

UNCONFIRMED MINUTES - TO BE CONFIRMED AT THE NEXT MEETING OF GATCOM ON THURSDAY 23 APRIL 2020

GATCOM

Minutes of the meeting of the Gatwick Airport Consultative Committee held on 23 January 2020 at the Hilton Hotel, Gatwick Airport.

Present:

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| Tom Crowley (Chair) | |
| Jeff Alexander | Gatwick Diamond Business |
| Helyn Clack | Surrey County Council |
| Malcolm Fillmore | Rusper Parish Council |
| Mike George | Horley Town Council |
| Nick Hague (substitute) | Charlwood Parish Council |
| Stephen Hillier | Mid Sussex District Council |
| Angie Hills | ABTA |
| Alex Horwood | Reigate and Banstead Borough Council |
| Gurinder S. Jhans | Crawley Borough Council |
| Alan Jones | Burstow Parish Council |
| Peter Jordan (substitute) | Environmental and Amenity Groups |
| Liz Kitchen | Horsham District Council |
| Bob Lanzer | West Sussex County Council |
| Liz Lockwood | Tandridge District Council |
| Douglas Moule | Gatwick Airline Operators Committee |
| Katie Nurcombe | Coast to Capital Local Economic Partnership |
| Michael Payne | Kent County Council |
| Caroline Salmon (substitute) | Mole Valley District Council |
| Rupert Simmons | East Sussex County Council |
| Samantha Williams | Passenger Representative |

Also present:

| | |
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| Stewart Wingate | Chief Executive Officer, GAL |
| Tim Norwood | Director of Corporate Affairs, Planning and Sustainability |
| Andy Sinclair | Head of Airspace Strategy and Engagement, GAL |
| Tim May | Department for Transport |
| Robin Clarke | NATS |
| Sally Franks | ANS |
| Brian Cox | Independent Technical Adviser |
| Jonathan Drew | Noise Management Board (Chair) |
| Orlagh Ennis | Network Rail |
| Paul Codd | Govia Thameslink Railway |
| Michelle Stanton | Project Interface Manager, GAL |
| Paula Street | GATCOM Secretariat |
| Lisa Sampson | GATCOM Secretariat |

Apologies for absence were received from:

Alun Adler (Airlines UK), Peter Barclay (Environmental and Amenity Groups), Simon Dishman (London Chamber of Commerce and Industry), Carolyn Evans (Charlwood Parish Council), Chris Larkman (Which? member) and Jamie Major (TUC Regional Representative).

MINUTES OF THE LAST MEETING

130. Reference was made to minute number 111, recommendation 2 which had some missing text. This would be amended to read: "2) PAG's suggestion about the need to better promote ATC recruitment as a career option be explored as part of GATCOM's

UNCONFIRMED MINUTES - TO BE CONFIRMED AT THE NEXT MEETING OF GATCOM ON THURSDAY 23 APRIL 2020

consideration of ways in which to address the skills gap previously identified by GATCOM be endorsed;”.

131. Resolved – That the minutes of the meeting held on 17 October 2019 be approved subject to the above amendment, and that they be signed by the Chair.

GATCOM CHAIR’S UPDATE ON ACTIVITIES

132. The Chair welcomed new members to the Committee. The Chair also welcomed Jonathan Drew, the new Independent Chair of the Noise Management Board Executive, who attended to observe the meeting.

133. The Chair outlined his activities since the last meeting, including:

- attending GAL’s Annual Airspace and Noise Management Board (NMB) public meeting on 3 December;
- meeting two new members of GAL’s Executive Management Team, Cedric Laurier – Chief Technical Officer, and Alasdair Scobie – Capital Programmes Director;
- meeting the new Independent Chairs of the NMB – NMB Executive Board and NMB Community Forum – Jonathan Drew and Warren Morgan respectively;
- meeting the new West Sussex County Council Leader, Paul Marshall, and Cabinet Member for Economy and Corporate Resources, Bob Lanzer;
- attended the meeting of the GAL’s Security Executive Group; and

134. He also highlighted that Crawley Borough Council had launched its consultation on the Regulation 19 Local Plan Review which proposes changes to the policies relating to Gatwick Airport including the safeguarding of land for an additional runway. He had invited the Borough Council to give an update to the next GATCOM meeting.

GATCOM STEERING GROUP – CHAIR’S REPORT

135. The Chair presented his report on the recent meeting of the GATCOM Steering Group held on 19 December 2019 (copy attached to the signed minutes).

136. He advised that GATCOM submitted a response to Transport for the South East (TfSE) welcoming the Draft Transport Strategy and highlighting the need for efficient, high quality, and resilient surface transport to Gatwick, including the need for improved East – West links to the airport.

137. The Chair also highlighted that the Steering Group discussed GAL’s future Decade of Change Strategy. GAL is in the process of looking ahead to the next decade to further its work which will need to take account of the Government’s new aviation policy when issued and other new policies that emerge from the Government. It was noted that GAL’s intention is to retain a strong and simple focus to its next Strategy of ten goals over ten years building on reducing the airport’s impacts through a collaborative working partnership across the airport and wider community. Possible areas highlighted by the Steering Group for GAL’s consideration included exploring how GAL will embrace growth in electric vehicles, seeking further reductions in emissions, and how to address emissions and pollution beyond the airport boundary, including aviation derived ultrafine particulates.

138. It was also noted that the Steering Group had given feedback on the recent Annual Airspace and Noise Management Board (NMB) public meeting as to how the event could be further improved for the future.

UNCONFIRMED MINUTES - TO BE CONFIRMED AT THE NEXT MEETING OF GATCOM ON THURSDAY 23 APRIL 2020

CHIEF EXECUTIVE OFFICER'S REPORT

139. The Chief Executive Officer's commentary on activity and performance at the airport over the previous quarter and the supporting [Data pack](#) were received (copies attached to the signed minutes). Updates on key issues were highlighted as follows.

Interim financial results and Traffic Growth

140. GAL published its [half year results](#) on 26 November 2019. In the six months ending 30 September 2019, 26.6million passengers travelled through Gatwick which represents an increase of 0.2% compared to the same period last year. New direct routes to Brazil and Argentina have contributed to a 2.3% year-on-year uplift for long-haul routes, and around 1 in 5 of Gatwick's passengers are now travelling to a long-haul destination. The airport handled 10.3million passengers between October and December 2019 with an aircraft load factor of 85%.

Service Quality

141. Gatwick experienced good performance in the previous quarter and continues to achieve its regulatory core service standards, with passenger satisfaction scores for arriving and departing passengers remaining high.

Airport preparations for the handling the coronavirus

142. GAL confirmed it does not handle any Wuhan flights and, at the time of the meeting, had not received any direction from Public Health England to commence screening of passengers. GAL is ready to take action if requested and the airport's operational teams continue to work closely with Public Health England and the Port Health Authority.

M23 Smart Motorway project

143. Highways England is making good progress and the project is on schedule for completion in Spring this year. There will be some full weekend closures (Friday night to Monday morning) commencing at the end of February, and GAL is working with Highways England on a communications plan.

Travel to Work Survey

144. GATCOM was interested in the survey findings. GAL agreed to provide the key outcomes from the Travel to Work survey in due course.

Robotic car parking trial

145. Cabins for the new robotic car parking project have been constructed and the next stage is to trial the system using staff cars.

Pier 6 extension

146. The Pier 6 extension is GAL's largest project in the capital investment plan and will extend the space available for easyJet at the North Terminal. Construction sites have been established on the airfield and in the North Terminal's summer special car park, where Pier 6 modules will be constructed before being manoeuvred into place.

Thomas Cook slots

147. GATCOM noted that easyJet had purchased 60% of the Thomas Cook slots; the remaining slots will be pooled for airline bids for which there is good demand.

Departure Noise Limits

148. GATCOM commented that the lack of noise infringements was an indication that the noise limits were in need of review; the limits were set by DfT and had been in place for many years. GAL confirmed that in line with one of its Environmental Noise Directive Noise

UNCONFIRMED MINUTES - TO BE CONFIRMED AT THE NEXT MEETING OF GATCOM ON THURSDAY 23 APRIL 2020

Action Plan actions it had conducted a review and shared ideas for a more innovative regime with the DfT.

Education and Economy Events

149. GATCOM noted GAL's community engagement events including promotion of the STEM careers programme, the Discover Local producers campaign, and the Develop Croydon event.

Gatwick's Charity Partner

150. Around 100 applications were received. The shortlist of applicants will be put to a staff vote at the end of the month and the chosen charity partner will be reported to the next GATCOM meeting. Members commended and endorsed GAL's approach to include staff in the decision.

Gatwick Area Community Trust

151. The grant application process has begun with a deadline of 16 March 2020. Members were encouraged to share [details](#) in their local and wider areas of this potential source of grant funding and welcomed GAL offering over £200k in the programme.

GAL's PLANS FOR GROWTH

Progress update on the Development Consent Order (DCO) application for the proposed Northern Runway

152. Tim Norwood, Director of Corporate Affairs, Planning and Sustainability – GAL, updated GATCOM on the progress of the DCO process. In response to GAL's Scoping Report the Planning Inspectorate issued its Scoping Opinion in October 2019. This provides GAL with a guide for each environmental topic plus their assessment of the effect. GAL will now continue with pre-application assessment work to prepare the Preliminary Environmental Information Report (PEIR) which will form the main element of the Consultation to take place this year. Mr Norwood thanked GATCOM for its thoughts and ideas towards the preparation of the draft Statement of Community Consultation (SOCC). Mr Norwood advised that the draft SOCC will be subject to formal consultation with the host local authorities in the coming months. GATCOM members emphasised the importance of local authorities publishing their responses to GAL's consultations in the public domain.

153. GATCOM members enquired whether there will be changes to flight paths and if so which paths would need to be changed. Mr Norwood explained that GAL has submitted a "Statement of Need" to the CAA under CAP1616 in relation to the operation of the northern runway which is the first step in the process. GAL's submission is available on the [CAA's airspace change portal](#). The outcome of the CAA's decision is awaited but it was clarified that the use of the northern runway would require a 12metre shift to the runway centreline in dual operations but would not require the introduction of new arrival and departure routes.

154. GATCOM sought an update on whether the Planning Performance Agreements (PPA) between GAL and local authorities, which allows a developer to fund local authorities to engage with the preparation of the DCO application, had been agreed. Mr Norwood confirmed that GAL was still in negotiation with the ten local authorities but hoped to conclude negotiations soon.

GAL's response to Gatwick Area Conservation Campaign (GACC)

155. Tim Norwood, Director of Corporate Affairs, Planning and Sustainability – GAL, provided a [response](#) to the points raised by GACC in the presentation given to the last meeting of GATCOM (copy appended to signed minutes). [A video](#) of GAL's recent Jobs Fair

UNCONFIRMED MINUTES - TO BE CONFIRMED AT THE NEXT MEETING OF GATCOM ON THURSDAY 23 APRIL 2020

was shown which demonstrated the views of others in respect of the economic benefits brought to the region.

156. GACC's representative was given the opportunity to reply to GAL's response and commented as follows:

- GAL's achievements should be recognised.
- Expressed concern that Government policy to make 'best use of existing runways' did not oblige GAL to maximise traffic on those runways and referred to the policy advice in that any proposals should be judged by the relevant planning authority, taking careful account of all relevant considerations, particularly economic and environmental impacts and proposed mitigations.
- Remained concerned as to whether GAL's DCO application process for the northern runway will consider all growth, including growth on the main runway from 45 to 60 million passengers per annum.
- GACC felt that the Section 106 agreement with Crawley Borough Council and West Sussex County Council did not provide proper, robust, scrutiny in the context of growth of 33%, equivalent to 15 million passengers per annum.
- GACC asked that GATCOM, and Crawley Borough Council in particular, address these issues seriously.
- Requested GACC be allowed to fully respond to GAL at the next GATCOM meeting.

157. GATCOM considered GAL's response and the following comments were made:

- That the 'balance' of both economic and environmental considerations should be a key consideration. Development of aircraft and fuel technology is still in its infancy, and queried how the Committee on Climate Change's net zero by 2050 carbon target can be met. Mr Norwood explained that sustainable aviation fuels are currently being considered by various airlines including Virgin Atlantic, who last year operated, as part of a trial, a flight into Gatwick using a 5% blend. Many aircraft already had the potential to operate with up to a 50% blend. Mr Norwood considered part-electric, fully electric and hydrogen aircraft are likely to be more of a mid to long-term prospect and technology is still under development, however one of the key features of new aircraft is lower emissions and these aircraft are already being introduced to the market.
- The need for clarity around the interpretation of Government policy on expansion.
- The need for appropriate scrutiny of all Gatwick growth was reiterated.
- The considerable and complex resource required by local authorities, especially outside of the host authorities, in order to consider the DCO application proposals was highlighted. Mr Norwood advised that Planning Performance Agreements (PPA) were designed to address funding for resources to local authorities. The PPAs were still under negotiation.
- GAL's regular updates to GATCOM were valued and viewed as important in building an understanding of the process and issues that need to be addressed. It was acknowledged that GAL's proposals would be fully scrutinised through the DCO planning process and as such some members did not agree with GACC's view.
- The concerns of local residents regarding the current and projected additional number of aircraft movements and increase in overflight needed to be addressed. GATCOM needed to be assured that noise impacts are reducing. GAL was asked to provide information covering Gatwick's growth over the past three years and that predicted into the future, including:
 - the number of runway movements on the main runway,
 - the utilisation of slots,
 - the effects of the reduction in separation between aircraft,
 - flights by time of day, and
 - flights by type of aircraft.

UNCONFIRMED MINUTES - TO BE CONFIRMED AT THE NEXT MEETING OF GATCOM ON THURSDAY 23 APRIL 2020

GAL advised that much data is already publicly available and was included in documents such as the Master Plan and the Scoping Report. Links to documents will be circulated to the Committee. Mr Norwood also advised that further information will be available in the PEIR report which will be issued as part of the DCO consultation.

- Acknowledgement that Gatwick's growth relied upon technological advances to provide the necessary reduction on carbon emissions.

158. GATCOM noted the differences of views across its membership and the issues that need to be addressed in building an understanding of the various impacts, positive and negative, of Gatwick's growth plans. The Chair commented that the proposals will be properly examined during the planning process. Achieving a balance between the economic benefits and environmental impacts of growth was key in securing the future success of the airport.

GATWICK AIRPORT STATION REDEVELOPMENT PROJECT

159. GATCOM received a [presentation](#) on the Station Development Project from Orlagh Ennis, Network Rail Stakeholder Manager, Paul Codd, Govia Thameslink Railway Senior Stakeholder Manager, and Michelle Stanton GAL Project Interface Manager (copy appended to the signed minutes). Investment in the scheme is shared 25% Gatwick and 75% public sector, including £10m from Coast to Capital Local Enterprise Partnership (LEP). The project is being managed by Network Rail in partnership with the DfT who is working collaboratively with GTR and GAL.

160. The project builds upon the Brighton Line Improvement Project and aims to put passenger needs first, including disability access needs. Improvements include doubling the size of the station concourse, adding 5 new lifts and 8 escalators to improve passenger flow, and also widening 2 platforms to address delays due to station overcrowding. Works start in April 2020 and detailed stages of the works were outlined; all works are due to complete in 2023. Platform closures and speed restrictions will be managed and stress tested. Modelling of the timetable has already been completed. GAL is working with the train operators to ensure disruption to passenger journeys is kept to a minimum whilst the works are taking place. From April 2020 onwards, outside of core hours the Gatwick Express will reduce to a half hourly service. The Southern service to London Victoria will no longer travel to Brighton at off-peak times, being replaced instead by services travelling to Littlehampton or Eastbourne that will have an increased 8 carriage capacity. Timetable changes will be clearly communicated in advance so that passengers can plan ahead, and passenger messaging will commence at the end of February ready for the changes to come into effect in May when the Stage 1 platform 7 closure takes effect (May 2020 – Jan 2021).

161. GATCOM welcomed the update on the project which has been long anticipated, noted that there will be necessary disruption to passenger journeys, and welcomed the plans to mitigate this where possible. Members highlighted the following points:

- The implications for train services serving stations to the north of Gatwick should be considered. Mr Codd explained this would be minimal, with no effect on weekdays to Redhill and Horley and any disruption planned to take place during weekends.
- The need to consider the ticket pricing of the reduced premium Gatwick Express service for the duration of the works as passengers will not be receiving a premium product. Mr Codd confirmed this is a known issue and, whilst there is no answer at this time, GTR is in discussions with the DfT.
- The need for communications to passengers should be clear and honest to manage passenger expectations.
- The need to monitor the crowding on platforms as well as on board trains in peak hours during the works.

UNCONFIRMED MINUTES - TO BE CONFIRMED AT THE NEXT MEETING OF GATCOM ON THURSDAY 23 APRIL 2020

- Requested that GTR continue to engage with GATCOM's Passenger Advisory Group (PAG) on the passenger facing elements during construction of the project. Ms Ennis will ensure PAG is added to the regular project updates.

162. Resolved – That Network Rail and GTR take into consideration the above points.

NOISE MANAGEMENT BOARD

163. Tim Norwood, Director of Corporate Affairs, Planning and Sustainability – GAL, provided an update on the reconstitution of the Noise Management Board (NMB).

164. GAL reported that two new independent Chairs has been appointed to lead the re-established NMB Executive Board (NEX), Jonathan Drew, and NMB Community Forum (NCF), Warren Morgan. Both were appointed following a recruitment process involving two GATCOM members and observed by an Independent Commission for Civil Aviation Noise (ICCAN) Commissioner.

165. The new NMB structure will allow for more community groups and locally elected representatives to be included in, and contribute to, NMB proceedings through the NCF. The NCF will set the objectives and priorities for the NEX to develop the strategy. Delivery will be overseen by the NMB Implementation Delivery Group to be Chaired by the Secretary to the NMB, Graham Lake.

166. The new Chairs held a surgery for bi-lateral discussions with community groups on 17 January. A formal NMB members induction session is scheduled to take place on 30 January which the Chair of GATCOM will attend. The first NCF meeting is due to be held on 26 February 20 ahead of the first NEX meeting on 18 March.

167. GATCOM welcomed Jonathan Drew who addressed the meeting. Mr Drew highlighted noise as a challenging issue that the NMB seeks to reduce, and will engage and listen to the communities' noise concerns. NEX is key to doing so, and the NCF will help to set NEX's priorities.

168. Two of GATCOM's County Council representatives highlighted the need for elected County Council representatives to continue to have membership of the NEX. This point was noted by the Committee however membership is a matter for the NEX to determine.

169. GATCOM was pleased to note that the annual public meeting on 3 December was well attended, provided positive feedback, and enabled the public to have discussions with noise experts.

AIRSPACE UPDATE

170. Andy Sinclair, Head of Airspace Strategy and Engagement – GAL, provided an update to the Committee in respect of airspace projects.

Route 4

171. Mr Sinclair explained the history of this route and the way forward is complex with two distinct elements on which GATCOM was updated.

172. In relation to the **2012 route change**, the CAA has published its post implementation review (PIR) [draft Route 4 decision](#) on which it is inviting comment to help ensure the CAA has not missed, misunderstood or misinterpreted any relevant matters. It is not an opportunity for new representations nor to go back over material the CAA has already

UNCONFIRMED MINUTES - TO BE CONFIRMED AT THE NEXT MEETING OF GATCOM ON THURSDAY 23 APRIL 2020

considered. The deadline for comments is 3 February 2020. The CAA will then consider feedback before formally publishing its decision.

173. It was also explained that whilst GAL had sought to continue to maintain the current route 4 tracks until the route 4 airspace change proposal initiated in 2018 had been implemented, the CAA is deciding to bring to an end the use of the Route 4 satellite-based departure routes. Once the formal decision is issued airlines will continue to fly route 4 but with the track over the ground guided by the route coding used by each airline and not directly regulated by the CAA. As acknowledged by the CAA as part of its decision, it is not therefore possible to predict the variations in flight paths that may result.

174. GATCOM queried whether wider distribution of aircraft is expected, whether the flight path will go further north than the existing, and whether the no-flight zone over Horley will be affected by the changes. GAL explained the routes flown will be as coded and it is impossible to predict, however the routes flown will most likely still be within the noise preferential route (NPR) swathe. There will be no change to the restriction of 'no-overflight' of the areas of Horley and Crawley.

175. In relation to the **2018 proposed route change**, GAL is now at stage 2a - Develop and Assess - of the airspace change process. Two very well-attended workshops with local authorities and parish councils have been held at which a route design envelope and design options were shared. On the basis of the workshop and the feedback, GAL is now developing a Design Principles Evaluation document for submission to the CAA in early 2020. GAL clarified that the options shared at the workshops included consideration of both dispersion and concentrated tracks, or a mix of both.

Future Airspace Strategy Implementation South (FASI-South)

176. Following two rounds of engagement in 2019, the CAA gave agreement for GAL to proceed to the next stage in the process (Stage 2: Develop and Assess). That stage will involve two steps – options development and options appraisal. This will involve the iterative development of options with a wide range of existing stakeholders and the feedback of parish councils and similar organisations at an appropriate time. The objective is to develop a shortlist of options for the airspace change on which to formally consult (Stage 3). The newly created Airspace Change Organising Group (ACOG) is overseeing coordination of the project and will issue the Airspace Master Plan in summer 2020 which will then guide GAL in respect of timescales and phasing of the project. It is currently anticipated that the change could be deployed in winter 2022-23.

Reduced Night Noise (RNN) Trial

177. The RNN trial aims to utilise satellite-based technology to reduce noise from night arrivals by avoiding aircraft descending early, which could reduce noise by up to 10 decibels on the worst performing arrivals. Progress on taking forward the RNN trial has been postponed due to revised directions from the Secretary of State to the CAA. This has necessitated a re-prioritisation of CAA activities leading to a decision by the CAA to postpone its review of the trial given the competing priorities for the CAA's technical resource. The CAA's review is an essential precursor to the trial and as a result the RNN trial will no longer start in March 2020 as originally planned.

178. GATCOM commented on the reduced night noise trial as follows. It:

- Welcomed this important initiative in seeking to reduce aircraft noise levels during the night period and in gaining data to help inform future airspace design.
- Expressed disappointment about the postponement of the trial, and called for the Secretary of State for Transport to be lobbied to reprioritise this initiative. GATCOM agreed to raise the matter with the NMB as it is an NMB initiative.

UNCONFIRMED MINUTES - TO BE CONFIRMED AT THE NEXT MEETING OF GATCOM ON THURSDAY 23 APRIL 2020 NOISE AND TRACK MONITORING ADVISORY GROUP (NATMAG)

179. GATCOM received the Deputy Lead Member for Noise summary of the deliberations of NATMAG (copy appended to signed minutes).

180. NATMAG held a workshop on 6 November 2019, to discuss the next phase on the new noise and track keeping system followed by further discussion at the NATMAG meeting on 7 November. NATMAG had put forward a number of suggestions for GAL to consider which also take into account the feedback GATCOM had received from community representatives.

181. GATCOM noted that NATMAG was concerned about GAL's response times for noise complaint handling and the associated backlog in the Airspace Office which had impacted on the response rate key performance indicator (KPI). GAL reassured GATCOM that response rates had improved since the addition of temporary resources to manage the backlog of complaints which had resulted during the transition to the new system, with 96% of complaints now being handled within the KPI target at the time of the meeting.

182. GATCOM noted the key messages from NATMAG.

DEPARTMENT FOR TRANSPORT (DfT) NOISE MANAGEMENT MEETINGS

183. GATCOM received an update on the last meetings of the DfT's Aircraft Noise Management Advisory Committee (ANMAC) and Aviation Noise Engagement Group (ANEG) from the DfT's representative, Mr Tim May.

184. ANMAC, a technical group with representatives from GAL, Heathrow and Stansted, met to discuss helicopter noise modelling and to review the previous noise quota system study which is used to inform the London airports' night flight regimes. Also considered was the forthcoming call for evidence on the existing night flight regime. Mr Alan Jones, GATCOM's Lead Member for Noise is represented at these meetings who advised that he has raised the need for the DfT to give clarity around the scheme of dispensations granted for night flights. The DfT call for evidence on night flights is due to be issued in the next couple of months.

185. ANEG, a national engagement group, was updated on the new aviation strategy and next steps, particularly relating to the work around addressing the Committee on Climate Change's recommendations on carbon emissions, the work of ACOG, and an update on ICCAN's first years' work. Mr May undertook to circulate the Minutes of the last meeting of ANEG to GATCOM once available.

PASSENGER ADVISORY GROUP (PAG)

186. GATCOM received the PAG Chair's report (copy appended to the signed minutes). The new Chair of PAG, Samantha Williams, reminded GATCOM of PAG's remit and work and encouraged members to highlight to PAG any comments about the experience, service, and facilities offered to passengers at the Airport. The Chair of PAG has a seat on GAL's newly established Independent Gatwick Accessibility Panel (IGAP) and will ensure PAG works alongside IGAP to avoid duplication of effort or focus.

187. GATCOM noted the disruption to passengers and staff at the start of the busy Christmas period as a result of the adverse weather affecting road and rail access to the airport. Members enquired how many passengers had missed flights as a result of the disruption. GAL will provide this information and also highlighted that the airport remained operational throughout the adverse weather which also demonstrated good flood resilience.

UNCONFIRMED MINUTES - TO BE CONFIRMED AT THE NEXT MEETING OF GATCOM ON THURSDAY 23 APRIL 2020

188. Resolved – That:

- 1) The way in which GAL have planned for, managed and recovered from operational incidents and challenges be recognised and commended;
- 2) GAL's continued performance improvement be commended;
- 3) PAG's involvement in a wide range of consultations, projects and operational matters be noted; and
- 4) thanks be offered for Ann Bates' valued and outstanding contribution to the Passenger Advisory Group and to disabled accessibility at Gatwick Airport.

REVIEW OF GATCOM

189. GATCOM received the Secretariat's report summarising the discussions from the first GATCOM Away Day held on 24 October 2019 and the discussions and recommendations of the GATCOM Steering Group on GATCOM's membership, way of working and suggested Work Programme (copy appended to the signed minutes). GATCOM reviewed all the areas that had been explored, the suggestions and recommendations and raised the following comments:

Mission Statement

190. Whilst the mixed views within the Committee and Steering Group on whether to have a Mission Statement were recognised it was generally felt that mission statements are appropriate and can help to both explain and focus the mind on the essential purpose of an organisation. The suggested statement set out in the Secretariat's report was reviewed and it was highlighted that the passenger experience was important and should be added to the proposed statement. It was also queried whether reference should be made to holding GAL to account in the statement. The Chair explained that this was discussed by the Steering Group who had agreed that the wording needed to reflect the DfT guidelines for airport consultative committees.

191. GATCOM agreed that the mission statement, be amended as follows:

"Working constructively with the Airport we seek to reach a common understanding across a wide range of different interests enabling us to give a balanced view to the Airport, the Government, and/or the Civil Aviation Authority on economic, social, environmental, and passenger matters arising from the Airport's operation and future development plans."

GATCOM Membership and Balance of Interests

192. GATCOM considered in detail the Steering Group's recommendations in respect of changes to GATCOM's membership. Members commented that the current size and balance of interests within the Committee was appropriate for ensuring a constructive and balanced debate in order to ensure the Committee remained effective. It was agreed that the current vacant seats allocated for an airlines interest and a business/economic interest should continue to be held by those interest groups and the Secretariat, working with GAL, should explore possibilities for membership with a group representing a wide range of airlines operating in the UK and a group representing business/economic interests from the Brighton and Hove area or the wider Sussex/south coast area such as the Sussex Chamber of Commerce.

193. GATCOM also reviewed the Steering Group's recommendations in respect of the Environmental interests, including the consideration of the request for membership that had been received from the CPRE (Campaign to Protect Rural England). Further detailed

UNCONFIRMED MINUTES - TO BE CONFIRMED AT THE NEXT MEETING OF GATCOM ON THURSDAY 23 APRIL 2020

consideration was given as to whether to increase the number of seats held on the Committee for an additional environmental interest. Members agreed with the Steering Group's view that the Committee's membership should be increased by one seat to accommodate an additional environmental interest. GATCOM then considered the CPRE's request for membership, the current environmental interests input to the Committee's deliberations, how interests of those communities impacted by the highly sensitive and complex topic of aircraft overflight and noise are represented and the recommendations of the Steering Group.

194. Only one member spoke in support of the CPRE's request for membership highlighting that it is not just a pressure group as it has access to its own environmental experts and the need for an organisation that was independent of GAL's interests. Whilst recognising the important work of the CPRE, the majority of members were of the view that as the impacts of aircraft overflight and noise was a frequent area of discussion at GATCOM there was a need for GATCOM to formalise links with the reconstituted NMB which would better ensure the collective views of local communities backed up by the evidence provided by the NMB's work and strategies, to be fed into GATCOM's deliberations. GATCOM therefore agreed to decline the CPRE's request for membership and agreed that the newly created additional seat for environmental interests should be offered to the NEX Chair.

Communication flows

195. The need for GATCOM to ensure effective communication flows was noted and whilst it was agreed that GATCOM should not pursue a social media platform the Secretariat was asked to explore with GAL the possibility of GAL using its own social media platform to share GATCOM's work.

196. Resolved – That:

- 1) the review of the GATCOM's membership and ways of working be welcomed;
- 2) the Mission Statement, as amended and set out in minute 190 above be agreed;
- 3) in terms of GATCOM's membership,
 - a) The vacancies in respect of the business/economic interests and the airlines interests be filled by alternative organisations representing those interest groups and that the Secretariat, working with GAL, explore the possibility of offering membership to:
 - i) a business/economic organisation from the Brighton and Hove or wider Sussex/south coast area
 - ii) an airline interest representing the interests of a wide range of airlines operating in the UKand to report back to GATCOM on the outcome of discussions with alternative organisations;
 - b) An additional seat to increase the environmental interests on the Committee be agreed and that:
 - i) the CPRE's request for membership be declined; and
 - ii) the Chair and Secretariat formally approach the Chair NMB Executive to offer membership of GATCOM; and
 - c) the Secretariat report back on the potential for establishing a local information sharing network between neighbouring parish councils to help facilitate a more regular information flow between neighbouring parish councils and GATCOM.
- 4) The draft Work Programme set out in Appendix 2 of the Secretariat's report be agreed as a living document and be further developed following discussions with GAL; and

UNCONFIRMED MINUTES - TO BE CONFIRMED AT THE NEXT MEETING OF GATCOM ON THURSDAY 23 APRIL 2020

- 5) The Secretariat reports progress on implementing the outcomes of this review to a future meeting, including the updated work programme.

DATE OF NEXT MEETING

197. Members noted the next meetings of GATCOM and its sub-groups as follows:

GATCOM Steering Group – Thursday 26 March 2020 at 10.00am

Passenger Advisory Group – Thursday 2 April 2020 at 1.30pm

GATCOM - Thursday 23 April 2020 at 2.00pm

198. Members also noted the next meeting of Gatwick Airport Limited's Noise and Track Monitoring Advisory Group (NATMAG) on Thursday 6 February 2020 at 10am.

Chair

The meeting concluded at 4.58pm.