

Minutes of the virtual meeting of the Gatwick Airport Consultative Committee (GATCOM) held on 20 January 2022 by videoconference.

Meeting held with pre-booked public attendance of 7 persons to observe proceedings.

Present:	Tom Crowley (Chairman)
Jeff Alexander	Gatwick Diamond Business
Cllr. Richard Biggs	Reigate and Banstead Borough Council
Cllr. David Brazier	Kent County Council
Ana Christie	Sussex Chamber of Commerce (attended part)
Nick Darwin (substitute)	Coast to Capital LEP
Cllr. Matt Furniss	Surrey County Council
Cllr. Mike George	Horley Town Council
Cllr. Stephen Hillier	Mid Sussex District Council
Angie Hills	ABTA
Cllr. Rosemary Hobbs (substitute)	Mole Valley District Council
Alan Jones	Burstow Parish Council
Stephen Jones	London Chamber of Commerce and Industry
Chris Larkman	Which? representative
Cllr. Liz Kitchen	Horsham District Council
Rory Lillington (substitute)	Airlines UK
Cllr. Liz Lockwood	Tandridge District Council
Hugh McConnellogue	Gatwick Airline Operators Committee (AOC)
Warren Morgan (Substitute)	Gatwick Noise Management Board – Chair, Community Forum
Cllr. Atif Nawaz	Crawley Borough Council
Cllr. Penny Shoubridge (substitute)	Charlwood Parish Council
Cllr. Rupert Simmons	East Sussex County Council
Colin Stewart	BAR UK
Richard Streatfield	Environmental and Amenity Groups
Cllr. Steve Waight	West Sussex County Council
Samantha Williams	Chair, Passenger Advisory Group

Also in attendance:	
Stewart Wingate	Chief Executive Officer, GAL
Tim Norwood	Director of Corporate Affairs, Planning & Sustainability, GAL
Andy Sinclair	Head of Noise & Airspace Strategy, GAL
Alison Addy	Head of External Engagement & Policy, GAL
Melanie Wrightson	Stakeholder Engagement Manager, GAL
Richard Lennard	Economic Partnerships Manager, GAL
Goran Jovanovic	Airspace Office, GAL
Wojciech Witkowski	Airspace Office, GAL
Lochlann Allison	Airspace Office, GAL
Tim May	DfT
Robin Clarke	NATS
Cheryl Monk	ACOG
Stuart Lindsey	CAA

Chris Barnes	Trax Int
Nic Stevenson	CAA
Suzannah Hill	GATCOM Secretariat
Paula Street	GATCOM Secretariat

Apologies for absence were received from:

73. Chris Carter (Airlines UK): Cllr. Helyn Clack (Surrey County Council); Jonathan Drew, Gatwick Noise Management Executive Board; Cllr. Carolyn Evans (Charlwood Parish Council); Cllr. Malcolm Fillmore (Rusper Parish Council); Cllr. Margot McArthur (Kent County Council); Cllr. Caroline Salmon (Mole Valley District Council); and Matt Wragg (Coast to Capital Local Economic Partnership).

Minutes of the last meeting

74. Resolved:

- a) That the minutes of the meeting of GATCOM held on 14 October 2021 be approved and signed by the Chairman; and
- b) That the minutes of the Special Meeting of GATCOM held on 26 November 2021 be approved and signed by the Chairman.

75. The Environmental and Amenity Groups' representative highlighted that at the Special Meeting of GATCOM he had reserved judgement on the response agreed by GATCOM on GAL's Northern Runway pre-application consultation until community groups had seen the amended response. He reported that community groups which were members of Gatwick Area Conservation Campaign (GACC) could not support GATCOM's submitted response.

Reports from Sub-Group and Other Meetings

76. GATCOM received and considered reports summarising the key messages and recommendations arising from the meetings of the GATCOM Steering Group, Passenger Advisory Group (PAG), GAL's Noise and Track Monitoring Advisory Group (NATMAG), and the Gatwick Noise Management Executive Board (NEX) (copies attached to the signed minutes).

GATCOM Steering Group – Chairman's Report

77. The Chairman of GATCOM introduced his report and highlighted key points, including the DfT's information gathering survey of Airport Consultative Committees (ACCs) and the recommendation of the Steering Group that a GATCOM Away Day should be arranged to take place later in the year. Reference was also made to the update to the existing Section 106 which expired at the end of December 2021. GAL confirmed that discussions with Crawley Borough Council and West Sussex County Council were on-going and GAL hoped to agree a finalised form of wording of the agreement in the next few weeks. In the meantime, GAL confirmed that it was continuing to progress commitments from the expired agreement.

78. It was agreed that:

- 1) an Away Day for all GATCOM members/support officers would be arranged to take place later in the year to review GATCOM's membership and future ways of working.
- 2) the GATCOM Steering Group would consider a draft of GATCOM's Indicative Work Programme 2022/23 at its next meeting.

Passenger Advisory Group (PAG) – Chair’s Report

79. The Chair of PAG introduced her report and highlighted key points. It was noted that:

- 1) GAL was seeking PAG’s views on the plans to refurbish the North Terminal International Departure Lounge.
- 2) PAG had raised concerns about the consistency of signage at the airport and was seeking to input to GAL’s review of wayfinding.
- 3) PAG had been active in its engagement with GAL as the ‘critical friend’ over the past quarter in its role as advocate on behalf of passengers
- 4) PAG was monitoring surface access to the airport.

80. Reference was made to the current reduced rail service timetable, particularly in respect of the Gatwick Express, as a result of the pandemic and it was questioned when services would be reintroduced. It was agreed that the train operator, GTR would be invited to the next meeting of GATCOM.

Noise and Track Monitoring Advisory Group (NATMAG) Summary Report

81. GATCOM’s Lead Member for Noise introduced his report and highlighted the key points. GATCOM noted NATMAG’s activities over the quarter and the key messages as follows:

- 1) The Airspace Office had continued to engage with airlines through their airline engagement programme using the Airline Noise Performance Table as a performance-based guide to target airlines. NATMAG members had been referred to the table on page 6 of the Airspace Office quarterly report.
- 2) The KENET route availability change was presented by NATS to NATMAG, and its members found it useful to understand the seasonal change in route usage to make it more efficient and provide environmental benefits.
- 3) Updated information on Route 4 was to be published on GAL’s webpage.
- 4) The NMB/GAL joint Airspace and Noise Annual Public Meeting had taken place on 02 December 2021.
- 5) The invitation to the Gatwick Noise Envelope virtual briefing on 18 November 2021 had been extended to GATCOM and NATMAG members.

82. GATCOM’s Lead Member for Noise had also participated in GAL’s FASI-South stakeholder engagement briefing in December and the DfT’s discussion group on the review of the night flights policy. One area of common concern across all stakeholder groups was the need for the Government to address land use planning and noise management with calls for greater guidance (similar to the advice given in the extant Planning Policy Guidance Note on Planning and Noise (PPG24)).

83. GATCOM noted all the key messages.

Noise Management Board (NMB) – Chair of NMB Executive Board (NEX)

84. The Chair of NMB Community Forum introduced the report on behalf of the NEX Chair (copy attached to the signed minutes) and highlighted the key points:

- 1) In view of concerns of the NMB’s community members about the need for further engagement and transparency in the proposed noise envelope design as part of the Northern Runway DCO application, the NMB Co-Chairs had recommended that the GATCOM Chair should write to GAL to arrange a meeting between the GATCOM Chairman and the Chair of the NMB Executive Group to

seek assurances on a transparent and appropriately inclusive process in evolving the design of the proposed noise envelope.

- 2) The NMB Co-Chairs were engaging with GAL and Gatwick's airlines to explore what more could be done on the potential to seek further voluntary measures to reduce the negative impacts of night flights.
- 3) NMB-led studies into the fair and equitable distribution (FED) and the arrivals minimum joining point at night were on track to report findings early this year; and work was underway on how to identify a proposal for local planning authorities on the consideration of aviation noise in land use planning continues.

85. It was agreed that the GATCOM Chairman should write to GAL to seek a meeting between GAL, the NMB NEX Chair and the GATCOM Chairman to seek assurances on the need for an inclusive and transparent process in evolving the noise envelope design ahead of GAL's DCO application submission.

86. GATCOM noted that the CAA had recently published the low noise arrival metric (CAP2302), to measure the efficiency of aircraft arrival performance. GAL will now work with Sustainable Aviation as to how to deploy the metric to improve noise disturbance nationally.

87. There were no matters that GATCOM wished to refer to the NMB for further consideration.

AIRSPACE MODERNISATION

88. GATCOM received three presentations giving an overview of airspace modernisation and how Gatwick's FASI-South project fitted into the overall UK Strategy and Masterplan for delivering the modernisation programme across the South of England (copy of presentation slides attached to the signed minutes).

Airspace Change Masterplan

89. Cheryl Monk, Head of Communications for the [Airspace Change Organising Group \(ACOG\)](#) Airspace Change Organising Group (ACOG) gave an overview of the [Airspace Change Masterplan](#) development, timeline and opportunities for engagement. The key points noted were:

- 1) airports were responsible for modernising their route network up to 7000ft and NATS for everything above this. ACOG would work with airports and NATS to ensure the programme was coordinated. There were 21 airports across the UK involved in the programme.
- 2) The Airspace Change Masterplan was a high-level coordinated implementation plan that identified which individual, but interdependent, airspace design changes needed to be developed, and by when, to deliver the range of benefits that modernisation would bring.
- 3) The Plan would describe the potential conflicts, trade-offs and interdependencies between the proposals and the concepts/solutions available to resolve them.
- 4) The second iteration of the Masterplan, focused on interdependencies and trade-offs, was submitted to CAA in December 2021. The third iteration of the Masterplan was to be produced later in 2022 and would involve a public engagement exercise. It would include a description of the proposed airspace structure and route network envisaged by the interdependent airspace change proposals when viewed as a collective. It would not include the detailed designs of all the routes.
- 5) ACOG will be working with airports on developing guidance on how consultations were to be co-ordinated between those airports where there was shared airspace to help ensure consistency in terminology and materials to be used to ensure communities had a clear understanding of what was being proposed.

- 6) It was emphasised that ACOG had no executive powers in the airspace change process and that it was the airports which were responsible for conducting the consultation on their proposed route design options. It would ultimately be the CAA which would decide on whether an airspace change proposal could go ahead.
- 7) The final version of the Masterplan was due to be produced in 2024.

90. Stuart Lindsey, Head of Airspace Modernisation CAA gave an overview of the [CAA - Airspace Modernisation Strategy \(AMS\) Review](#). The key points noted were:

- 1) The Government required the CAA to have an AMS. Progress on delivering the AMS was [reported annually](#). The FASI initiative was included in the current AMS and was driving ACOG's development of the Airspace Masterplan. The CAA was currently consulting on a draft refreshed AMS to 2040. The draft refreshed strategy placed the integration of all airspace users at the core of the strategy, including accommodating new users such as drones, advanced air mobility and spacecraft. The closing date for [comments on the draft strategy](#) was 04 April 2022.
- 2) The direction of the CAA's review had taken account of the views expressed at the CAA's various Stakeholder Engagement & Requirements Gathering Sessions held over the past year which involved a wide range of stakeholders including representatives from the aviation industry, Strategic Aviation Special Interest Group of local authorities (SASIG), the national body for airport consultative committees (UKACCs), community noise campaign groups and ICCAN (before its demise).
- 3) The aim was for a simpler airspace design and supporting regulations which introduced sustainability (a key request of ACCs and community groups), as an overarching principle to be applied through all modernisation activities, including better managing noise, air quality and helping achieve government commitments to net zero emissions.
- 4) The draft strategy document was divided into three parts, plus a governance annex. Part 1 Strategy and Enablers explained the strategy's objectives and a high-level overview of what would enable those objectives to be fulfilled. Part 2, Delivery elements explained the different 'elements' that made up delivery of the strategy. Part 3, Deployment was currently being developed. Consultation on this part was to be published at a later stage when the CAA's consultation on Parts 1 and 2 of the AMS had closed and responses considered.

91. GATCOM members were encouraged to respond to the CAA's consultation.

92. Andy Sinclair, Head of Noise and Airspace Strategy at GAL, gave an overview of GAL's [FASI-South Project](#) and stakeholder engagement to date and linkages to the CAA's AMS and ACOG's Airspace Masterplan. Key points to note were:

- 1) GAL had completed Stage 1 of the CAA's airspace change process set out in CAP1616, during which the design principles for the FASI-South project were agreed. GAL had re-started Stage 2a of the process. The methodology to be used to develop a comprehensive list of options had been subject to engagement with a range of stakeholders in September 2021 with an update and further feedback sought in December 2021. The focus of Stage 2a was on developing options that address objective/s identified in Stage 1 and which align with the defined design principles.
- 2) GAL was at the very early stage of options development and in this respect was working in isolation with no interactions with other airports at this stage.
- 3) ACOG's Masterplan was important as it would frame the development of the comprehensive list of options. Following engagement, the options would be finalised and evaluated against the design principles agreed at Stage 1 to

narrow down the comprehensive list into a shorter list of sets of route options.

- 4) Engagement was to continue and a series of workshops were to be held in February to share the comprehensive list of options and to seek views on the short list of options and in particular anything that may have been missed in the development and consideration of options.
- 5) A stakeholder group of around 120 different groups had been identified at Stage 1 and all invited to be involved from the initial stages of engagement. However, following feedback at Stage 1 about the absence of engagement with parish councils, and with a short list of options to help identify relevant parishes, GAL was planning to expand the stakeholder engagement list to include potentially affected parish councils at the initial options appraisal stage, likely around mid-2022. Such an approach is above and beyond the required engagement set out in the CAA's CAP1616 process but was considered proportionate given the nature of the change.
- 6) GAL was applying to the CAA to delay the Stage 2a assessment Gateway from July 2022 which would give GAL more time to undertake a thorough and wider engagement process. This would not impact on the parallel work being undertaken by other airports whose routes overfly in the vicinity of Gatwick.
- 7) Research studies commissioned by the NMB on FED and the ILS minimum joining point at night were progressing well and would feed into the FASI-South project.

93. GATCOM members raised the following points:

- 1) Community noise campaign groups were concerned that GAL's FASI-South project was being designed with future expansion and increased capacity in mind. Although there was a Post Implementation Review process there was no mechanism available for the Government or the CAA to ensure that the benefits expected from airspace modernisation in terms of noise and emissions reductions to benefit communities were being achieved once the new routes/changes had been implemented. There was also no recourse for communities to seek change if the expected outcomes were not achieved. It was felt important for GATCOM to address these points.
- 2) The list of stakeholders involved to date should be shared. GAL confirmed that all the information on engagement and work to date was available on the [CAA's airspace change portal](#).
- 3) Concern was raised on ensuring that changes to the way airspace and routes were used in the future did not increase the frequency of overflight, lower flight altitudes and/or exacerbate the noise impact for communities under flight paths.
- 4) The importance of ensuring that GAL's consultation with communities was aligned with Heathrow's airspace change timeline so that communities had a clear understanding of potential cumulative effects of airspace changes and the interaction of routes serving both airports. There was a request for Heathrow and Gatwick to engage with affected communities at the same time. The importance of ACOG's Masterplan in coordinating the approach to consultation was reiterated.

94. GATCOM noted that its overarching role in the airspace process was to help raise awareness of the process and how communities/interested parties could engage in the process and where to access information. Members were encouraged to help raise awareness of GAL'S FASI-South project amongst their wider communities.

ICCAN: TRANSFER OF FUNCTIONS TO THE CIVIL AVIATION AUTHORITY (CAA)

95. GATCOM received an update from Nic Stevenson, Head of Strategy at the CAA on the practicalities of taking on its new functions. Members were alerted to CAA's letter at item 5 of the agenda pack (copy appended to the signed minutes). Members were reminded that of the concerns raised by the GATCOM Steering Group at its meeting on 07 January 2022 about the demise of ICCAN and the transfer of the majority of its functions to the CAA.

96. The CAA confirmed the following points:

- 1) The CAA already performed a number of different roles in relation to the environmental impact of aviation – its regulatory functions included airspace modernisation and the airspace change process; its commercial functions (noise modelling and monitoring for a range of clients included Government and airports); and its advice functions, which was where the new functions from ICCAN would sit.
- 2) The CAA was creating a Sustainability Team within its Strategy Department reflecting the CAA's and Government's perspective that aviation's environmental impact was a holistic systems issue. The new Team would look at cross cutting impacts.
- 3) The new functions included research into the effects of noise, best practice guidance and the provision of transparent information. The CAA was also taking on ICCAN's commitment to refresh the survey of noise attitudes. Discussions continued with the DfT on the other specific ICCAN initiatives/work to be taken forward by the CAA.
- 4) An Environmental Sustainability Panel would be established to advise the CAA, similar to the CAA's Consumer Panel. It would provide the CAA with expert advice and with technical support, to ensure sustainability and environmental interests were taken fully into account in the CAA's work. It was noted that aviation's environmental impact was complicated, deep and multi-faceted.
- 5) The new Panel's independence was paramount to its success but it would not publicly campaign nor would it deal with individual complaints from the public, represent or correspond directly with air travellers, industry or community groups.
- 6) Recruitment of staff, the Panel members and its Chair had begun. An external recruitment agency had been appointed to lead the recruitment process for the Panel members. The agency had already engaged with a number of stakeholders including some environmental/community groups, UKACCs and the DfT on the types of skills, competencies and capabilities required of Panel members and the Chairman.
- 7) The new team, functions and Panel are to be in place by 01 April 2022.

97. GATCOM members raised the following points:

- 1) Concern remained about how the CAA could be both a regulator and give independent oversight to environmental and sustainability issues, including how the CAA's work would give communities greater confidence in the same way as ICCAN. The CAA gave reassurance that its work would focus on national and overarching strategic issues but it would look to continue with local engagement where needed through existing fora and other sessions.
- 2) Land use planning and noise management were highlighted as an area that the Government and the CAA needed to address. The CAA was aware of this issue but also confirmed that it would not be involved with local planning decisions.

CHIEF EXECUTIVE OFFICER'S REPORT

98. GATCOM received a report from Stewart Wingate, Chief Executive Officer, GAL which gave an overview of 2021 recovery operations and the forecast throughput for 2022. The key points to note included:

- 1) **Traffic** – airport handled around 1 million passengers a month in the last quarter. GAL expect to handle over 1 million passengers per month from March 2022.
- 2) **New airlines and services** –operations had started or were planning to start, such as British Airways, Wizz Air, JetBlue, Jet2 and Scoot.
- 3) **Easyjet** – planned to operate a fleet of around 80 aircraft in the peak summer months in 2022 which was more aircraft than easyJet operated in 2019.
- 4) **Slot Waiver** - the outcome of the Government's slot waiver consultation which included a proposal for 70/30 rule was awaited. This was an important decision for GAL in understanding how traffic would recover. GAL had submitted a response requesting the reinstatement of the 80/20 rule. The pace of Gatwick's recovery would depend on the outcome of the consultation and would also assist in planning the timing of reopening the South Terminal, the earliest possible date was the start of the summer season – 27 March 2022, and the recruitment of staff.
- 5) **New Jobs** - It was estimated that around 5000 new jobs would be created across the airport's operation in the first half of the year with the re-opening of the South Terminal. Recruitment would be focussed on the local catchment area.
- 6) **Ghost flights** – GAL confirmed that there had been no empty flights operating from Gatwick to enable an airline to retain a slot.
- 7) **Runway Resurfacing** – GAL had decided to resurface the main runway and had been through a full tender process for a contractor to undertake the work which was due to commence in April.
- 8) **Carbon Emissions Reporting** – GAL clarified that it reported on its carbon emissions each year in the Decade of Change Annual Progress Report. In respect of Scope 3 emissions (those emissions outside the direct control of GAL), GAL confirmed it reported on the aircraft emissions in the landing and take-off phase (c3,000ft). Above 3000ft, airlines report on those emissions.

NORTHERN RUNWAY DEVELOPMENT CONSENT ORDER (DCO) – NEXT STEPS

99. GATCOM received a report from Tim Norwood, Director of Corporate Affairs, Planning and Sustainability, GAL on the close of the pre-application consultation and next steps concerning the DCO process. Key points included:

- 1) The DCO pre-application consultation on the Northern Runway Project closed on 01 December. Several thousand responses had been received. GAL was now in the process of analysing feedback in detail.
- 2) All comments would be individually coded by a specialist coding house. It would take several months for GAL to consider all the comments before starting the process of finalising the environmental statement and the submission to the Planning Inspectorate towards the end of 2022.
- 3) GAL emphasised that this was the very start of the process and there would be opportunities for people to have a further say on the proposals as part of the examination process. People would need to register as an interested party with the Planning Inspectorate at the appropriate time to make their views known.

ANNUAL MEETING OF UKACCS

100. GATCOM noted the Secretariat's report summarising the key messages and outcomes from annual meeting of UKACCS held on 18/19 November 2021 which the Chairman and the Secretariat had attended (copy attached to the signed minutes).

DATE OF NEXT MEETING

101. The next meeting of GATCOM would take place on Thursday 28 April 2022 at 2.00 p.m.

Chairman

The meeting concluded at 4.50pm.