the six stages of the DCO process and that it would take a number of years to complete. What GAL was required to do in the 'pre-application stage' of the process was also outlined.

32. Mr Norwood added that during the next steps GAL would begin work to gather economic, social and environmental information including carrying out further surveys and scoping. It would also continue to engage with local authorities/public bodies and statutory consultees. The next stage of formal consultation was likely to take place in 2020 and GAL would publicise dates in advance as well as setting out how and where it will carry out consultation. Mr Norwood advised that the Planning Inspectorate's [Advice Note 8](#) set out guidance on how the public and interested parties can be involved in the process.

33. The Chair reminded GATCOM of its previously agreed position that given the wide range of views across the Committee's membership, GATCOM was not in a position to oppose or support Gatwick's growth plans but that it would instead focus on those matters of common interest and concern to communities and interested parties around Gatwick to help build an understanding and how issues could be addressed. The following views were expressed at the meeting:

- the business representatives welcomed GAL's announcement and the confidence of VINCI in the significant investment needed to ensure the future success of the airport. Such an investment in the airport would also be good for ensuring future economic growth in the South East. The growth in long and short haul services was of key interest and GAL was asked where new routes were planned to support increased demand.
- A number of members expressed serious concerns about the negative impacts GAL's growth proposals would bring to a wide area around the airport, close to the airport boundary as well as further afield, and sought further information on how the impacts on climate change, aviation noise, health and pollution would be addressed which was absent in the Master Plan document. It was essential that the information was made publicly available at the earliest possible time.
- The difficult challenge GAL faced in balancing the benefits of airport growth and the support from business and the industry with the significant adverse effects on residents and the environment was acknowledged. There was a need for GAL to be careful, sensitive and understanding of the suffering of those interests negatively impacted by its operation and from increased aircraft movements and aircraft overflight.
- The continued need to safeguard land for a possible additional runway in the future was questioned given GAL's plans to routinely use the standby runway for some departing aircraft which would bring significant growth in passenger numbers and aircraft movements. There was a severe shortage of land for both housing and business use in the area which could be alleviated to a certain extent if the safeguarding requirement was removed.
- Surface transport impacts remained a key concern for many members. Members stated the proposed increase in passenger numbers would have significant impact on traffic congestion in Surrey and Sussex and it was queried how GAL's sustainable transport initiatives could be further managed in a way that also helped to meet climate change targets. Reference was made to GAL's Airport Surface Access Strategy initiatives which included the use of hydrogen buses, car sharing forum and electric car hire.
- Members asked that GAL review the public exhibition locations used for the draft Master Plan consultation and hoped that those locations used would be replicated and extended to include other locations nearer the airport and areas under flight paths as part of the GAL's consultation as part of the DCO process.

34. Members felt that a more detailed discussion on the planning (DCO) process and next steps would be helpful and agreed that the meeting of the GATCOM Steering Group on Thursday 19 September should be used to have a more detailed discussion on the DCO process and how GATCOM could be involved. It was agreed that all GATCOM members and supporting officers would be invited to attend the Steering Group meeting. The Secretariat advised that a full report of the Steering Group's deliberations would be given at the next GATCOM meeting.

35. The Chair advised that a GATCOM press release had been prepared for issue immediately following the meeting to advise that GAL had announced its plans at the meeting and to reflect the Committee's previously agreed position.

36. Resolved – That:

- (1) A detailed discussion on the DCO process and how GATCOM could be involved takes place at the next meeting of GATCOM Steering Group to which all members and supporting officers would be invited to attend; and
- (2) GATCOM issues a [press release](#) immediately following the meeting.

37. GATCOM received a [report](#) from GATCOM's Independent Technical Adviser summarising the results of noise modelling at Gatwick Airport for the summer period of 2018 (copy attached to the signed minutes). Brian Cox explained that the results showed that the 2018 modal split of the runway direction operation had returned to more like the 20-year average with the summer day actual modal split being 72% west/ 28% east. The area of the actual noise contours had also decreased by 9% and 6% for the 54dBA and 57dBA contours respectively (the standard contours showed a decrease of 7% and 6% respectively) with the population count in those contours also reducing.

38. Members noted that the reductions were directly attributable to a combination of the FOPP modification programme for A320 aircraft, improvements in operational procedures such as low power/low drag procedures, the introduction of new A321 NEO aircraft and a slight downturn in the number of aircraft movements.

NOISE MANAGEMENT BOARD (NMB) – NEXT STEPS

39. GATCOM considered the Secretariat's [report](#) on the future of the NMB and the next steps proposed by GAL as set out in its letter attached at Appendix 1 of the report (copy attached to the signed minutes). Helyn Clack, Surrey County Council, who had chaired the NMB Review Sub-Committee, advised members that the Review Sub-Committee comprised members representing the different interests from the NMB including a representative of the community noise groups. The Sub-Committee had undertaken a robust review process and she was pleased that GAL was taking forward the Review Sub-Committee recommendations and was supportive of the proposed appointment process.

40. A number of GATCOM members were pleased that GAL was continuing to support the work of the NMB and were also supportive of the proposed approach and next steps.

41. Resolved – That:

- (1) GAL's approach to take forward the new term of the NMB as set out in GAL's letter at Appendix 1 be supported;
- (2) the proposed appointment process for the independent Chairs for the new NMB Executive Board and the NMB Community Forum set out in Appendix 2 be endorsed;
- (3) members forward to the Secretariat comments on the draft job descriptions for the independent Chairs as soon as possible;
- (4) a further report on relationships between the NMB, the various groups in GAL's noise governance structure and GATCOM be given at a future meeting.

GAL'S NEW NOISE AND TRACK MONITORING SYSTEM

42. Matt Mills-Brookes, Airspace Performance Lead, GAL, [presented an overview](#) of its new noise and track keeping system, the first phase of which went live on 1 April 2019 which included the introduction of an automated telephone system to register noise complaints (copy of presentation slides attached to the signed minutes).

43. Work on the second phase of the project, which included the development of the public noise website, public data, analytics provision and mapping system continued with expected implementation during the summer. Mr Mills-Brookes also advised that a further 13 noise monitors (1 fixed and 12 mobile) will also be delivered as part of the second phase (adding to the 10 noise monitors (4 fixed and 6 mobile) delivered as part of phase one of the project).

44. GATCOM was given a demonstration of the new system and flight tracker. Members welcomed GAL's investment in such a sophisticated but easy to use system which enabled improved public access to flight data and in registering complaints. Reference was made to the GAL complaints handling protocol. GAL confirmed that the protocol remained in place and no change had been made to noise complaints response times.

AIRSPACE UPDATES

FASI-South

45. Tim Norwood, Director of Corporate Affairs, Planning & Sustainability, GAL provided an update on the FASI-South project. He advised that following two rounds of engagement, GAL had submitted its design principles to the CAA on 13 June. The CAA had now approved the design principles and had given agreement for GAL to proceed to the next stage in the process (known as Stage 2: Develop and Assess).

46. Members noted that the next stage (Stage 2) of the process would involve two steps – options development and options appraisal. This would involve the iterative development of options with a wide range of existing stakeholders and the introduction of parish councils and similar organisations as and when appropriate. The objective was to develop a shortlist of options for the airspace change on which to formally consult (Stage 3) in 2021.

Route 4

47. Mr Norwood gave an update on the current situation in respect of progressing the permanent airspace change proposal for Route 4. Members noted that the history for this route and the way forward was very complex. Those members whose areas were local to Route 4 asked GAL to ensure that as part of the route options designs that dispersal of flight paths across the noise preferential route (NPR) swathe was fully considered and included as an option for consultation.

48. Members commented on the complicated history of the use of and changes to Route 4 and felt that many local people may not fully understand the current situation, what the CAA required of Gatwick and the recent further legal proceedings by a residents' group. Members were concerned that given the challenging timescale for the airspace change process, any further legal challenge could potentially delay progress which would be detrimental to communities in the vicinity of Route 4. Given the sensitivities of the use of the route, members felt that the current situation and way forward needed to be clearly communicated to all parties. Mr Norwood advised and that GAL had set out the latest position on its [airspace blog](#) on the website. GATCOM asked that the Chair, new Vice-Chair, Helyn Clack, and GATCOM's lead/deputy member for noise, review with GAL its communications to ensure the information relating to this route were as clear as possible for the lay person to understand.

49. During the discussion, members raised concern about the number of Gatwick and aviation related consultations over recent months which had posed problems in respect of available local authority resource to consider and respond which could result in an imbalance in the number and type of responses GAL and other bodies, such as the DfT and CAA, received. Members urged GAL to consider the implications of consultation fatigue and to liaise with the CAA and DfT over phasing of consultations.

NOISE AND TRACK MONITORING ADVISORY GROUP (NATMAG)

50. Alan Jones, Lead Member for Noise's [summary report](#) of the deliberations of NATMAG was received and the key messages to GATCOM noted (copy attached to the signed minutes).

51. Specific reference was made to GAL's support, funding and sponsorship for a wide range of community events. A presentation on GAL's work in this area would be given to a future meeting.

LOCAL AIR QUALITY MONITORING 2018

52. GATCOM received the [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). GATCOM noted that 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 at the junction of the A23 with Massetts Road), primarily due to road traffic (airport and non-airport related), local sources of pollution within the Horley Gardens Estate Air Quality Management Area were slightly lower at the "worse affected" residential properties and elsewhere the decreases were in line with decreases seen in other areas across the Borough. The non-attainment of the air quality objective at the monitoring site on the A23 needed further attention and R&BBC and GAL were currently exploring potential mitigation measures.

53. GATCOM noted that the monitoring results had been considered in detail by the GATCOM Steering Group and was pleased that there were no issues arising from the monitoring results that needed to be brought to GATCOM's attention. However, GATCOM shared the Steering Group's view about the desire

see funding for the continuation of the ultrafine particulate (UFPs) monitoring project in the vicinity of Gatwick. GAL confirmed that it was in discussion with R&BBC about the amount of funding needed to continue the research monitoring. GATCOM will be kept informed of the outcome of those discussions.

54. GATCOM expressed its thanks to Mr Hibbs from R&BBC for the informative and comprehensive report.

PASSENGER ADVISORY GROUP (PAG)

55. Peter Hall, PAG Chair, presented his [report](#) in respect of the activities of PAG since the date of the last meeting (copy attached to signed minutes). He was pleased to report that overall passenger complaints had gone down and the number of compliments had increased over the past quarter. However, PAG had expressed concern about GAL's decision to change its protocol in relation to passenger complaints handling times from 14 days to 28 days as part of its service level agreement review. Although GAL had given reassurance that the majority of complaints were likely to be resolved well within the 28 days, PAG would continue to monitor GAL's complaints handling performance.

56. Mr Hall also advised that PAG was fully supportive of the Gatwick Station Redevelopment project and would discuss with GAL, Network Rail, and train operating companies the contingency plans to minimise disruption arising from the construction works. The Chair advised that a presentation on the redevelopment project would be given at the next meeting.

57. Reference was also made to the A23 bus stops improvement project, which provided the new accessible routes from the South Terminal to the bus stops on the A23. The formal opening of the improved facilities would take place on 25 July.

58. GATCOM was also pleased to note that PAG had elected its new Chair Designate, Samantha Williams, who would succeed Peter Hall when he retired at the end of the year. It was noted that an election for the new Vice-Chair of PAG (to succeed Samantha Williams when she became PAG Chair on 1 January 2020) will take place at its next meeting on 3 October.

59. Resolved – That:

- (1) PAG works with GAL, Network Rail and train operating companies on the contingency plans to minimise disruption arising from the construction of the Gatwick Station redevelopment project; and
- (2) PAG's involvement in a wide range of consultations, projects and operational matters be noted.

GATWICK AREA COMMUNITY TRUST (GACT)

60. GATCOM received an [update](#) on the work of GACT from Alan Jones (Burstow Parish Council), GATCOM's nominated trustee on GACT (copy attached to the signed minutes). Members were reminded that GAL provided funding in excess of £200,000 for GACT under the terms of the Section 106 agreement which comprised a set contribution from GAL and those monies collected from aircraft noise penalty fines.

61. Mr Jones summarised the outcome from this year's grant applications awarded by GACT and it was noted that grants totaling £167,222 allocated to 97 local projects had been awarded.

62. Mr Jones also advised that the DfT was very interested in the work of GACT in that community trust funds were being considered as part of the review of the Aviation Strategy. He was pleased to report that whilst there were differing schemes in place across UK airports, the GACT was viewed as a model of best practice.

APPOINTMENT OF SUB-GROUPS

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

64. Resolved – That:

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

GATCOM Steering Group

Tom Crowley (Chair)
Jeff Alexander (Gatwick Diamond Business)
Philip Allport (Airlines UK)
Peter Barclay (Environmental and Amenities Groups)
Helyn Clack (Surrey County Council and Vice-Chairman)
Roger Elkins (West Sussex County Council)
Peter Hall (Passenger Representative)
Alex Horwood (Reigate and Banstead Borough Council)*
Liz Kitchen (Horsham District Council)
Liz Lockwood (Tandridge District Council)*
Douglas Moule (Gatwick AOC)
Geraint Thomas (Crawley Borough Council)

*Mole Valley District Council will be the nominated substitute for the surrey district/borough councils

Passenger Advisory Group

Tom Crowley (GATCOM Chair)
Helyn Clack GATCOM Vice-Chair)
Angie Hills (ABTA)
Chris Larkman (Which?)
Douglas Moule (Gatwick AOC)

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

- (2) GATCOM appoints the following seven members to serve on Gatwick Airport Limited's Noise and Track Monitoring Advisory Group (NATMAG):

NATMAG

Matthew Balfour (Kent County Council)
Peter Barclay (Environmental and Amenities Groups)
Mike George (Horley Town Council)
Alan Jones (Burstow Parish Council)
Liz Kitchen (Horsham District Council)
Liz Lockwood (Tandridge District Council)
Caroline Salmon (Mole Valley District Council)

- (3) the Secretariat be asked to seek nominations for the positions of GATCOM's Lead Member and Deputy Lead Member for Noise from those members appointed to serve on NATMAG following the meeting and to seek the endorsement of the Chair.

DATE OF NEXT MEETING

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

GATCOM Steering Group – Thursday 19 September 2019 at 10.00 a.m. (to which all members and support officers would be invited to attend)
Passenger Advisory Group – Thursday 3 October 2019 at 1.30 p.m.
GATCOM – agreed to reschedule the meeting. [The meeting was rescheduled from 24 October to take place on Thursday 17 October at 2.00 p.m.]

66. Members also noted that the next meeting of Gatwick Airport Limited's Noise and Track Monitoring Advisory Group (NATMAG) would take place on Thursday 8 August 2019 at 10.00 a.m.

Chairman