

# UNCONFIRMED MINUTES – TO BE CONFIRMED AT THE NEXT MEETING OF GATCOM ON THURSDAY 25 APRIL 2019

## GATCOM

Minutes of the meeting of the Gatwick Airport Consultative Committee held on 24 January 2019 at the Hilton Hotel, Gatwick Airport.

Present:	Tom Crowley (Chair)	
Phillip Allport	-	Airlines UK
Jeff Alexander	-	Gatwick Diamond Business
Roger Elkins	-	West Sussex County Council
Carolyn Evans	-	Charlwood Parish Council
Mike George	-	Horley Town Council
Peter Hall	-	Passenger Representative
Chris Hersey	-	Mid Sussex District Council
Angie Hills	-	ABTA
Alex Horwood	-	Reigate and Banstead Borough Council
Alan Jones	-	Burstow Borough Council
Liz Kitchen	-	Horsham District Council
Graham Knight	-	Surrey County Council
Chris Larkman	-	Which?
Douglas Moule	-	Gatwick AOC
Katie Nurcombe	-	Coast to Capital LEP
Sally Pavey (substitute)	-	Environmental and Amenity Groups
Michael Payne	-	Kent County Council
Rupert Simmons	-	East Sussex County Council
Geraint Thomas	-	Crawley Borough Council
Charles Yarwood	-	Mole Valley District Council

### Also present:

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

Apologies for absence were received from: Peter Barclay (Environmental and Amenity Groups), Ken Harwood (Tandridge District Council) and Nigel Smith (Tourism South East).

## MINUTES

123. Resolved - That the minutes of the meeting held on 28 October 2018 be approved as a correct record and that they be signed by the Chair.

### TOM CROWLEY, NEW CHAIR OF GATCOM

124. The Chair addressed the meeting and highlighted the important role of GATCOM in acting as a critical friend to the airport's management. He was very pleased and honoured to be appointed as Chair and was well aware that this was a significant time in the airport's history with the draft Master Plan setting out Gatwick's ambitious vision for growth over the next decade; the Noise Management Board's review well advanced; the Government consulting on a new Aviation Strategy; the London area airspace modernisation programme underway and the implications of Brexit for Gatwick and the region. He was making arrangements to meet all members individually and was interested to hear views on how GATCOM operates and ideas for change. He would also welcome suggestions from members for future items of business.

125. The Chair advised that Mr Barry Smith, Deputy Secretary to GATCOM, had now retired and asked that GATCOM's thanks and good wishes be sent to Mr Smith.

# **UNCONFIRMED MINUTES – TO BE CONFIRMED AT THE NEXT MEETING OF GATCOM ON THURSDAY 25 APRIL 2019**

## **GATCOM STEERING GROUP – CHAIR’S REPORT**

126. GATCOM received the [report](#) of the Chair summarising the matters considered at the meeting of the GATCOM Steering Group on 20 December 2018 (copy attached to the signed minutes).

### **Noise and Track Keeping System**

127. The Chair highlighted that GAL was in the process of procuring a new noise and track monitoring system with enhanced capabilities, including an automated telephone noise complaints reporting function, which would hopefully be in place by the summer. GATCOM welcomed the significant investment by GAL in the new system.

### **Network Rail Consultation on East Croydon to Selhurst Junction Capacity**

128. The Chair confirmed that the GATCOM response had been submitted, welcoming the scheme in principle and reminded members that GATCOM is a signatory to Coast to Capital LEP’s “Brighton Main Line Alliance”

### **Outgoing Chair’s Review of the Work of the Committee 2018**

129. GATCOM noted that that outgoing Chair’s Review of the Work of the Committee 2018 had been published on 21 December and took the form of an open letter to the new Chair. The Chair paid tribute to the work of Dr Godfrey and for his outstanding work as Chair over the past 11 years.

## **CHIEF EXECUTIVE OFFICER’S REPORT**

130. GATCOM received the Chief Executive’s [commentary](#) on activity at the airport since the date of the last meeting (copy attached to the signed minutes).

### **Drones**

131. Mr Wingate reported on the impact of the drone attack on the airport between 19 – 21 December. He explained that Gatwick suffered a sustained and malicious drone attack commencing at 21:30 hours on 19 December and sightings of drone activity over and in the vicinity of the airfield within the restricted zone continued throughout 20 December resulting in no aircraft movements on that day. Aircraft operations resumed at 06:00 on 21 December and operations returned to normal levels on 22 December. The police investigation into the criminal activities continues. GATCOM noted that the severity of the attack was very quickly escalated to Government and GAL praised the rapid and collaborative working across Government departments in handling the incident which resulted in the deployment of the military and military grade counter-drone equipment.

132. Mr Wingate emphasised that the safety and security of passengers, airlines and staff was, and would always be of paramount importance. The disruption resulted in around 900 flight cancellations and affected the travel plans of 164,000 people. He also explained that during the incident GAL worked hard to ensure targeted and frequent communications to passengers and users of the airport through various methods including social media platforms, the website, the Gatwick App and media releases. The whole airport community came together to help manage the disruption, including GATCOM’s Passenger Advisory Group (PAG) volunteer members, to assist passengers.

133. Members noted that Gatwick, along with other UK airports, had been trialling a form of counter-drone technology which had been operational during the period of the attack. GAL has since invested several million pounds into multi layered counter-drone technology. The operational teams at the airport have reviewed the lessons learned from the attack and have updated their action plans for how to respond to drone sightings in the future. It was also noted that GAL continues to lobby the Government for changes to the law on the flying of drones near airports.

134. Reference was made to the Government’s announcement of 7 January that it proposed to introduce additional 5km long by 1km wide exclusion “no drone zones” around airports and would bring forward legislation in 2019 to give new powers to the police. GATCOM referred to need for GAL to work with local parish/town councils/communities on signage needed for the “no drone zones” particularly in and around parks and open spaces for the larger exclusion zones being agreed by Government. Mr Wingate agreed that once larger exclusion zones were agreed by Government, GAL would work with local authorities on signage for parks and open spaces.

## **UNCONFIRMED MINUTES – TO BE CONFIRMED AT THE NEXT MEETING OF GATCOM ON THURSDAY 25 APRIL 2019**

135. GATCOM congratulated GAL for the way in which the incident had been managed and tribute was paid to all staff, airlines, GATCOM's PAG members, ANS and NATS and other public transport providers for the assistance they had given.

### **Traffic Growth**

136. Mr Wingate reported that Gatwick had seen continued growth and over the past quarter handled 10.2 million passengers with an aircraft load factor of 83.5%. The route network continued to develop with long-haul routes seeing year-on-year growth of +6.1% in December.

### **Exiting the European Union**

137. Mr Wingate advised that GAL was fully engaged with the Government, other stakeholders and European contacts on current developments on Brexit and is reviewing its contingency plans for a "no deal" Brexit scenario. Members noted that the EU had stated that in the event of a "no deal" they would continue to allow arrivals and departures for flights between the UK and the EU but these could be capped at current levels.

### **Capital Investment**

138. It was noted that GAL was out to tender for two new multi-storey car parks – one in the South Terminal and one in the North Terminal; was commencing a trial for a car park robotics project; and the extension of the retail area creating a mezzanine level in the North Terminal international departure lounge continued.

### **Noise quarterly performance data**

139. Reference was made to the slight dip in track keeping and continuous descent operations performance over the past quarter. It was explained that this was a regular pattern due to poor winter weather conditions impacting on performance.

## **FUTURE OWNERSHIP AND MANAGEMENT OF GATWICK AIRPORT LIMITED**

140. Mr Wingate reported that Gatwick's owners had entered into a new partnership with VINCI Airports, which would take a 50.01% ownership stake in Gatwick Airport. Global Infrastructure Partners (GIP) would maintain its integral role in the management and ownership of the airport. The transaction was expected to be completed by the end of Q2 2019.

141. GATCOM welcomed the clarity given about Gatwick's future ownership and management and the continuity of GIP's future management would bring at a critical time in Gatwick's history.

## **DRAFT AIRPORT MASTER PLAN 2018**

142. Tim Norwood, Director of Corporate Affairs, Planning & Sustainability, GAL, gave an update on the draft Master Plan consultation. He thanked all stakeholders for their engagement with the consultation process over the 12 week consultation period. He explained that GAL had engaged with a wide range of interested parties to ensure that its consultation reached the widest possible audience. Launching the consultation involved over 12,000 letters to residents; 1,300 letters to businesses, over 2000 emails to stakeholder organisations, and coverage of the launch of the Master Plan through various media including social media. During the consultation, GAL held six exhibitions in Horley, Horsham, Croydon, Tunbridge Wells, Brighton and Crawley, all of which were well attended; GAL responding positively to meeting / speaking requests from a number of parish/town, district/borough and county councils as well as other groups/organisations around Gatwick, including GATCOM's PAG, to present Gatwick's vision for growth; and using social media posts reaching approx. 200,000 people. Around 5,000 responses had been received to the consultation.

143. Reference was made to the locations of the exhibitions as some GATCOM members had concerns about the number and locations that GAL had chosen for the exhibition events; for example no exhibitions had been held in East Sussex. GATCOM acknowledged that significant efforts had been made by GAL to consult extensively, but hoped that any future consultation plans would first be shared with GATCOM to ensure coverage of key geographic areas around the airport such as East Sussex, with Crowborough being cited as a potential location for an event. GAL noted the feedback and agreed to reconsider the arrangements for future stages of consultation.

## **UNCONFIRMED MINUTES – TO BE CONFIRMED AT THE NEXT MEETING OF GATCOM ON THURSDAY 25 APRIL 2019**

144. It was noted that Ipsos Mori had been commissioned to receive and analyse the consultation responses and a summary report will be produced on the consultation. Ipsos Mori's report will comprise two parts – one part will set out the process and the other part will summarise the responses received to the questions.

145. GATCOM considered a [report](#) by the Secretariat that set out the Committee's response to the draft Master Plan consultation agreed by the Steering Group and also the Steering Group's recommendations on a suggested GATCOM approach if and when GAL decides to progress its growth plans (copy attached to the signed minutes). Paula Street outlined the deliberations of the GATCOM Steering Group and the need identified for GATCOM to establish at an early stage its role and possible approach for the next phases in the development process, should GAL decide to pursue its growth plans.

146. Given the important implications of Gatwick's vision for growth across the three scenarios, members considered GATCOM's role and possible approach. The prospect of giving greater certainty for local communities and businesses was welcomed as was the need for all interests to work together to build a consensus. Recognition of the negative impacts and ways they could be addressed and managed was highlighted. Particular reference was made to the significant negative impact of increased aircraft movements on local communities, particularly at night and in the shoulder periods. There was a need for GAL to address any new noise/overflight impacts arising from the growth scenarios. GATCOM therefore supported the need for there to be a full review of the section 106 agreement whatever growth scenario GAL decided to pursue.

147. The use of the term "standby runway" was discussed. There were many different names/terms used locally such as emergency/maintenance/northern/taxiway runways. It was agreed that there was a need for consistency.

Resolved -

(1) That:

- (a) the suggested role of GATCOM in the process as set out paragraph 5.2 of the Secretariat's report be agreed;
- (b) GAL and the local authorities be asked to explore the undertakings GAL would be prepared to offer to manage future growth of the airport and to keep the GATCOM Chair and Secretariat informed and engaged in the process;
- (c) GAL and the local authorities in negotiating the full review of the Section 106 to take into account the points raised in paragraph 5.6 of the Secretariat's report; and
- (d) the topic areas requiring further clarification set out in paragraph 5.3 of the Secretariat's report be considered in more detail at a future GATCOM meeting;

(2) That GAL be asked to share with GATCOM its ideas for community consultation ahead of any formal planning public consultations being launched; and

(3) That as part of GATCOM's consideration of the Aviation Green Paper policy proposals, consideration be given to whether there are aspects of the policy proposals that GAL needs to take into consideration in finalising its Master Plan.

### **GATWICK RELATED PLANNING APPLICATIONS**

148. GATCOM noted the [report](#) by Crawley Borough Council's Head of Planning and Environmental Services on planning applications determined and outstanding in respect of Gatwick since the date of the last meeting (copy attached to the signed minutes).

149. In response to a question about the timescale for the proposed development to Gatwick Airport Station, members would be advised of the date of Crawley Borough Council's Planning Committee when the planning application would be considered.

### **PASSENGER ADVISORY GROUP (PAG)**

150. 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 PAG had welcomed progress by GAL working in collaboration with airlines, handling agents and other parties on

## **UNCONFIRMED MINUTES – TO BE CONFIRMED AT THE NEXT MEETING OF GATCOM ON THURSDAY 25 APRIL 2019**

improving on-time departure performance at the airport. It was noted that PAG continues to monitor how GAL handles passenger and user complaints and there were no issues that needed to be brought to GATCOM attention. The complaints data and trends showed a positive downward trend in many areas, including car parking. Improvement in the performance of the special assistance service provider was also welcomed.

151. He also advised that PAG had held discussions with the Border Force at Gatwick about their work, current performance and challenges for the future. Border Force had given assurances that additional resources were being planned for any impact arising from Brexit and it was anticipated that Gatwick operations should not be significantly affected.

152. PAG was however concerned about the potential impact on air passengers and airport staff from the planned blockade of the Brighton Main Line for nine days in February 2019, but was reassured that good partnership working was in place in preparation for the major disruption on the Brighton Main Line.

153. PAG had considered the Home Office's current Call for Evidence on Airside Alcohol Licensing at Airports and had put forward comments for inclusion in a response for GATCOM's consideration.

154. Resolved – That:

(1) GATCOM congratulates GAL, airlines, handling agents and the Gatwick community, including PAG volunteer members, for the way in which the major disruption at Gatwick from the drones incident was handled;

(2) PAG concerns about the impact on air passengers arising from the rail blockade on the Brighton Main Line planned for February 2019 half term be noted and raised with Network Rail and GTR at the meeting;

(3) PAG's discussions with Border Force and current performance be noted;

(4) PAG's involvement in a wide range of consultations, projects and operational matters be noted; and

(5) PAG comments on the Home Office's Call for Evidence on airside alcohol licensing at international airports in England and Wales as set out paragraph 13.1 of the report be agreed and submitted as the Committee's response to the consultation.

### **BRIGHTON MAIN LINE AND RAIL SERVICES – PERFORMANCE AND MAJOR PROJECTS UPDATE**

155. GATCOM received a presentation by [Patrick Verwer, Chief Executive Officer, GTR](#), Angie Doll, Passenger Services Director, Gatwick Express and Southern, GTR and [Paul Harwood, Director](#), Route Investment (South East), Network Rail on performance, GTR timetable implementation, service improvements and major projects planning and communication (copy of slides attached to the signed minutes).

156. Mr Verwer gave an overview of performance and challenges over the past year, including the problems following the introduction of the major timetable change in May 2018. GTR had worked hard to improve service performance and more services had been phased into the timetable. The Public Performance Measure scores (PPM – which measures the proportion of trains arriving 'on time') continued to improve across the GTR network, particularly on Southern services, as did the levels of trust measure amongst passengers. Performance of the Gatwick Express service was however an area of concern and was being addressed. GATCOM referred to the performance issues of the Gatwick Express service and was anxious to ensure that passengers who pay for the premium service receive a premium and punctual service.

157. GATCOM welcomed the additional services that were planned to be introduced to the timetable in May 2019

158. Ms Doll updated GATCOM on the Gatwick Airport Station redevelopment project which would bring new platform retail outlets and waiting rooms. In preparation for the major works, GTR would

## **UNCONFIRMED MINUTES – TO BE CONFIRMED AT THE NEXT MEETING OF GATCOM ON THURSDAY 25 APRIL 2019**

provide smaller helpdesks to reduce clutter at the station. The customer information system was also being replaced with a new intuitive system being developed with Southampton University to provide information on where seats were available on incoming trains to assist with where passengers should wait on the station platform to board the train.

159. She also highlighted the positive working partnership with GAL, citing the drone incident as a good example of the positive partnership working. GTR had assisted by relaxing ticketing arrangements allowing passengers with cancelled flights to use rail services to make their return journeys or journeys to other airports.

160. Mr Harwood discussed major projects for Network Rail as part of work to improve the reliability of the rail network serving Gatwick and the region. He highlighted the planning for the nine day blockade on the Brighton Main Line scheduled to take place in February half term. There would still be a direct rail service between London and Brighton (albeit a longer journey using other routes but Network Rail acknowledged that some people may choose to take the bus option because of the journey time). During the works, Network and GTR would have a "Gold Command" management for the scheme which will regularly review the scheme progress and issues that might arise. GTR would also take the opportunity to undertake works to 'closed' stations, put in place Customer Service Ambassadors to troubleshoot customer issues, arrange Station Support Volunteers from HQ supporting customers and staff at key station locations as well as other customer service initiatives to improve the customer experience. Additional parking for displaced season ticket holders had been arranged at Gatwick with spaces being allocated for this purpose in the South Terminal's long stay car park. GATCOM was pleased to note that a joint passenger communications plan had commenced with notification being given at stations across the network, the use of traditional and social media platforms, stakeholder and community engagement events.

161. Mr Harwood also thanked GATCOM for responding to the recent consultation on the scheme to unblock the Croydon bottleneck. He was pleased to report that whilst the consultation responses were still being analysed, the scheme appeared to be widely accepted with over 90% of consultation responses supporting the scheme. It was noted that further consultation would be undertaken during 2019/20 as the scheme designs progressed. Depending on funding approvals, it was hope that works could commence in 2021 with expected completion in 2030.

162. GATCOM members welcomed the update, including planning for the blockade, and thanked GTR for its help for customers affected by the drone incident. Concern was expressed that Gatwick customers often suffered due to lack of capacity as many Gatwick Express services starting in Brighton arrived at Gatwick already full with little or no seating available. It was also highlighted that many Southern services were short formations resulting in regular overcrowding and there were calls for longer trains. Mr Verwer acknowledged that some overcrowding occurred, but reported that monitoring was underway to make best use of existing capacity to tackle this where possible.

163. On behalf of GAL, Mr Wingate welcomed Gatwick's partnership with GTR and agreed that good foundations were in place to improve services. He also welcomed the communications about the blockade and welcomed the expansion of services to destinations including Peterborough and Cambridge, greatly expanding the number of people who could reach Gatwick by train. The Chair thanked Mr Verwer, Ms Doll and Mr Harwood for their update and asked for a further update in 2020. The Secretariat agreed to circulate the slides from the presentation to GATCOM members.

164. Reference was made to GAL's public transport initiatives and, in particular, whether there were any initiatives to support bus services for the Charlwood area. GAL would take up this matter with the Parish Council outside of the meeting.

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

165. The NMB's Secretary's [review](#) of the meeting of the NMB held on 9 January 2019 and the Secretariat's report providing an update on the current review of the NMB's constitution and effectiveness were received (copies attached to the signed minutes).

166. Mrs Street advised that a twin-track NMB structure had been agreed in principle with a smaller NMB Executive Board overseeing an Implementation/Delivery Board linked to a new Community Noise Forum. Further detailed work on the roles, responsibilities and governance was now being undertaken and would be discussed at an ad hoc NMB on 13 March. She also advised that the

## **UNCONFIRMED MINUTES – TO BE CONFIRMED AT THE NEXT MEETING OF GATCOM ON THURSDAY 25 APRIL 2019**

GATCOM Secretariat had been invited to participate in the NMB Communications and Information Dissemination Working Group to look at how information provision to wider communities could be improved. Members were asked to forward to the Secretariat suggestions as to how communications could be improved. A suggestion that came forward at the meeting was that existing communications channels should be utilised where possible. The Secretariat agreed to raise this at the Working Group.

167. It was also noted that GATCOM continued to press for borough/district council representation on the NMB Executive Board.

168. Resolved – That:

(1) Progress made on the NMB review be noted and the response made on behalf of GATCOM be endorsed; and

(2) Members forward to the Secretariat any further suggestions on how noise communications to the wider communities can be improved.

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

169. GATCOM's 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). Alan Jones, GATCOM's Lead Member for Noise, advised that NATMAG was working on a clearer definition of 'go arounds' so that there was a better understanding of the reasons for carrying out that procedure.

### **AIRSPACE UPDATES**

#### **Future Airspace Strategy Implementation South (FASI-S)**

170. Andy Sinclair, Head of Airspace Strategy & Engagement, GAL gave an update on the FASI-S programme ([copy of slides](#) attached to the signed minutes). He advised that a major review was underway to modernise airspace across the south of England involving an area as far west as Cardiff and as far north as East Midlands airport involving 17 airports including Gatwick. The FASI-S programme was expected to be delivered from 2024.

171. GATCOM noted that GAL had submitted to the CAA its Statement of Need which had now been accepted by the CAA which initiates the airspace change process as set out in the CAA's Airspace Design [Guidance CAP1616](#). Mr Sinclair explained that during the airspace change process there were a number of opportunities for GAL, and other airspace change sponsors, for example, Heathrow Airport Limited, to engage with key stakeholders and communities as well as at the stage focussed on formal consultation. GAL intended to engage in 2019/20 on the development of design principles and design options leading to consultation in 2020/21. GATCOM noted that the airspace change schedule to be followed would need to be coordinated with NATS and the other London airports' airspace changes which may mean that the schedule could evolve as work progressed.

172. GAL's strategy for engagement was outlined and this would be considered in more detail by the GATCOM Steering Group and GATCOM's role in the process at its next meeting.

173. Reference was made to the current consultation on Heathrow's airspace design proposals for its existing operation and an expanded airport. GATCOM member organisations were encouraged to respond direct to that consultation. It was noted that GATCOM had previously registered its interest in Heathrow's airspace change proposals and a response would be submitted on behalf of GATCOM based on the Committee's previous views.

#### **Route 4**

174. Andy Sinclair, Head of Airspace Strategy & Engagement, GAL gave an update on the changes the CAA required GAL to make to departure route 4. As requested by GATCOM, GAL met with interested local representatives to outline the history of the Route 4 airspace changes; to provide an explanation of why the CAA conceded the Judicial Review; and to update on progress since the Judicial Review and the next steps.

## **UNCONFIRMED MINUTES – TO BE CONFIRMED AT THE NEXT MEETING OF GATCOM ON THURSDAY 25 APRIL 2019**

175. In respect of the requirement to revert the Route 4 conventional standard instrument departures (SIDs) to their position as they were before 7 April 2017, GAL had completed a comprehensive safety review and the CAA identified some minor inconsistencies in the review which GAL had addressed to adapt the procedure to assist with track keeping in strong wind conditions. This revision was re-submitted to the CAA on 4<sup>th</sup> January. Once the CAA validation is completed the aeronautical information publication (AIP) cycle will take around 3 months to bring the change into effect.

176. In respect of the permanent change to the route required by the CAA, GAL had appointed ANS (its air traffic services provider at Gatwick) and Osprey as its experts to lead the airspace change process on Route 4. The Statement of Need (which in essence signals the start of the Airspace Change Proposal (ACP) process) had been submitted to the CAA and the Assessment Meeting took place during the GATCOM meeting when GAL's approach to the CAP 1616 process was agreed. The Airspace Design Process provides an opportunity for local stakeholders to engage in establishing design principles and design options during 2019 and formal consultation during 2020. The process will take around two years to complete which GATCOM appreciated was likely to be disappointing to those communities affected. GAL gave assurances that the work on developing options for the permanent airspace change would be progressed as efficiently as possible recognising that they would follow the airspace change process set out in the CAA's CAP 1616 guidance.

### **"AVIATION 2050: THE FUTURE OF UK AVIATION" – AVIATION GREEN PAPER**

177. Tim May, DfT, gave a [presentation](#) on the key topics of interest to GATCOM contained in the Government's [Aviation Green Paper](#) (copy attached to the signed minutes). He explained that the proposed new framework set out ways in which sustainable growth could be delivered through a partnership between the industry and the Government and addressed growth, airspace modernisation, efficiency, noise, carbon emissions, air quality and community investment. In terms of noise policy proposals, the Green Paper outlined principles that could be followed and clarified that the policy approach was about reducing the adverse effects of aviation noise rather than the number of people affected; where there was growth how noise caps/noise envelopes could be used to balance noise and growth; and how possible pay back mechanisms could work. It also recognised that there needed to be certainty where there was growth outside of the planning system and there were possible measures such as changes to housebuilding guidance that addressed areas affected by aircraft noise. He also advised that the package of mitigation measures put forward in the Heathrow Airport expansion decision on a third runway were viewed as best practice and some of the measures might be appropriate for consideration elsewhere.

178. Reference was made to the safeguarding of land for future airport expansion. Mr May confirmed that the Green Paper set out the Government's view that it was prudent to continue with a safeguarding policy to maintain a supply of land for future national requirements.

178. The Secretariat's [paper](#) set out the suggested process for the Committee to consider its response to the Green Paper consultation given the deadline for consultation responses was before the next meeting of the Committee (copy attached to the signed minutes). She thanked GATCOM members for their comments so far on the consultation and recommended that the GATCOM Steering Group agree the final response to the consultation, after seeking comments from all members.

179. Resolved – That the suggested process for agreeing GATCOM's response to the consultation on the Aviation Green Paper set out in paragraph 3.1 of the Secretariat's report be agreed.

### **DATE OF NEXT MEETING**

180. Members noted the next meetings of GATCOM as follows:  
GATCOM Steering Group – Thursday 21 March 2019 at 10.00 a.m.  
Passenger Advisory Group – Thursday 28 March 2019 at 1.30 p.m.  
GATCOM – Thursday 25 April 2019 at 2.00 p.m.

181. Members also noted that the next meeting of Gatwick Airport Limited's NATMAG would take place on Thursday 7 February 2019 at 10.00 a.m.

## **UNCONFIRMED MINUTES – TO BE CONFIRMED AT THE NEXT MEETING OF GATCOM ON THURSDAY 25 APRIL 2019**

182. Members noted that the next meetings of Gatwick Airport Limited's Noise Management Board would take place on Wednesday 13 March and Thursday 2 May 2019.

Chairman