

Public Document Pack

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9 July 2020

Gatwick Airport Consultative Committee

A virtual meeting of GATCOM will be held commencing at **2.00 pm** on **Thursday, 16 July 2020**.

Note: Due to the current COVID-19 public health emergency, this meeting will be held virtually with members in remote attendance. The key messages and minutes of the meeting will be placed on GATCOM's website as soon as possible after the meeting.

Agenda

- 2.00 pm
1. **Apologies for Absence**
 2. **Appointment of Vice-Chairman**

One nomination has been received in respect of Helyn Clack, Surrey County Council, who offers herself for re-election. GATCOM is asked to agree the appointment.
 3. **Minutes of the last meeting** (Pages 5 - 18)

To confirm the minutes of the meeting of GATCOM held on 23 January 2020.
 4. **GATCOM Steering Group - Chairman's Report** (Pages 19 - 22)

To consider the Chairman's report summarising the matters considered by the GATCOM Steering Group on 25 June 2020. Appendix 1 to the report will follow.
- RECOVERY OF AIRPORT OPERATIONS**
- 2.15 pm
5. **Chief Executive Officer's Report** (Pages 23 - 34)

To discuss the report of Stewart Wingate, Chief Executive Officer, GAL.

2.45 pm 6. **Passenger Advisory Group (PAG) Report** (Pages 35 - 38)
The Chairman of the Passenger Advisory Group (PAG) to give a report on the work of PAG since the last meeting.

3.00 pm 7. **GATCOM Work Programme 2020/21** (Pages 39 - 48)
In light of the pause on a number of GAL's projects and work, there is a need to revisit GATCOM's Indicative Work Programme as agreed by the Committee at its last meeting. The Secretariat's report gives details of the suggested revised Indicative Work Programme and actions.

SUSTAINABILITY

3.15 pm 8. **GAL's Decade of Change Progress Report 2019** (Verbal Report)

Rachel Thompson, Head of Sustainability GAL, to give an overview of the progress made on its sustainability targets.

9. **Air Quality Monitoring**

(a) **Air Quality Annual Monitoring Results 2019** (Pages 49 - 64)

Leon Hibbs, Reigate and Banstead Borough Council, to present the report prepared jointly by Reigate and Banstead Borough Council and GAL on the results from the 2019 air pollution monitoring program undertaken on, and in the vicinity of, Gatwick Airport.

(b) **Ultrafine Particles (UFP) Research Monitoring Results** (Pages 65 - 68)

Leon Hibbs, Reigate and Banstead Borough Council, to present his report on the results from the UFP research monitoring that took place in the vicinity of Gatwick over a nine months period in 2019.

10. **Gatwick Area Community Trust** (Pages 69 - 70)

Alan Jones, GATCOM's nominated Trustee serving on the Gatwick Area Community Trust, to give an update on the last round of grant applications for project funding from the Trust.

INTERNAL MATTERS

4.00 pm 11. **Appointment of Sub-Groups** (Pages 71 - 74)

The Secretariat's report sets out for approval the appointments

that need to be made to GATCOM's sub-groups.

12. **Dates of next meetings of GATCOM and its sub-groups**

a) To note the next meetings of GATCOM and its sub-groups are scheduled to take place as follows:

- GATCOM Steering Group - Thursday 24 September 2020 at 10.00am
- Passenger Advisory Group - Thursday 1 October 2020 at 1.30pm
- GATCOM - Thursday 15 October 2020 at 2.00pm

However due to the on-going pandemic, all meetings will be kept under review.

b) To note that the next meeting of GAL's Noise and Track Monitoring Group (NATMAG) is scheduled to take place on Thursday 6 August 2020.

Anticipated finish time of meeting: 4.15pm.

To all members and nominated substitutes of Gatwick Airport Consultative Committee

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GATCOM

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

Present:

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:

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 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.

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 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 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.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.
- 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 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.

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.

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 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
- 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.

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GATCOM

16 JULY 2020

GATCOM STEERING GROUP – MATTERS CONSIDERED

REPORT BY CHAIRMAN

1. OVERVIEW

1.1 This paper summarises the matters considered by the GATCOM Steering Group at its virtual meeting on 25 June 2020. This was the first “meeting” of GATCOM members since the last Steering Group virtual meeting on 26 March due to the on-going COVID-19 public health emergency. Samantha Williams, PAG Chair, and myself have thanked Gatwick Airport Limited (GAL) on behalf of GATCOM for maintaining dialogue during these very challenging and worrying times and for providing regular updates on preparations for the resumption of operations. GAL’s recent update to stakeholders and letter to residents close to the airport were also much appreciated.

1.2 As GATCOM is aware, GAL had to take unprecedented measures to protect the health and wellbeing of its staff and passengers as well as protecting the business from the economic impact of the pandemic by significantly reducing its operating costs. GAL consolidated its operations into the South Terminal and limited scheduled flights on the runway between 14:00 and 22:00 throughout April, May and the first part of June. On 15 June GAL resumed operations in the North Terminal and scheduled flights operating hours have been extended to 06:00-22:00.

2. RECOVERY OF AIRPORT OPERATIONS

2.1 GAL updated the Steering Group on the current operations and some of the wider implications for airport staff and airlines, passengers, and new processes. In summary, GAL’s update included:

- the significant **impact on staff** at the airport. At the time of the meeting there were a high number of GAL staff on furlough and it is estimated that over 8,000 jobs have been lost directly on-airport including within GAL, across airlines such as BA, Virgin, easyJet and Norwegian and across ground handlers such as Swissport. GAL has reduced its own workforce predominately via a voluntary special severance scheme, and for the remainder over 75% of eligible staff have been placed on the Government’s furlough scheme. GAL has asked the Government to extend the furlough scheme beyond October for the aviation sector to cover the winter season. The high number of job losses at the airport, across the Gatwick region in the various off-airport roles and the associated supply chain, and the overall human impact of the pandemic was of significant concern to the Steering Group.
- the significantly **reduced number of flights**. GAL advised in its letter to neighbouring communities on 17 June that Gatwick was expecting 127 flights that week compared with 6,158 flights the equivalent week the previous year. There were only two regular services from Dublin and Minsk throughout the period and other flights were for the repatriation of UK nationals, and cargo flights bringing in the supply of PPE, general health supplies for the NHS and fresh food produce.
- the **Capital Investment Programme** has been paused. A small number of projects already under construction have continued to achieve required site safety and critical asset maintenance. The Northern Runway project is also currently paused but GAL advised that some environmental surveys are

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continuing with a view to recommencing the DCO application process later this year. The Network Rail led redevelopment project for Gatwick Airport Station was not affected and the project is currently progressing to programme.

- GAL is supporting the Department for Transport (DfT) on the **national aviation recovery strategy** including the creation of air bridges and international travel corridors; if these can be put in place, traffic is expected to increase so that airport staff can begin to be taken off furlough and return to work as passenger confidence and demand returns. GAL also discussed with us the five points it has put to the Government to support the recovery of operations at Gatwick.

The five points are:

1. Make borders fair: Develop a risk-based approach to quarantine rules and Foreign Office advice on a country-by-country basis, and build 'air bridges' between countries
2. Unlock capacity: Allow airlines to take over vacant slots through a resumption of 'use it or lose it' slot allocation rules
3. Protect jobs: Extend the furlough scheme to April 2021, protecting thousands of jobs in airports and airlines
4. Free up communities: Allow airports the same business rate exemptions as other businesses, freeing up local authorities from rate collection
5. Streamline regulation: Provide a common-sense approach to regulation and fees for the Civil Aviation Authority, air traffic control, and others

2.2 Steering Group members gave an overview of those matters of key concern to their organisations as a result of the significantly reduced airport operation, job losses and the wider impact to the local economy. Whilst the temporary environmental improvements in terms of noise, light pollution, air quality and traffic in the local area were welcomed and very noticeable by those local communities negatively impacted by the airport's normal operation, members have serious concerns about the severe impact on the aviation industry, the regional and local economies, jobs, the tourism, hospitality and agriculture sectors, in addition to the impacts on social well-being and health associated with economic downturns which will lead to significant additional pressure on social care and health providers. Members endorsed GAL's positive and collaborative approach to working with other key stakeholders such as Gatwick Diamond Business, the Coast to Capital LEP and local authorities in seeking to address the wider economic impact of the downturn and recognised the unique platform provided by GATCOM in providing a forum for all interests to share their concerns and collaborative working.

2.3 The Steering Group discussed GAL's five points put to Government. Members were particularly concerned about the possible exemption from business rates and the implications of that on local authorities' budgets. Whilst acknowledging that such a temporary relief scheme had been put in place in Scotland and Northern Ireland, it was suggested that GATCOM should only support a temporary business rate relief scheme if the Government fully reimbursed local authorities for the actual cost to them under any scheme.

2.4 We were also grateful for the Department for Transport (DfT) representative's update on the work of DfT's Aviation COVID-19 Response Team. Across the UK there has been a 95% decline in aviation activity since the beginning of March. The DfT's work was focused on three phases:

- Phase 1: response. Focus was given to operations and repatriation flights from the start of May along with freight supply. Discussions begun with HM Treasury on the support package arrangements for aviation and are still ongoing, but it is likely that there will be one approach to all sectors rather than a sector-specific approach.

- Phase 2: "restart". A restart initiative has begun and an Expert Steering Group has been set up to guide efforts. Health guidance for the aviation sector was published on 11 June which will be updated as appropriate as the situation changes. Restart work continues and an [announcement from the Secretary of State for Transport](#) was given on 29 June on the quarantine measures for international travel.
- Phase 3: "recovery". This phase will begin in due course and will include a focus on environmental costs and industry recovery. The UK Industrial Strategy is likely to be revised.

2.5 The Government is expected to publish its Aviation Recovery Strategy in the autumn.

2.6 Other policy updates included the night flights regime call for evidence, which is now due to be published this autumn, and the formation of the Jet Zero Council to bring stakeholders together to look at reducing emissions. In response to a question about the absence of environmental representation on the Government's recovery task groups, the Steering Group was advised that the DfT's Expert Steering Group's initial focus was on operational matters. However, the membership of the Jet Zero Council will be reviewed when they move to consider longer term planning. NGOs will be considered at that point with a view to having representation on the Jet Zero Council.

2.7 Given the significant impact of the COVID-19 crisis, the Steering Group has recommended that GATCOM writes to the Secretary of State for Transport to give its perspective on GAL's five points and to endorse the need for continued collaborative working between all parties. A copy of the suggested letter to the Secretary of State for Transport is at Appendix 1 for GATCOM's consideration **(TO FOLLOW)**.

RECOMMENDED – That the suggested letter set out in Appendix 1 be agreed.

3. GATCOM WORK PROGRAMME 2020/21

3.1 Given the pause on a number of GAL's projects, the pause on the airspace modernisation programme and the pause on the DfT's non-urgent policy work, there is a need to revisit GATCOM's Indicative Work Programme as agreed by the Committee at its January 2020 meeting. The Steering Group gave initial consideration to suggested changes that need to be made to the indicative work programme which took into account feedback received from members and the refocus needed to address how the Committee can input to GAL's plans for the recovery of the airport's operation and the sustainability and green initiative opportunities that exist.

3.2 Revisions to GACOM's Indicative Work Programme will be considered at agenda item 7.

4. AIR QUALITY MONITORING

Air Quality Annual Monitoring Results 2019

4.1 The report prepared jointly by Reigate and Banstead Borough Council and GAL giving the 2019 annual monitoring results from the air pollution monitoring program undertaken on, and in the vicinity of, Gatwick Airport has been given initial consideration. The Steering Group was pleased to learn that whilst the annual average air quality objective for nitrogen dioxide was not met at one receptor (monitoring site RB149) on the A23, which was confined to a small number of properties at the junction of the A23 with Massetts Road, local sources of pollution within the Horley Gardens Estate Air Quality Management Area showed a resumption in the downward trend. As has been reported over the past three years, the non-attainment of the air quality

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objective at site RB149 is primarily due to road traffic (airport related and non-airport related) which both the Borough Council and GAL agrees needs further attention and potential mitigation measures are being explored.

4.2 As regards the average PM10 concentrations, these showed a significant improvement in 2019 and continued the downward trend since 2007.

4.3 The Steering Group also learned that an initial review of the effect of COVID 19 lockdown measures on air quality has been undertaken which revealed that in April and the first week of May, nitrogen dioxide levels in Horley Gardens compared to the previous three years are down by 50% and a significant improvement in air quality has been seen.

4.4 The report on the 2019 monitoring results will be considered at agenda item 9(a). There were no issues that the Steering Group wished to bring to the attention of GATCOM.

Ultrafine Particles (UFP) Research Monitoring Results

4.5 As previously reported to GATCOM, Reigate and Banstead Borough Council was participating in a research project into UFP pollution levels in residential areas around the airport. The initial research monitoring results were presented to the Steering Group and it was noted that UFP concentrations at the RG1 site on the Horley Gardens Estate were around double those seen at the background site in London and that the size and number of particles varied markedly depending on the wind direction with increased concentrations when winds are from the airport. Research into UFP is ongoing and the evidence base is building.

4.6 The Steering Group commented that the initial analysis was concerning but it presented a good opportunity to undertake serious analysis of the issue. It was suggested that the DfT should consider assisting with funding the research programme as it was important for national standards for UFP levels to be developed to enable consistent regular monitoring. This point has been included in the letter to the Secretary of State for Transport set out in Appendix 1.

4.7 The initial research results will be considered at agenda item 9(b).

RECOMMENDED:

That the suggested letter to the Secretary of State for Transport set out in Appendix 1 (**TO FOLLOW**) be agreed.

Tom Crowley
Chairman
GATCOM

CEO REPORT FOR GATCOM

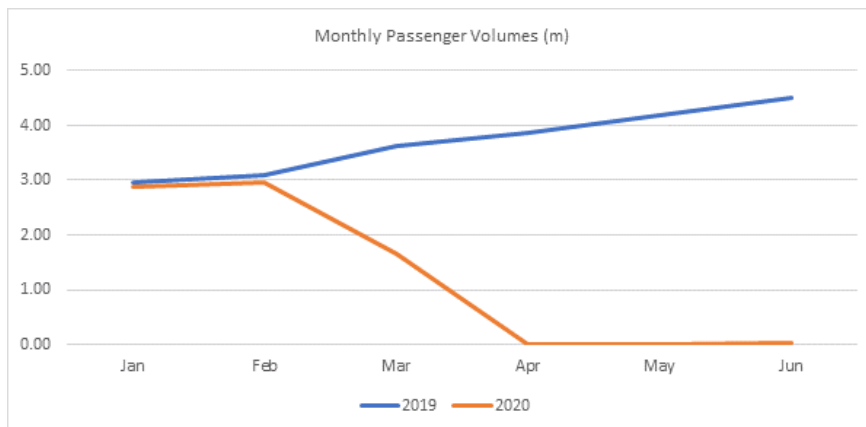
APRIL – JUNE 2020

Gatwick Airport Limited
Stewart Wingate, CEO

YOUR LONDON AIRPORT
Gatwick

Airport & Operations

The reporting period April to June 2020 has been exceptional in every respect as we have all experienced the **impact of the global coronavirus pandemic**. The impact on Gatwick has been devastating and unprecedented and this is reflected across the aviation industry. The chart below illustrates the dramatic drop in passenger volumes (period extended to 6 months to provide more meaningful comparison).



In the period April to June 2020 Gatwick handled 670 air traffic movements with a total of 45,149 passengers.

Our immediate priority has been to take swift and **decisive action to ensure the long-term resilience of the business and protect jobs**. In April we consolidated our operations into the South Terminal and limited scheduled flights on the runway to between 1400 and 2200. We put over 90% of our eligible staff on the UK Government’s Job Retention Scheme to preserve jobs and all staff, including myself and my executive team, have taken a pay reduction. We have also offered a voluntary severance package to staff, terminated temporary contracts and made a small number of staff redundant.

We re-opened North Terminal on 15 June and have increased operating hours to 06:00-22:00. We were delighted to see easyJet re-start flights from the North Terminal alongside Wizz Air, Ryanair, Belavia, Vueling and Blue Island. Other airlines have announced their plans to re-start operations in July, including Tui, Norwegian and British Airways.

We are proud to have remained open throughout this period, facilitating humanitarian cargo flights (10 dedicated cargo flights plus other passenger aircraft carrying cargo) and a total of 56 repatriation flights (27 arrivals and 29 departures). A huge thanks goes to all the Gatwick team members and those from the wider Gatwick Family who have supported the operation throughout this period and helped to deliver these essential services.

The wellbeing and safety of passengers and staff remains Gatwick's top priority. We have completed a full risk assessment of all passenger and staff areas to ensure that the necessary measures and appropriate communications are in place. The range of measures include social distancing; hand sanitation and hygiene facilities; enhanced cleaning regimes; and the wearing of face coverings for both passengers and staff. We have created a dedicated page on our website providing the latest information on travelling through Gatwick and we recommend that all passengers check the website before leaving home. Our overriding message to everyone is Keep Healthy, Keep Safe and Keep Flying.



The majority of our **staff have remained on furlough or working at home during the period**. This has been a difficult time for everyone involved and we have encouraged all staff to keep connected with their line managers, colleagues and teams via regular video calls and weekly emails. I have also written directly to all employees and have recorded a video message to keep them updated on the business. Ongoing health and wellbeing support is available through our existing 24 hour Employee Assistance Programme and Occupational Health services. We have also prepared an information pack and online e-learning tool to support our colleagues in returning to work at the airport with confidence.

We have also been **clear on what is needed from Government to support recovery**. Throughout the period we have engaged extensively across all relevant Government departments on the following key asks:

1. Make borders fair: Develop risk-based quarantine rules and Foreign Office advice on a country-by-country basis, and build 'air bridges' between countries
2. Unlock capacity: Allow airlines to take over vacant slots through a resumption of 'use it or lose it' slot allocation rules
3. Protect jobs: Extend the furlough scheme to April 2021, protecting thousands of jobs in airports and airlines
4. Free up communities: Allow airports the same business rate exemptions as other businesses, freeing up local authorities from rate collection
5. Streamline regulation: Provide a common-sense approach to regulation and fees for the Civil Aviation Authority, air traffic control, and others.

We welcome the recent **changes to the Government’s official travel advice and quarantine rules**. This announcement provided a significant boost to building consumer confidence and sends a very clear message that it is now safe to take summer holidays abroad, visit family and friends and take international business trips again. Whilst this will be an important and positive step forwards, we know that passenger numbers are likely to remain low for some time and that recovery to previous levels is likely to take up to four years. It will therefore remain a priority for us to continue to press the government to engage and respond across all of our key asks.

We have also proactively engaged with the national and local media throughout the period, to raise awareness of the various changes to our operating status and the measures we are implementing on airport. Over 15 broadcasters, including BBC, ITV, Sky News, Channel 4 and Channel 5, all filmed at the airport in recent weeks, in addition to a range of international and regional TV and radio channels. By being proactive and open to broadcasters, Gatwick has been raising awareness and helping to increase consumer confidence about the health measures in place and the increasing list of airlines ramping up operations.

Gatwick was the first airport in England to help establish a COVID-19 testing centre, located in one of our long-term car parks. Initially for NHS and health workers, its use has now been extended to include symptomatic people working in transport, which offers further reassurance to our staff and passengers that the airport remains a safe environment.



Gatwick Covid-19 Testing Facility

Investment

All projects in our Capital Investment Programme were placed on hold in April, with the exception of a small number of construction projects which were on site and needed to be completed or made safe.

After an initial pause to establish Covid-19 safe working practices and welfare facilities, Network Rail have made excellent progress on the **Gatwick Station Redevelopment**. Platform and Track 7 came out of use on May 17th to allow the demolition of part of the platform ready to commence piling for the new concourse above. Enabling works are continuing, including diversion of the culvert and power supplies. Track 7 will be allowing non-stop services on weekends and nights from July and Network Rail hope to close Platform 5/6 and bring back Platform 7 between November 20 and January 21.



Work to progress preparations of a Development Consent Order for the **Northern Runway** has been paused, however we remain committed to this project and will aim to hold a public consultation in 2021. A significant amount of assessment work had already been undertaken in preparation for the consultation planned for 2020 and a small amount of environmental survey work is continuing to ensure that the data collected remains current and accurate. Bringing the Northern Runway into routine use for departures will provide much needed investment to deliver a more resilient and competitive operation at Gatwick and help drive local, regional and national economic recovery in the long term.

Sustainability

Gatwick's annual **Decade of Change report for 2019** was published on 10 June. The Decade of Change report provides a summary of current initiatives and progress on our goals. The environment data is independently verified by Ricardo Energy & Environment.

Key aspects of our 2019 performance include:

- Gatwick's contribution to the **local economy** included 57% of GAL staff employed from the local area and £100 million spent with local and regional suppliers.
- Gatwick's contribution to the **local community** included £181,632 raised for charity partners, 56 community events sponsored and 153 other local causes supported with Gatwick funding.
- We launched the upgraded **Noise and track keeping system** including the enhanced online noise portal and 13 additional noise monitors. The share of Chapter 14 aircraft (the quietest available category), in the Gatwick fleet reached 62%, and 99% of A320 aircraft have completed the FOP-modification.
- Gatwick's **recycling and reuse** increased to 71%, with all empty coffee cups and plastics recycled and zero commercial and operational waste sent to landfill.
- **GAL's carbon emissions** from ground energy were 54% less than in 1990, i.e. more than halfway to net zero. Aircraft emissions and surface access emissions fell slightly compared to 2018, due to ongoing aircraft fleet efficiencies and increased public transport usage.
- Gatwick retained the Wildlife Trust's **Biodiversity** Benchmark certificate for the sixth consecutive year.
- **Passenger use of public transport** to reach Gatwick increased to 47%, due to increased use of the train network.

GAL's 2019 S106 Annual Monitoring Report (AMR) was compiled and submitted through Crawley Borough Council and West Sussex County Council in early April for independent verification by Ricardo Energy & Environment. The annual verification covers ten obligations or commitments, selected by the independent verifier, of which six cover noise, air quality and surface access, and four cover topics such as development, utilities and waste management, and community. The 2019 AMR verification took place online during May-June and the verification report and Gatwick's response to it will be finalised shortly and discussed with local authorities.

The 2019 **Air Quality Monitoring Joint Report** prepared by Reigate and Banstead Borough Council shows that local air quality has generally continued to improve and that the monitoring programme is effective. The report shows that NO₂ and PM₁₀ levels in the Horley Gardens Estate continue to be well below the annual mean air quality objectives for Local Air Quality Management; apart from at the RB149 monitoring site on the Brighton Road. As the Joint Report states, this is due to road traffic emissions and we continue to support RBBC in managing this issue. We also continue to work with RBBC and CBC on air quality monitoring support, data sharing and collaborating on awareness-raising initiatives.

Airspace & Noise

Future Airspace Strategy Implementation - South (FASI-S) for Gatwick (ACP-2018-60)



The uncertainty surrounding the impact of Covid-19 means that **FASI-S airspace change activities have been paused** whilst GAL, and our stakeholders, consider the effects on the industry and the public, and adapt our plans accordingly. It is not possible to be specific about the duration of the pause at this stage but GAL continues to engage with our air traffic service providers, neighbouring airports and the Airspace Change Organising Group (ACOG) in considering how to progress FASI-S. GAL's plans for FASI-S will be fundamentally shaped by the Airspace Change Master Plan - responsibility

for which resides with the Civil Aviation Authority (CAA) and ACOG - as well as the plans of other airports, the processes for the development of which need, to an extent, to be aligned.

Route 4 2012 ACP



The CAA has published **CAP 1912 its Post Implementation Review (PIR) of the Route 4 2012 airspace change**. The CAA's decision explains that the Route 4 2012 Airspace Change Proposal (ACP) did not achieve its original stated aim to an acceptable standard.

As part of this decision the CAA requires GAL to remove, by September 2020, the temporary Route 4 satellite-based departure routes - RNAV1 Standard Instrument Departures (SIDs) - that were introduced on 26 May 2016. This means that once these RNAV1 SIDs are removed airlines will continue to fly Route 4 departures with the track over the ground guided by a satellite-based coded overlay of the currently published conventional SIDs.

As previously reported, following publication of the CAA's draft decision in January, because these coded overlays fall outside of the regulated process it is not possible to predict the variations in aircraft track that may result. These variations in flight paths are likely to continue until new Route 4 RNAV1 SIDs, being considered under the current 2018 airspace change (ACP-2018-86), are approved by the CAA and then implemented.

Based on the CAA's PIR decision, in accordance with the requirements set out in CAP 1912, GAL is working with its air traffic service providers, NATS and ANSL, to safely de-notify the Route 4 RNAV1 SIDs with the minimum disruption to the air traffic system.

Route 4 2018 (ACP-2018-86)

The previously reported **stage 2 Develop and Assess Gateway assessment by the CAA** and the impact of Covid-19 has delayed the progress of the Route 4 2018 airspace change. GAL is considering how to address the questions raised by the CAA. However, given the delay to the process and the impact of Covid-19 we expect that our plans for progressing this ACP will be significantly delayed.

Northern Runway Project Airspace Change (ACP-2019-81)

In order to confirm the level of airspace change necessary for the northern runway project GAL initiated the airspace change process in accordance with the CAA's CAP1616 requirements.

Although the airspace design to support the proposed northern runway operation would be the same as it is today, meaning pilots fly existing procedures and the same flight paths over the ground, dual runway operations would require minor modifications to the airport's Aeronautical Information Publication (AIP) entry which is a trigger for the initiation of an ACP.

Having considered the airspace change assessment meeting presentation by GAL the CAA has now published its decision letter, CAP 1908, concluding its review of GAL's proposal. **The CAA categorised the Northern Runway Project ACP as Level 0 'notification only'**, meaning there is no requirement to consult on modifications to the airport's AIP entry.

Noise Management Board

Due to the impact of the Covid-19 **all Noise Management Board (NMB) activities were paused with effect from 16 March** as the GAL team was increasingly drawn into operational and business contingency activities. This was a necessary step to focus GAL efforts on addressing the impacts of the pandemic. Since then GAL has continued to review the situation and expects to be able to re-commence some NMB activity with effect from August.

Noise & Track Keeping Performance Data

Parameter		Quarterly Performance	
		Q2 2020	Q1 2020
Track keeping performance (% on track)	▼	97.93%	98.62%
Core Night CDO (% achievement)	▲	100.00%	81.13%
Day/Shoulder CDO (% achievement)	▼	72.63%	89.62%
24 Hour CDO (% achievement)	▼	72.63%	89.62%
1000ft Infringements (No.)	-	0	0
1000ft Infringements (No. below 900ft)	-	0	0
Departure Noise Infringements (Day)	-	0	0
Departure Noise Infringements (Night/Shoulder)	-	0	0
West/East Runway Split (%)	-	55/45	88/12

Note: arrows represent decline or improvement between each quarter. Red shading indicates that data is below the 2011 KPI baseline

The decline in CDO (Continuous Descent Operations) performance compared to the previous quarter is due to the significant reduction in movements which means that a small number of non-compliant operations will have a more significant impact on percentage performance. A contributing factor may also be the large number of repatriation flights during the period. These are largely operated by charter airlines where the pilots will be less familiar with Gatwick's CDO and track keeping procedures.

The 100% core night CDO performance was because we had a single night jet movement from EZY which completed a 'textbook' CDO on descent.

Community

April marked the start of our **new corporate charity partnership with SASH**, the local hospital charity, following an extensive application process and staff vote. We also continue to support the Air Ambulance for Kent, Surrey and Sussex and Gatwick Travel Care. In June a team from the Airport Fire Service seized the opportunity of reduced runway operating hours to undertake a charity fundraising challenge for SASH. The White Watch team ran the equivalent of a marathon in relay, some of them in full firefighting kit. They were joined by a nurse from East Surrey Hospital who completed the relay with them. The team's efforts were rewarded with a fundraising total of over £2,500.

In April the **VINCI UK Foundation announced a special €400,000 UK Fund** (€10 million worldwide) for charities who are supporting people during the pandemic. A number of local charities were successful in securing funding including Crawley Open House, and SASH, which was awarded £8,000 to help fit out break out staff areas in their emergency departments and providing welfare assistance to their staff. We have also donated tea and coffee making supplies from our office areas at Gatwick.

Inevitably, many of the community related events and activities that we would normally be involved in or deliver locally have been cancelled, postponed or paused due to the lockdown and ongoing restrictions to public life. However, we continue to work closely with our local stakeholders and partners to maintain the valued relationships we have built up in recent years.

During these difficult times it is more important than ever to keep local people informed about Gatwick's operations. During June we distributed a **letter to local residents**, providing them with an update on the impact of the Covid-19 pandemic on operations and informing them of the re-opening of North Terminal and airline re-starts. We plan to continue to provide regular email updates to the local community via the extensive network of parish and town councils, neighbourhood groups and local authorities across Sussex, Surrey and Kent. We also plan to launch a **new online engagement forum for local community representatives** so that they can receive the latest updates from the Gatwick team. This forum will also be used to answer questions about Gatwick's operations and learn more about the issues that are most important to the local communities surrounding the airport.

Local Economy

The **impact of the pandemic on the local economy has been severe**, with a significant downturn for businesses across all sectors during lockdown. For all aviation related businesses, this extended period of virtually no air traffic or passengers has required some very hard decisions to be made. Whilst the Government's Job Retention Scheme has been valuable in protecting as many jobs as possible in the short term, restructuring is required to adjust to lower passenger numbers and protect businesses in the longer term. Unfortunately, this will inevitably lead to job losses.

Early economic studies and forecasts indicate that the local economy surrounding Gatwick has been hit particularly hard, with **Crawley highlighted as potentially one of the hardest hit towns in the UK**. We are committed to working with all of the relevant stakeholders and partners to drive forward plans which can support local economic recovery. Examples of activity during the period include participation in the Crawley Local Economic Recovery Task Force and Invest Crawley Conference Webinar; as well as ongoing engagement with other local authorities; Coast to Capital LEP; Gatwick Diamond; and Sussex Chamber of Commerce. In June we also reconvened the Gateway Gatwick group (bringing together representatives from across Kent, Surrey and Sussex) to discuss how we can build on our successful partnership to help support the recovery of the local visitor economy.

In the short term, the most important role we can play in supporting the recovery of the local economy is to get Gatwick moving again as this is **the most direct way in which we can help kick-start the economy and protect as many jobs as possible**. We will do this by supporting our airline partners in re-starting operations, encouraging new airlines to choose Gatwick, and building consumer confidence through our Keep Healthy Keep Safe and Keep Flying campaign.

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GATCOM**16 JULY 2020****PASSENGER ADVISORY GROUP (PAG) - Report for the period February 2020 to 8 July 2020****REPORT BY CHAIR OF THE PASSENGER ADVISORY GROUP****1. COVID-19**

1.1 Due to Covid-19 the quarterly meeting of PAG in April was cancelled, along with a number of PAG's regular working group meetings. However I have been extremely grateful to the GAL team, in particular to Bronwen Jones, Development Director, for maintaining an open dialogue with me so that I can keep PAG members informed of the activity underway at Gatwick to respond to and begin to recover from the effects of the Covid lockdown. The virtual meeting of PAG on 2 July was the first time the group had come together with GAL to discuss the impact of the pandemic and how GAL plans to recover the airport operation and provide a safe journey for passengers through the airport.

1.2 The effect of Covid-19 on the airports' operation, staff, and passengers has been incredibly significant, and PAG stand in solidarity with staff at the airport at this difficult time.

1.3 The Vice-Chair and I were fortunate to visit Gatwick on 25 June to see first-hand the re-opened North Terminal and the measures put in place to ensure a safe journey through the airport and reassure passengers. The visit was very sobering and emotional, and brought home to us in a very tangible way the devastating effect Covid has had on both the airports' business and job losses in the local area.

2. OPERATIONAL MATTERS

2.1 Due to the Covid lockdown passenger flights dropped significantly in the March to June 2020 period. May 2019 saw 4.2m passengers at the airport, whilst May 2020 saw only 7,000 passengers (which includes 1,200 passengers on repatriation flights). Gatwick's North Terminal re-opened to passengers on 15 June, and in the two weeks following has seen 234 air traffic movements and 16,000 passengers. As more airlines and services begin to re-start a staggered re-opening of piers will be seen through July.

2.2 Almost 2,000 GAL staff have been moved to the Job retention Scheme (furlough), and there have been 700 GAL leavers via either taking up the voluntary severance scheme or through termination of fixed term contracts.

Airline routes and services

2.3 There have been significant airline job losses of up to 30% from easyJet, British Airways, Virgin and Swissport. Virgin have announced their departure from Gatwick, and British Airways and Norwegian are downsizing their Gatwick operations.

2.4 PAG was pleased to learn that flights have recently begun to re-start with services operating by easyJet, Ryan Air, Vueling, Turkish Airlines and Wizz. Further services are due to restart in July with British Airways, Norwegian, TUI, and Air Transat. We understand that GAL is receiving airline re-start information at a rapid pace, however this is mostly on a smaller scale with aircraft carrying less passengers. PAG agreed it is

heartening to see flights slowly beginning to resume and passengers returning to the airport.

Capital Programme projects

2.5 Many Capital Projects have been deferred for the foreseeable future which we felt was appropriate in the current situation; we understand that in due course projects will come forward on an amended timeline as they are required. We were pleased to learn that some projects which were nearing completion prior to lockdown have been able to proceed, and that the taxiway rehabilitation work was able to be accelerated in order to take advantage of the increased runway availability.

3. PASSENGER SAFETY & COMFORT

3.1 GAL's Operations Team's current focus is keeping operations active, putting in place the special measures required, and rolling the measures out further as more areas of the business open up and passenger numbers increase.

3.2 PAG was pleased to hear the measures that have been put in place to reassure travellers and help them journey through the airport safely, including face coverings within the terminal buildings, vending machines dispensing face masks, signage, automated check-in machines and Perspex screens at check-in desks, extra cleaning measures and frequency, including the use of new cleaning technologies, social distancing reminders, and many more. We were satisfied that the whole passenger journey through the airport had been considered, and that measures have been put in place where needed to help build passenger confidence in travel and encourage passengers to fly more freely once restrictions allow. I have highlighted to GAL the need for the team to proactively respond to negative messaging on social media to give re-assurance of the safety measures that have been put in place.

Special Assistance Service

3.3 GAL is supporting Wilson James, the airport's special assistance provider, in implementing measures to ensure the same usual level of special assistance service can be offered to passengers despite the pandemic. We were pleased to hear that the assistance offered to PRMs, including buggies, will still be possible and that Wilson James staff all have PPE and cleaning supplies to enable equipment to be cleaned before and after each passenger use. Furthermore, staff have been trained to question passengers on their preferred approach to assistance and will adhere to the preferences of each passenger.

Food and beverage

3.4 Whilst a branch of Boots has been the only shop to remain open throughout the lockdown, some retailers are beginning to make plans for a Covid-secure re-opening in July; it is unlikely however that all restaurants will re-open at once as there must be viable levels of business for them to consider it worthwhile which will take time.

Surface Transport

3.5 We noted the good news that the Gatwick Railway Station works by Network Rail have been able to continue through the lockdown and are progressing well. The accelerated M23 refurbishments on the Gatwick approach are also a welcome improvement.

Service standards

3.6 Following agreement with Gatwick's airlines, GAL's monitoring of core service standards has been paused during the pandemic. The timing of the resumption of the monitoring regime is being kept under regular review. PAG supported this action given

the significantly reduced activity at the airport and was reassured that the monitoring regime would resume at the earliest appropriate opportunity.

4. PAG MATTERS

4.1 Prior to the Covid lockdown in March some of our PAG members were pleased to attend the International Women's Day event held at Gatwick. This was a great success, and helps to highlight opportunities in the sector for the female workforce.

4.2 Also in March, PAG had submitted its formal response to GAL's draft 2020 Capital Investment Programme (CIP). Although work on GAL's capital programme review has paused due to COVID and many capital projects have been deferred, we stand ready to contribute our views as and when GAL resumes its review.

4.3 Throughout the lockdown I have stayed in contact with the PAG members in order to maintain a dialogue, pass on information from the GAL team so they have an up to date picture, and feed passenger concerns back to GAL. Whilst it may still be a while before our members are able to resume visits to the airport, we took advantage of technology we were able to hold a virtual quarterly PAG meeting on 2 July and received an update from the GAL team on the current situation. Regaining this link with the airport was really helpful and PAG members gained reassurance about the measures being put in place to resume business in the 'new normal'.

4.4 PAG remain a critical friend to GAL and feel that our role in building the new future has perhaps never been more important or challenging. We are exploring new ways of working and have in the short term reorganised the Working Groups to be more efficient and to also limit any unnecessary burden on GAL.

RECOMMENDATIONS TO GATCOM

The PAG therefore recommends to GATCOM:

- 1) That the way in which GAL have managed, planned, and begun recovery from the severe challenges posed by the Covid lockdown be recognised and commended; and
- 2) That PAG's vital role as GAL's critical friend and passenger advocate be recognised during this difficult period, and that it continues to work to ensure a positive passenger experience at Gatwick.

SAMANTHA WILLIAMS
CHAIR

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GATCOM**16 JULY 2020****GATCOM INDICATIVE WORK PROGRAMME 2020/21****REPORT BY SECRETARIAT****SUMMARY**

This paper sets out the need for GATCOM to revise its Indicative Work Programme 2020/21 in view of the COVID-19 pandemic affecting Gatwick Airport Limited's projects and planned consultations, the DfT's work and planned consultations and the pause of the airspace modernisation programme. GATCOM is asked to discuss the feedback received from members set out in Appendix 1 and agree the suggested revised GATCOM Indicative Work Programme 2020/21 set out in Appendix 2.

1. BACKGROUND AND CONTEXT

1.1 Since the indicative GATCOM work programme was developed following initial discussions at the GATCOM Away Day last October, at the GATCOM Steering Group in December and at the last GATCOM meeting in January, the COVID-19 pandemic rapidly unfolded severely impacting the aviation industry globally as countries closed their borders, brought in lock down measures and quarantine arrangements. The global crisis has resulted in an unprecedented and severe decline in operations at Gatwick, with the ripple effect being felt across the regional economy around Gatwick as well as across the UK. Demand for flights is not expected to recover quickly.

1.2 Along with all Gatwick's airlines, GAL took swift action to maintain safety, operational stability, and good service for remaining passengers, whilst safeguarding the financial resilience of the business. GAL has already taken the first steps to recovery as announced in its press release of 9 June¹

1.3 In terms of capital expenditure at Gatwick, GAL deferred the majority of its capital investment programme projects for the foreseeable future. This included delaying the construction of the Pier 6 extension, Multi-storey Car Park 7, South Terminal ceilings, expansions of the Departure Lounges and the Next Generation Security Project. In addition, GAL announced that it had paused work on preparing its application for Development Consent Order for the Northern Runway project as it was inappropriate to take forward the public consultation originally planned in the Spring in the light of the pandemic.

1.4 All airspace change projects are also on hold until further notice.

1.5 The Government has also suspended all non-urgent policy work, including planned consultations, with the DfT focusing its resources on the urgent tasks associated with the COVID response and its impact on the transport sector.

1.6 Given the pause on a number of GAL's projects and work, the airspace change programme and the DfT's non-urgent policy work, there is a need to revisit GATCOM's Indicative Work Programme as agreed by the Committee at its January 2020 meeting.

¹ GAL Press Release <http://mediacentre.gatwickairport.com/press-releases/2019/gatwick-introduces-covid19-protective-measures.aspx>

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1.7 The Secretariat invited members and their organisations to share particular issues of concern about Gatwick's current reduced operation, the wider impact of the significantly reduced airport operation on communities and businesses around Gatwick and GAL's plans for the recovery of the operation. Comments received are set out in Appendix 1 which were considered by the GATCOM Steering Group at its meeting on 25 June. All members of the GATCOM Steering Group also highlighted concerns of their organisations at that meeting which have helped to identify new priorities and other changes that need to be made to GATCOM's Indicative Work Programme. The reviewed programme is set out in Appendix 2 for GATCOM's consideration and approval.

2. WIDER CONSIDERATIONS FOR GATCOM'S WORK PROGRAMME

2.1 The Government's work on the national recovery strategy for aviation and the UK economy has prompted all sectors to offer information on impacts to their sector and their views on the need for Government to address certain aspects. At a national level:

- the Airport Operators' Association is calling for continued financial support such as relief from business rates and continued deferral of other taxes, establishment of route development funds or specific funding measures aimed at restarting regional and domestic air connectivity, reform of aviation taxes, including a temporary suspension of APD, the Job Retention Scheme to be tapered or phased out, in order to retain staff needed for when the recovery picks up.
- UK business leaders are calling for a green recovery plan. The Government has recently announced that the Business Secretary, Alok Sharma, is creating 5 new business-focused groups to unleash Britain's growth potential and create jobs, as part of the Government's plans to help the economy bounce back from the coronavirus pandemic. 'Recovery roundtables' will explore how business can work with Government to deliver economic growth and jobs, focused on 5 key themes: the future of industry; green recovery; backing new business; and the UK open for business²
- Independent Commission for Civil Aviation Noise (ICCAN) has asked the Government to make managing noise a key priority when aviation levels start to recover following the Covid-19 pandemic and should be seen as a chance to rebuild and regrow aviation in a more sustainable way.
- The Aviation Environment Federation (AEF) is calling for an economy-wide drive to achieve net zero emissions, the aviation industry to be equitably taxed to help fund the green recovery and to reduce demand for flying and for the use technology to mitigate remaining emissions.

2.2 As regards the impacts on Gatwick's regional economy, members are asked to familiarise themselves with the findings of the following publications:

- The Centre for Cities has recently published a report which predicts that Crawley is the most exposed locality to the economic impact of the pandemic³.
- The independent report commissioned by the Gatwick Diamond Initiative on the COVID-19 Impact Assessment on the Gatwick Diamond area⁴.

2.3 There is a vital need for all organisations to come together to work collaboratively and GATCOM provides a unique independent platform for dialogue across the various interest groups. Recognising the different challenges for all parties, GATCOM can help build a common understanding on planning a way forward with GAL which addresses the immediate priority of supporting the economic recovery for the region whilst at the same

² The Business Secretary's Recovery Roundtables announcement <https://www.gov.uk/government/news/business-secretary-launches-working-groups-to-help-unleash-britains-growth-potential>

³ Centre for Cities report <https://www.centreforcities.org/blog/what-does-the-covid-19-crisis-mean-for-the-economies-of-british-cities-and-large-towns/>

⁴ COVID-19 Impact Assessment on the Gatwick Diamond area <http://www.gatwickdiamond.co.uk/media/102420/Report-Gatwick-Diamond-COVID-19-Impact-Assessment.pdf>

time takes the opportunity to build on environmental improvements. Creating a more sustainable aviation industry in the Gatwick region as it recovers from the COVID pandemic would also be consistent with the Government's desire to base the UK's recovery "on solid foundations, including a fairer, greener and more resilient global economy. Build back better".

3. SUGGESTED REVISIONS TO GATCOM'S INDICATIVE WORK PROGRAMME 2020/21

3.1 The comments already raised by members have been considered by the GATCOM Steering Group and, together with the other comments raised at the Steering Group meeting, have been reflected in the revised GATCOM Indicative Work Programme 2020/21 which is set out in Appendix 2.

3.2 The revisions that have been made are:

- The deletion of the objective relating to GATCOM's review of GAL's published Capital Investment Plan (CIP). Work on the review of the CIP has been paused.
- The deletion of objectives relating to the Northern Runway Project Development Consent Order (DCO) process given this project has been paused.
- The inclusion of a new objective for the Northern Runway Project which focuses on continued dialogue with GAL on its work and new timetable for progressing the DCO application.
- The inclusion of new objectives focusing on the COVID-19 plans for recovery.
- Revisions to some of the indicative timings of objectives.

3.3. Those objectives that have been removed from the programme will be brought forward for inclusion in next year's programme or at the appropriate time.

3.4 GATCOM is asked to consider the comments set out in Appendix 1, together with any other comments that may arise at the meeting, to identify whether there are any other matters that need to be included in the revised Indicative Work Programme.

RECOMMENDED:

That, subject to the consideration of any other comments raised at the meeting, the revised GATCOM Indicative Work Programme 2020/21 set out in Appendix 2 be agreed.

**PAULA STREET
GATCOM SECRETARIAT**

FEEDBACK RECEIVED FROM GATCOM MEMBERS ON THE IMPACT OF THE COVID-19 PANDEMIC TO THEIR ORGANISATION/WIDER COMMUNITY

(1) TOURISM SOUTH EAST (TSE)

The Gatwick area has long been a fundamental driver of the tourism sector, economic stability, local employment, and community cohesiveness. The impacts of the virus resonate across the whole region and the tourism industry strives to work towards re-establishing some sort of operational normality. TSE, standing alongside the GATCOM committee, looks forward to working towards a long-term sustainable future.

We have ahead of us an unprecedented challenge to reinforce and rebuild confidence for domestic and inbound markets, business and their employees and local residents. TSE is dedicated to working alongside Gatwick and its stakeholders in support of the recovery phase. We are currently communicating with the local LEP which is working hard to support the local destinations and tourism business as they all endeavour to move forward. TSE also continues to communicate with DCMS and lobby government through the national agencies, to work towards a comprehensive and planned tourism recovery.

(2) GATWICK DIAMOND BUSINESS

ECONOMIC IMPACT OF COVID-19 AND IMPLICATIONS FOR GATWICK AIRPORT'S ROLE AS KEY DRIVER OF THE REGIONAL ECONOMY

Economic impact of COVID-19 on Gatwick Diamond Economy

An independent study by Hatch Regeneris commissioned by the Gatwick Diamond Initiative (published in early June) reported that:

- Using OBR methodology, there will be a loss of 12.85% in GVA during 2020 across the Gatwick Diamond economy. To recover the loss in output over the next five years would require an annual growth rate of 2.7% (since this study there have been further announcements on potential job losses and higher estimates of the impact on GVA). The Gatwick Diamond's historic growth rate over the last eight years has averaged at 0.4%. (A report by the Centre for Progressive Policy forecasts a 42% drop in economic output for Crawley).
- Announcements by major airlines as well the direct implications for the airport, will impact on one in 10 jobs in the Gatwick Diamond dependent on airport activity.
- Compared with national benchmarks, Coast to Capital is very exposed in employment terms owing to its base of large businesses operating in sectors directly affected by the lockdown. Relatively high levels of self-employment in parts of the area (notably the Mole Valley with one in three jobs and Tandridge with one in four) is a further impact factor.
- The Gatwick Diamond has a high concentration of sectors directly impacted by COVID-19. As such, it is disproportionately impacted in terms of employment exposure relative to the wider LEP area.
- Almost three quarters of employment in the neighborhood directly surrounding the airport and half of the employment in Crawley is directly affected by the lockdown – the largest amount of any location across the Coast to Capital.

Against the backdrop, it is essential that the airport is supported to return as quickly as possible to its role as key economic driver (as recognized in the Coast to Capital Strategic Economic Plan and emerging Local Industrial Strategy). Prior to the lockdown, there were 24,000 "on airport" jobs at Gatwick, a further 31,000 directly or indirectly linked to the airport with 85,000 jobs supported across the broader sub-region.

With the right support, the report maintains that there will be sectoral opportunities that could be converted into higher than average GVA growth – for example: ‘seismic change’ in the way professional services firms operate, potentially moving into regional office hub structures; adoptions of new supply chain technologies being designed in the Gatwick Diamond; and strengths in sectors such as MedTech (but with the risk that important companies could be lured away if not nurtured).

Full recovery will be a long process but the underlying strengths – the airport, location, connectivity, people and sector mix – of the Gatwick Diamond economy will remain. GATCOM has a role in ensuring that the economic and social imperatives for supporting the airport through this challenging time and beyond are fully considered, alongside environmental considerations, in a balanced approach to supporting a sustainable recovery.

Challenges and opportunities

GATCOM should apply its consultative and information-sharing role to helping to inform the full range of economic challenges and opportunities relating to the airport but also having wider economic and social impact. These can be grouped as immediate, short-medium term and strategic priorities:

Immediate measure to mitigate COVID 19 impact

- Supporting GAL in **influencing government policies** and interventions that provide the maximum support for the recovery of the airport, and the economy it supports, consistent with public and staff safety. Currently, for example, this would include helping to ensure that the government fully appreciates the need for a clear, timed exit strategy from the 14-day quarantine as well as further business support measures to see the Airport and our local economy through a period of recession and where spend and demand remains low.

Specific short/medium term interventions

- **Inward Investment:** support the role of the airport in attracting business investment which will be essential to the recovery and future resilience of our economy. Attracting new international investment will be an essential part of the mix but the Gatwick ‘transport hub’ and skills base can also play an important part in attracting domestic investment particularly from London with the expected trend towards regional hubs not least in the professional services sector. The airport also has a central role in retaining existing international investment and in encouraging re-investment from major employers in the aerospace, MedTech and other key sectors. Concerted action is needed to raise the development and marketing of our inward investment offer which is currently fragmented and largely passive. Addressing this challenge will also help Gatwick to attract new airlines and routes in the face of international competition.
- **International trade:** post-Brexit and as the recovery process progresses, the role of the airport in supporting growth in international trade will become more important than ever. This priority should include supporting an increase in freight services which are important for the economy and can reduce negative environmental impact through local distribution hubs.
- **Visitor economy:** supporting and informing the Gateway Gatwick Group in helping to harness the benefits of having the UK’s second largest airport located in the region. The Group brings together regional partners with Gatwick facilitating and making connections with overseas partners including airlines and tour operators. This will be an important element of the recovery process.
- **Supply chain development:** innovative approaches to local supply chain development, including digital marketplaces, will also be an important element of the

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recovery and moving the Gatwick Diamond economy forward. The airport has previously played a central role in initiative such as 'Meet the Buyer' and, when the time is right, will no doubt do so again.

Strategic priorities

- Informing the development of a **Local Industrial Strategy** (LIS) for the Coast to Capital which the LEP is revisiting to ensure it thoroughly addresses regional recovery given the impact of COVID. The LEP has, for example, identified the importance of addressing the skills needs of the region, taking into account COVID, and has identified transformational interventions for the region which will have particular impact on the Gatwick Diamond - a Careers Hub, an Institute of Technology and an Innovation Centre based on the Manor Royal. The airport will no doubt both benefit from and contribute to the success of initiatives of this kind.
- **Capital investment:** ensuring that the economic case for investment at Gatwick is given due weight alongside environmental considerations and that the case for related transport and other infrastructure investment is made as strongly as possible. This should include supporting Gatwick in its efforts to be a leader in the use of innovative technology and processes that reduce tensions between economic benefit and environmental impact (initiatives emerging from LIS and should support this approach).

Strengthening business input to GATCOM

For GATCOM to fulfil effectively its consultative role in addressing these challenges and opportunities, more coordinated business input is needed. Initial discussions with business organizations (particularly the Chambers of Commerce) indicate support for this approach. Further consultation is needed but one option is to take advantage of the re-formation of the Gatwick Diamond PROMOTE Group to provide the forum for giving more coordinated business input to GATCOM (via the Gatwick Diamond Business representative) and a more developed communication channel between GATCOM and business.

The established role of the PROMOTE Group in supporting inward investment, international trade and local supply chain development could be adapted for this purpose. The group, when re-launched, will bring together business organizations covering the Gatwick Diamond with local authority economic development officers and LEP representation. In developing its new terms of reference, the Group's supporting role for GATCOM could be formally recognized amongst its wider purposes.

(3) ENVIRONMENTAL AND AMENITY GROUPS – GATWICK AREA CONSERVATION CAMPAIGN

Building Gatwick Back Better

GAL's recent press release announced that the airport's opening hours will increase from 15 June and that some airlines will recommence operations on that date.

As this happens, we would like to see noise and other environmental improvements firmly embedded into Gatwick's recovery plans. Communities around Gatwick and under flight paths have seen significant noise and air pollution benefits over recent months. Many people value these greatly and want to see them retained. In short, we would like the airport to build back better, starting immediately.

We are not alone in believing that environmental improvements should form a core part of the country's economic recovery. The Prime Minister said recently "*once we move beyond the emergency phase, we owe it to future generations to build back better and base our recovery on solid foundations, including a fairer, greener and more resilient global economy*".

In relation to aviation specifically, the Independent Commission on Civil Aviation Noise (ICCAN) has called for managing noise to be a key priority when aviation levels start to recover.

We recognise that some much-needed improvements in aviation's noise and environmental performance will take time and investment. However, there are a number of actions Gatwick and its airline customers can and, in our view, should take now to help ensure that the impact of additional air traffic is minimised in the short term. In particular GACC hopes GAL will:

1. Keep the airport closed at night in order to avoid flights that have the greatest community and health impacts
2. Ask airlines to prioritise flying the quietest aircraft in their fleets
3. Put in place incentives that encourage airlines permanently to retire older, noisier and more polluting aircraft
4. Work with your air traffic control partners to disperse aircraft, achieve higher, quicker, departures and adopt noise-minimising arrival procedures to the maximum extent possible, recognising that airspace will be far less congested. These procedures should be consistent with the arrangements and targets discussed extensively with the previous Noise Management Board (NMB) and their achievement should be reported on regularly
5. Reconvene the NMB bodies so they can monitor these measures and consider additional initiatives, in line with ICCAN's advice that engagement should continue during this period.

GACC has asked that the GATCOM Steering Group discuss these short-term actions. In due course GACC would like there to be a fuller process through which all stakeholders can contribute to building back a better, quieter, healthier and cleaner Gatwick.

(4) MEMBER, MOLE VALLEY DISTRICT COUNCIL

Can we harness community spirit (raised in COVID-19) to make a better relationship with the airport? Noise is a big issue - How will we handle this change in perception of those overflowed and the need for the airport to get back to a semblance of its former self.

Is there any possibility that planes taking vacated slots can be restricted to less noisy and more environmentally friendly ones?

REVISED INDICATIVE GATCOM WORK PROGRAMME 2020/21**COVID-19 Recovery Plan**

Objective	Comments	Date/Status
<p>New 1. Work collaboratively across membership organisations to identify areas of airport/aviation COVID-19 recovery plans where DfT, CAA and other stakeholder assistance is needed to support the region's wider economic recovery alongside opportunities for better environmental performance and management in a balanced way</p>	<p>(a) Member organisations to share initiatives and concerns about economic challenges and possible opportunities (environmental, economic and social) to help inform GAL, DfT and stakeholder plans for recovery</p> <p>(b) Regular review of the passenger experience and facilities across the whole passenger journey from point of arrival at Gatwick to departure/onward travel including the health, safety and wellbeing of passengers and staff (<i>Key focus for the Passenger Advisory Group</i>)</p> <p>(c) Build a consensus on where GATCOM can help influence government policies and interventions that provide the maximum support for the recovery of the airport and wider regional economy including opportunities to better manage the environmental impacts</p>	Jun- Dec 2020
<p>New 2. Review ways in which GAL's community engagement work can harness current community collaboration and help build an understanding of Gatwick's operation and opportunities for the future as the airport recovers from the COVID-19 crisis</p>	Identify key areas of interest and concern and ways in which GATCOM and its member organisations can help support the airport's communication flows and engagement work.	Jun – Dec 2020

Master Plan Growth Scenario 1 – Main Runway Managing Incremental Growth

Objective	Comments	Date/Status
<p>3. Review outcomes of annual monitoring of GAL's current commitments, legal obligations and action plans on strategies and targets to manage the impacts of growth</p>	<p>(a) Review S106 annual monitoring report to assess progress and identify if further attention is needed</p> <p>(b) Review 2019 Decade of Change Progress Report and identify if further attention is needed</p> <p>(c) Review END Noise Action Plan Progress report and identify if further attention is needed</p> <p>(d) Review annual Air Quality Monitoring Report and identify if further attention is needed</p>	<p>Sep 2020</p> <p>Sep 2020</p> <p>Sep 2020</p> <p>Jun 2020</p>
<p>4. Contribute to GAL's review of Noise Insulation Scheme</p>	Consider emerging Government aviation policy requirements	Timing TBA – END Noise Action Plan activity

Master Plan Growth Scenario 2 – Northern Runway DCO Process

Objective	Comments	Date/Status
5. Input to GAL's preparation of the draft Statement of Community Consultation (SOCC)	(a) seek views and ideas from member organisations on the general direction and principles on GAL's initial thoughts for the Secretariat to submit to GAL for consideration before the draft SOCC is issued for consultation with the local authorities	Jan 2020 – Achieved (a)
New 6. Continue dialogue with GAL on its work and new timetable for progressing the DCO application	(a) Receive updates from GAL on intentions to resume the DCO application process and timetable and of any additional assessment work to be undertaken (b) At the appropriate time, review how the emerging detailed proposals address the issues raised by GATCOM in its response to the draft Masterplan consultation.	Timing TBA
7. Identify new areas of focus for possible inclusion in GAL's review of its Decade of Change Strategy	(a) Review current aims and targets and highlight areas where improvements to environmental performance could be targeted based on the outcomes contained in GAL's 2019 Decade of Change Progress Report and new Government policy (b) Review initiatives for: <ul style="list-style-type: none"> • Carbon Emissions • Sources of light pollution • Air Quality • Noise reduction measures • Community support • Public transport initiatives • Labour markets and skills gap 	Possible future workshop topic

DfT Review of Night Flights Regime

Objective	Comments	Date/Status
8 Respond to DfT Call for Evidence on the Review of the Night Flights regime	(a) Review current regime and identify where improvements/changes need to be made to include: <ul style="list-style-type: none"> • Departures Noise Limits • Noise Quota Period • Night Period • Movements Limit • Dispensations • Carry over between seasons • QC4 voluntary operating ban • Implications of night flights ban at Heathrow as a result of its 3rd runway (b) Consider and submit response	Awaiting DfT advice on revised timing Possible Future workshop topic

Airspace Modernisation and airspace change

Objective	Comments	Date/Status
9. Participate in the FASI-South airspace modernisation process	(a) Review and input to GAL's communication plan (b) Participate in GAL's stakeholder workshops (c) Encourage member organisations to engage in the process (d) Review implications of changes to Heathrow's airspace	Project paused – timing TBA

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<p>10. Review, engage and comment on the Departures Route 4 airspace change process</p>	<p>(a) Review and input to GAL's communication plan (b) Participate in GAL's stakeholder workshops (c) Encourage member organisations in the vicinity of Route 4 to engage in the process</p>	<p>Project paused – timing TBA</p>
<p>11. Review the implementation and outcomes of the Reduced Night Noise Trial (RNN)</p>	<p>Through participation in the work of the Noise Management Board: (a) Review and input to GAL's communication plan (b) Review trial progress and issues raised (c) Review feedback from the trial and how the data will be used in future use of airspace and design</p>	<p>Project paused – timing TBA</p>

Noise Management

Objective	Comments	Date/Status
<p>12. Establish formal link between GATCOM and the reconstituted Noise Management Board</p>		<p>NMB paused – timing TBA</p>

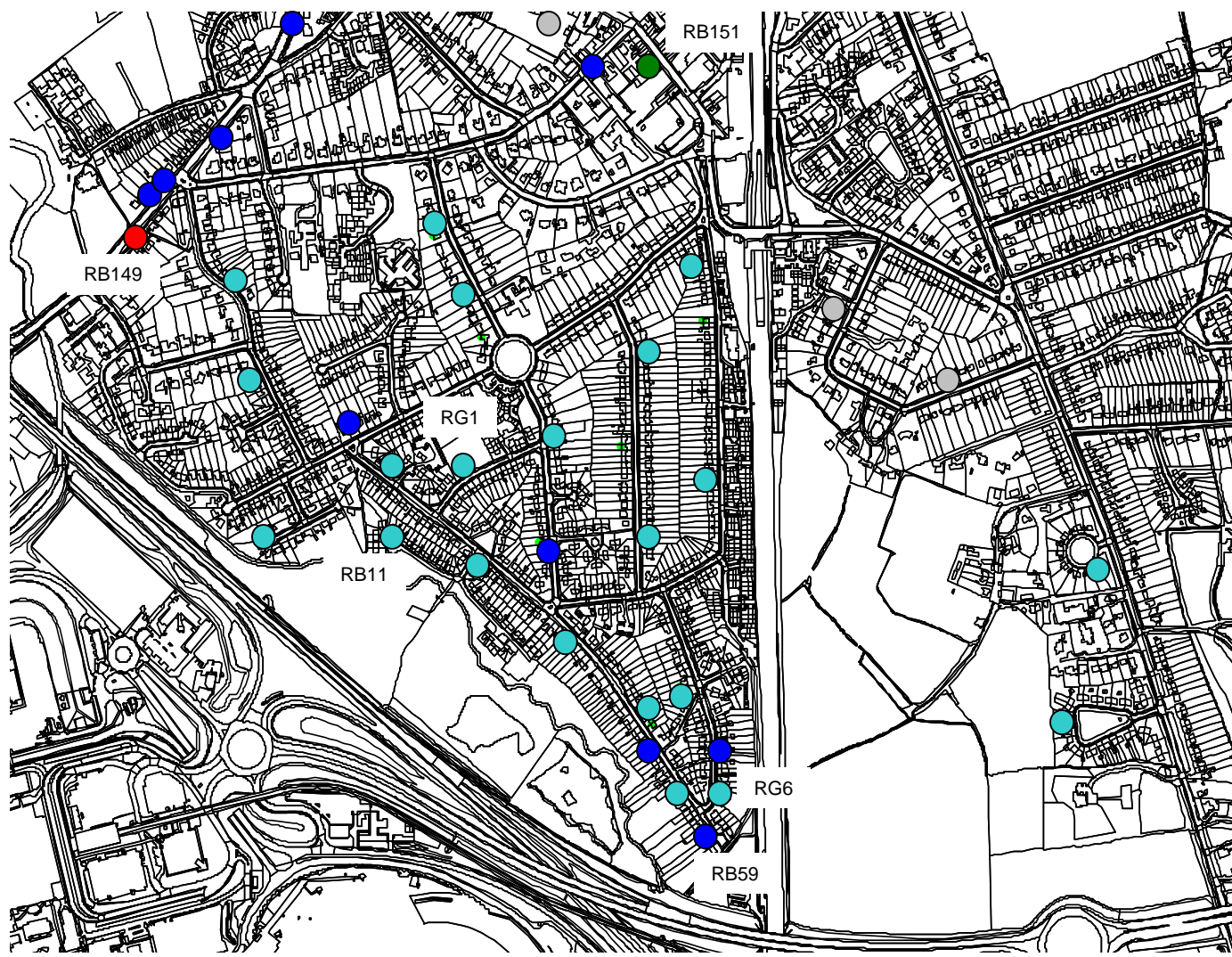
Air Quality Monitoring: Joint Report by RBBC and GAL for 2019.

1. The following report presents the results from the 2019 air pollution monitoring program undertaken on, and in the vicinity of, Gatwick Airport.
2. Committee members are reminded that details of:
 - i. the legislation,
 - ii. the rationale for the monitoring of certain pollutants,
 - iii. and factors to bear in mind when examining the data e.g. the impact of the weather, and / or changes in the source of a pollutant, were covered in a separate report to the GP sub committee on 11th January 2007¹.

Off Airport Monitoring at Relevant Receptors on the Horley Gardens Estate. Annual Monitoring of Compliance with UK air quality objectives – Nitrogen Dioxide.

3. The annual average concentration of nitrogen dioxide across the Horley Gardens Estate in 2019 is shown in Figure 1.
4. Nitrogen dioxide concentrations were below the UK annual average objective of 40 $\mu\text{g m}^{-3}$ (micrograms per cubic metre) at sites normally assessed on the Horley Gardens Estate and on Victoria Road, but exceeded the objective at the A23 site (RB149) where the annual average concentration was 43 $\mu\text{g m}^{-3}$ in 2019 (also 43 $\mu\text{g m}^{-3}$ in 2018).
5. The additional monitoring introduced on the A23 in 2016 to examine the spatial extent of the non attainment along this section of road (the four dots along the A23 NE of RB149) continue to demonstrate that the non achievement of the air quality objective is confined to a handful of residential properties in the vicinity of RB149, near to the junction of the A23 with Massetts Road.
6. On Victoria Road (RB151) nitrogen dioxide concentrations were 33 $\mu\text{g m}^{-3}$ (29 $\mu\text{g m}^{-3}$ in 2018), while the highest concentration measured on the Horley Gardens Estate was 26 $\mu\text{g m}^{-3}$ at the RB59 'worst case' receptor and at two other sites (RB58 and RB60), all located towards the southern end of The Crescent. This compares to the highest concentration in 2018 of 27 $\mu\text{g m}^{-3}$ and 28 $\mu\text{g m}^{-3}$ in 2016.
7. Local sources of pollution on the estate remained unchanged throughout 2019, and so the results are comparable to previous years monitoring work.
8. Data capture from all of the real time monitoring sites was over 90 %, and so the data from these sites along with the diffusion tube data is valid for monitoring compliance with the air quality objectives.
9. The results from 2019 are in line with the predicted distribution of nitrogen dioxide concentrations for the Horley Gardens Estate, with the highest concentrations (excluding main road sites) found towards the southeast corner of the estate. Concentrations in 2019 were typically unchanged or marginally down on 2018 at the 'worst' affected residential premises. Elsewhere on the estate concentrations also remained largely unchanged, in line with a lack of any real change seen elsewhere in the borough. Thus the general lack of change in air quality seen in the vicinity of the airport in 2019 reflects the natural year to year variation due to the weather and / or regional changes rather than any specific change related to the airport.

¹ Contact GATCOM Secretariat for historical reports.



Key:

- 15.1 to 20 $\mu\text{g m}^{-3}$
- 20.1 to 25 $\mu\text{g m}^{-3}$
- 25.1 to 30 $\mu\text{g m}^{-3}$
- 30.1 to 35 $\mu\text{g m}^{-3}$
- 35.1 to 40 $\mu\text{g m}^{-3}$
- 40.1 to 45 $\mu\text{g m}^{-3}$
- 45.1 to 50 $\mu\text{g m}^{-3}$



Other sites in the vicinity of the of the Airport:

- Charlwood: 16 $\mu\text{g m}^{-3}$
(Russ Hill)
- Hookwood: 11 $\mu\text{g m}^{-3}$
(Withey Meadows)
- Smallfield: 19 $\mu\text{g m}^{-3}$
(Ontario Close)

Comparable sites elsewhere within the Borough:

- Reigate: 16 $\mu\text{g m}^{-3}$
- Banstead: 16 $\mu\text{g m}^{-3}$
- Redhill: 16 $\mu\text{g m}^{-3}$
- Merstham: 21 $\mu\text{g m}^{-3}$

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Figure 1: Monitoring Results for Nitrogen Dioxide Concentrations across the Horley Gardens Estate in 2019.

Tube Correction Factor = 0.87 (n=9 min).

10. The non attainment of the air quality objective at the monitoring site on the Brighton Road (RB149) is caused by road traffic, and modelling by Gatwick Airport² in 2017 examining 2015 suggests around 22.9 % of the NO_x pollution at this site is airport related (14.3 % airport related road traffic, 8.6 % other airport sources).
11. RBBC and Gatwick agree that the RB149 site needs further attention and potential mitigation measures are being explored and implemented with other partners.
12. Nitrogen dioxide concentrations in Charlwood and Hookwood rose slightly in 2019 (by 2 to 3 µg m⁻³), but are similar to levels in 2017, while concentrations in Smallfield decreased by 1 µg m⁻³ in 2019.
13. Passenger numbers at Gatwick increased by 1.1 % in 2019 compared to 2018, while aircraft movements increased by 0.4 % over the same period (Appendix A), although they remain down 0.3% on 2017 levels. However while passenger numbers now exceed pre-recession levels by 32.3 %, aircraft movements are only 6.9 % above the 2007 peak.
14. Traffic flows on the M23 spur were difficult to determine in 2019, as the only data available is for 6 months eastbound which suggests a 4.6 % increase. However a degree of caution is needed given the roadworks and diversions that were in place during 2019. Traffic levels on the spur returned to pre recession levels during 2015, and in 2018 traffic flows were 8.6 % higher than the 2006 peak.

Annual Monitoring of Compliance with UK air quality objectives – PM₁₀.

15. The PM₁₀ air quality objective was met on the Horley Gardens Estate in 2019 with an annual average concentration at RG1 of 15.9 µg m⁻³ (VCM methodology), which is the lowest annual average concentration recorded to date. Although this was an improvement on 2018 (17.1 µg m⁻³) levels were similar in 2017 (16.2 µg m⁻³). Nevertheless, concentrations since 2016 have consistently remained below the range of 18 to 23 µg m⁻³ that were typical until 2015.

Trends in Pollutant Concentrations.

Nitrogen dioxide.

16. A three year rolling average concentration is used in the trend analysis work to help remove the year to year fluctuations in concentrations caused by the prevailing weather conditions. The data to date (Figure 2) shows that the long term downward trend in annual average nitrogen dioxide concentrations at the RG1 site continued in 2019.
17. At the 'worst case' receptors closer to the airport (RG2, RB59) the improvement in concentrations at RG2(6) continues, while at the RB59 site the downward trend has resumed although the apparent increase (2016-18) was driven by a relatively low concentration in 2015. The cause of the general convergence of the RB59 and the RG2 concentrations by 2011 is unknown, although it is worth noting that computer modelling has consistently suggested a difference of no more than 1 to 2 µg m⁻³ between these two sites as has been the case in practice in recent years.
18. The overall downward trend at RG1 and RG2/RB59 is as expected given that computer modelling indicates that non airport sources of nitrogen dioxide and airport related road traffic emissions were predicted to fall until 2015³, and to a lesser extent 2025⁴, driven mainly by improvements in road vehicle engine technology. In addition changes in the aircraft fleet and on airport operational practices post 2007 also initially lead to further improvements in air quality especially at the RG2/RB59 sites, although by 2016 the majority if not all of the air quality improvements had occurred from non airport sources⁵.

² Air Quality Assessment – 2015 Emissions Inventory and Modelling. ARUP AQ-02 - 20th November 2017.

³ Gatwick Air Quality Assessment for 2010 (AEAT/ENV/R/2795/Issue 1 – June 2009)

⁴ Gatwick Airport Master Plan: Air Quality Assessment 2024/25 (AEAT/ENV/R/3139/Issue 1 – 18th May 2011)

⁵ Air Quality Monitoring: Joint report by RBBC and GAL for 2016 (appendix C). Report to GATCOM steering group June 2017.

19. The position of the monitoring stations around Gatwick means that it is possible to examine the nitrogen dioxide pollution coming from the airport and the A23 Airport Way when winds are from the SW, by subtracting the readings from the RG3 station to the SW of the airport from those made at the RG2 station to the NE of the airport (Figure C.1 - Appendix C).
20. Figure C.1 demonstrates that while the airport / A23 Airport Way had delivered significant reductions in pollution by 2012, by 2016 these improvements had been lost. The relocation of the RG2 site at the end of 2016 made direct comparisons difficult in 2017 but the 2019 data suggests that the rapid increase in nitrogen dioxide from the airport / Airport Way between 2012 and 2016 is now declining, although the nitrogen dioxide concentration on this wind direction is still similar to that in 2007.

PM₁₀.

21. It is important to note that the airport is not a significant source of PM₁₀, and computer modelling^{6,7} consistently indicates that the airport is responsible for no more than 1 – 2 µg m⁻³ of the total PM₁₀ concentration at the worst affected properties on the Horley Gardens Estate.
22. The main purpose of monitoring PM₁₀ on the Horley Gardens Estate is to examine trends in the PM₁₀ concentration, as the UK Government is aiming to reduce people's exposure to particulate matter⁸ in the longer term even where the air quality standards are met.
23. Using a three year rolling average to examine the trends in the data there is evidence of an overall downward trend from 2003 to 2010, with concentrations of 23.9 µg m⁻³ in 2003 and 19.5 µg m⁻³ in 2010 (Figure 3), although much of this improvement in non airport PM₁₀ occurred between 2007 and 2010. From 2010 the overall trend was flat to 2015, with the slight rise between 2011 and 2013 largely an artefact of the elevated concentration measured in 2011, while from 2015 the downward trend has resumed with the lowest concentrations to date recorded in 2019.

⁶ Air Quality Assessment – 2015 Emissions Inventory and Modelling. ARUP - AQ-02 - 20th November 2017.

⁷ Gatwick Air Quality Assessment for 2010 (AEAT/ENV/R/2795/Issue 1 – June 2009)

⁸ Specifically PM_{2.5} which is a subset of PM₁₀.

Figure 2: Three year Rolling Annual Average Nitrogen Dioxide Concentration at RG1, Michael Crescent Horley (Blue diamond), RG2, The Crescent Horley (Purple square), and RB59 (Red triangle).

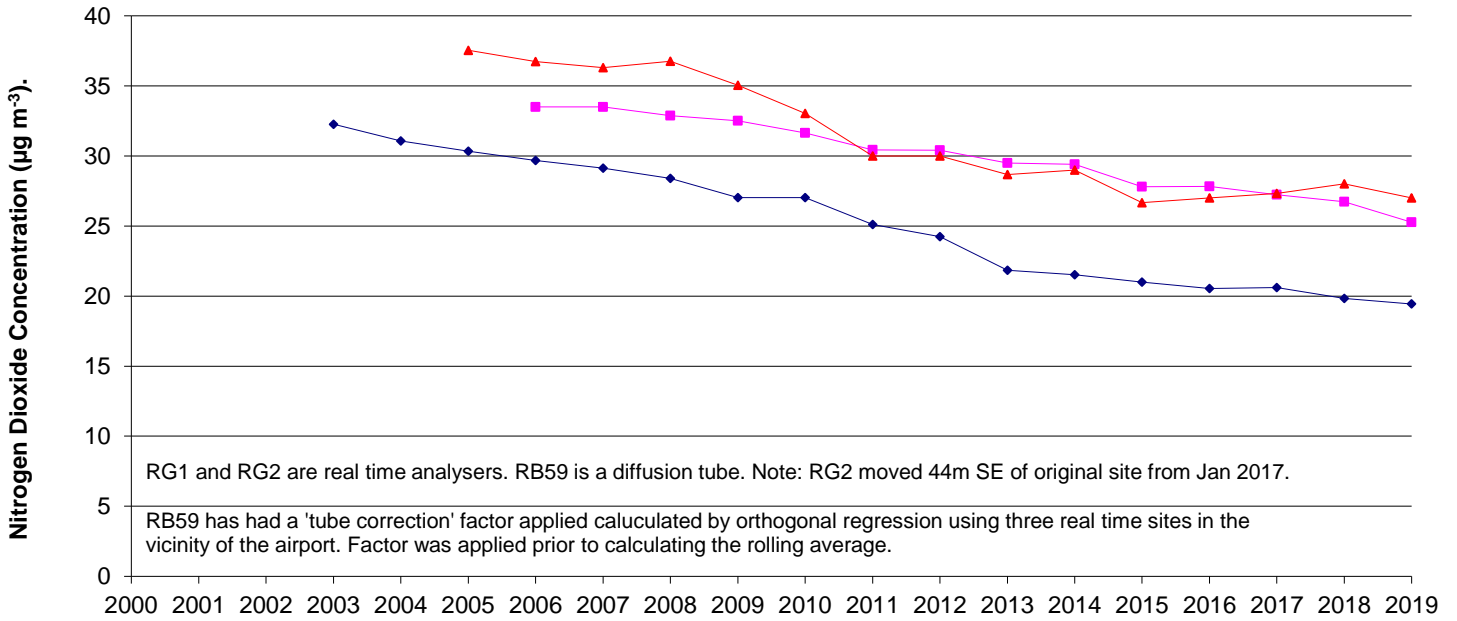
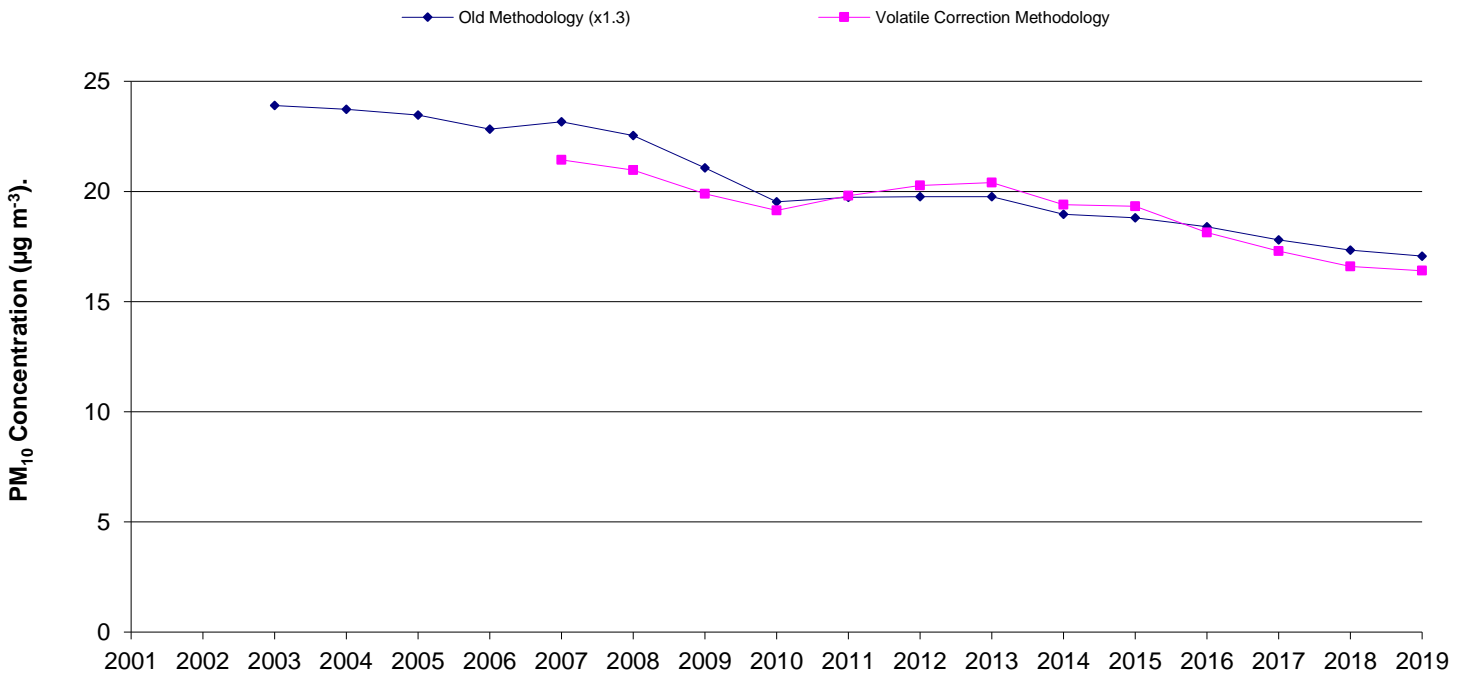


Figure 3: Three Year Rolling Annual Average PM₁₀ Concentration at RG1, Michael Crescent, Horley.



On Airport Monitoring.

24. In the absence of relevant receptors⁹ at the airport monitoring site, it is largely academic whether or not the air quality objectives are breached. However the monitoring results from 2019 (Table 1) indicate that the objectives were met at the LGW3 monitoring station for PM₁₀ and nitrogen dioxide.

	On Airport (LGW3)	Objective	Objective Met?
Annual Average nitrogen dioxide Concentration	29.0	40	Yes
Nitrogen Dioxide: No. of hours over 200 µg m ⁻³	0	18	Yes
Annual Average PM ₁₀ Concentration Using FIDAS instrument*	14.4*	40	Yes
PM ₁₀ : No. of days over 50 µg m ⁻³	4	35	Yes
All concentrations are in µg m ⁻³ . Data Capture: Nitrogen Dioxide 91.3 %, PM ₁₀ 96.1 %. *GAL replaced the TEOM PM ₁₀ analyser with a FIDAS instrument in 2019. For comparison purposes this value should be compared to the RG1 VCM value in Appendix B.			

Table 1: Nitrogen Dioxide and PM₁₀ Concentrations on Airport in 2019.

25. It should be pointed out that while the LGW3 monitor is of limited use for compliance monitoring, it is of particular use for verifying the computer modelling work used to make forward predictions about air quality at the airport.

26. During 2013 Pier 1 on the airport was closed for redevelopment, which represents a major change in the airport sources of air pollution affecting this monitor. Thus the results for 2014 and subsequent years are not directly comparable to data pre 2013 when examining trends in on airport pollution.

On Airport Pollutant Trends.

27. Bearing in mind the changes in the on airport sources of pollution Figure 4 shows the 3 year rolling average nitrogen dioxide concentration at the on airport monitor LGW3, and the data from the residential monitor RG1 for comparison. The graph shows a steady improvement in nitrogen dioxide concentrations at the LGW3 monitor, with a significant improvement from 2003 onwards, followed by a subsequent increase in 2007 and 2008. While concentrations from 2009 to date continue to follow the long term downward trend, the slight increase in 2018 resulted from a relatively low concentration in 2015 (as seen in the RB59 trend data) and fairly flat concentrations over the past three years.

28. The sudden fall in the annual average nitrogen dioxide concentrations in 2004 and 2005 (Table 2), which is reflected in the 3 year rolling average data (Figure 4), was noted but unexplained in the 2005 monitoring report (GP sub committee January 2007). Subsequent work indicated that the falls in 2004 and 2005 were more likely to have been due to the change in contractor servicing the equipment in 2003, than 'real' improvements in air quality on airport (GP sub committee June 2007), and this appeared to be confirmed by a rise in concentrations in 2006 when the original servicing agent was reappointed.

29. Annual mean nitrogen dioxide concentrations at LGW3 fell by 0.8 µg m⁻³ in 2019, and while concentrations in general across Reigate and Banstead were largely unchanged concentrations also fell slightly at RG3 to the south west of the airport and at RG2. Given the reduction in the airport contribution seen in Appendix C this suggests that at least some of the improvement seen at LGW3 in 2019 could be due to a reduction in on airport emissions.

⁹ 'Relevant receptors' were discussed in the outline air quality paper presented to the GP sub committee in January 2007. However, for the purposes of this of this report relevant exposure can be taken as residential housing, or in the case of the 1 hour nitrogen dioxide objective where a member of the public might be present for 1 hour or more.

Figure 4: Three Year Rolling Annual Average Nitrogen Dioxide Concentration at LGW3, Gatwick Airport.

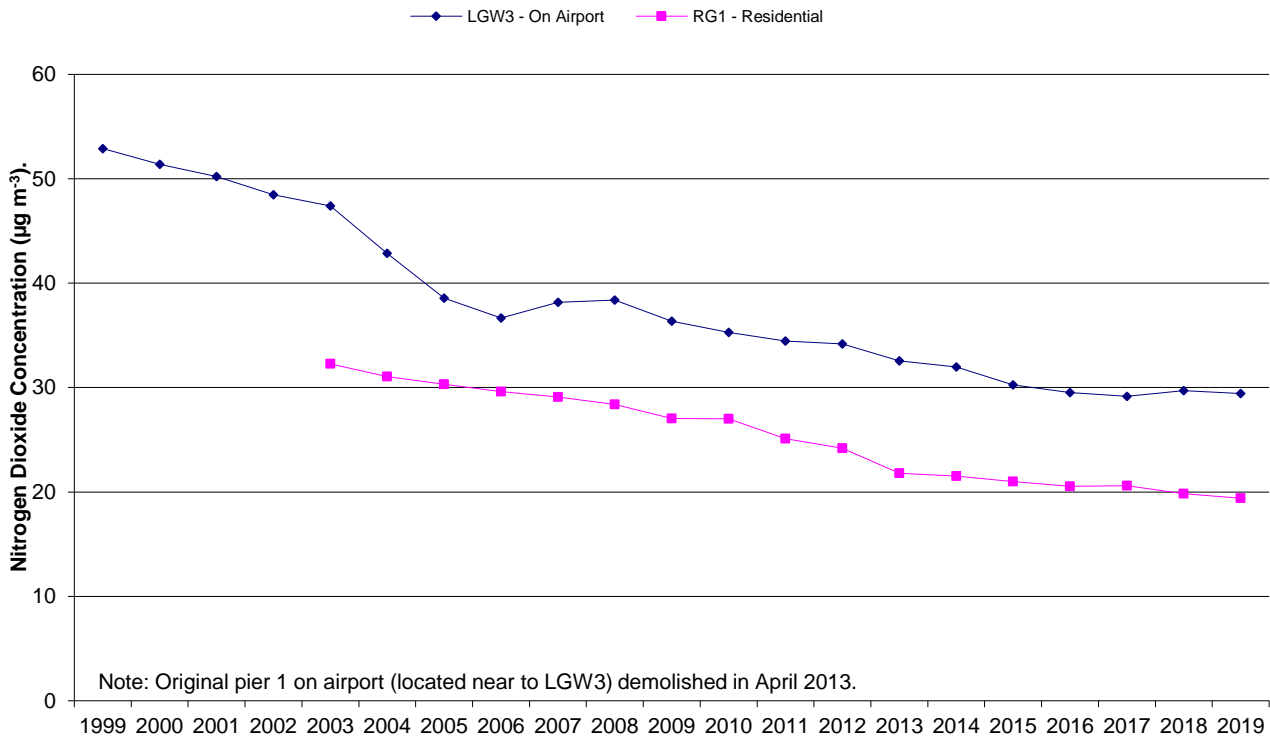
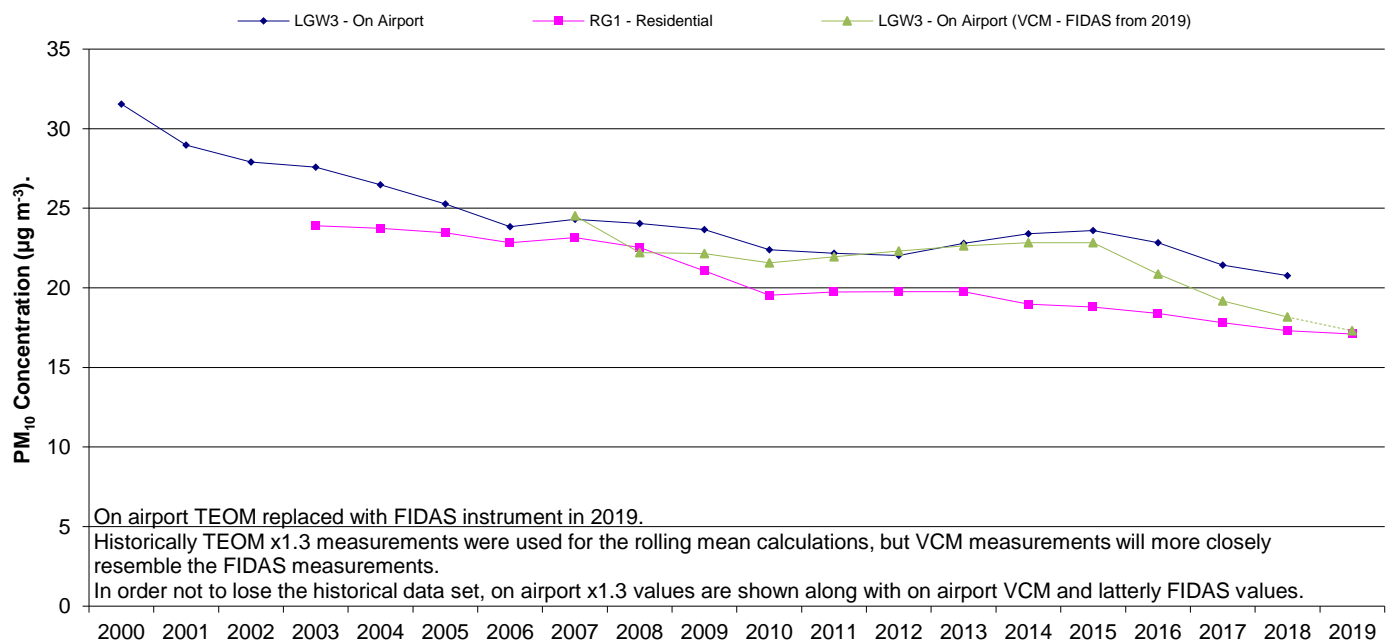


Table 2: Annual and Three Year Annual Average Nitrogen Dioxide Concentrations ($\mu\text{g m}^{-3}$).

LGW3	1997	1998	1999	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019
Ann. Average	53.8	52.6	52.3	49.2	49.1	47.0	46.0	35.5	34.2	40.3	40.0	34.8	34.3	36.8	32.3	33.4	32.0	30.6	28.2	29.8	29.5	29.8	29.0
Data Capture	94.9	89.2	93.3	93.4	93.5	96.1	94.0	95.4	96.7	96.3	94.2	96.8	93.7	99.2	96.4	94.7	99.2	99.2	99.4	99.1	99.5	98.9	91.3
Hours over 200 $\mu\text{g m}^{-3}$	2	0	1	1	0	0	2	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0
3 Year Roll. Av. LGW3			52.9	51.4	50.2	48.5	47.4	42.9	38.6	36.7	38.2	38.4	36.4	35.3	34.5	34.2	32.6	32.0	30.3	29.5	29.2	29.7	29.4
3 Year Roll. Av. RG1							32.3	31.1	30.3	29.6	29.1	28.4	27.0	27.0	25.1	24.2	21.8	21.5	21.0	20.5	20.6	19.8	19.4

Figure 5: Three Year Rolling Annual Average PM₁₀ Concentration at LGW3, Gatwick Airport.



- 30. Figure 5 shows the three year rolling annual average PM₁₀ concentrations at the airport monitor, and PM₁₀ data from the residential monitor for comparison. The graph shows a steady improvement in PM₁₀ concentrations on airport until 2006, at which point concentrations remained largely static for a few years before resuming a downward trend. In 2013 PM₁₀ concentrations increased slightly on airport and while this trend ran to 2015 it largely reflected elevated concentrations in 2013 and 2014. Given the redevelopment of Pier 1 and the trend seen off airport the increase at LGW3 was most likely related to the local building works, especially given the subsequent fall in concentrations in 2016 which continued in 2018.
- 31. In 2019 the airport replaced its existing TEOM PM₁₀ monitoring equipment with a new FIDAS instrument. This new equipment uses a LED light to determine the particle mass rather than 'weighing' a filter as was previously the case. While a FIDAS instrument is a nationally recognised and approved method for PM₁₀ measurement it nevertheless represents a change in how PM₁₀ concentrations are measured on airport.
- 32. To assess the impact of the change in measurement technique the airport ran both instruments side by side for around 6 months in 2018. The results of this work (Appendix D) suggest that the new measurement technique gives a slightly lower reading than would have been the case with the old equipment. It is important to stress that the new equipment is approved for use on the UK national network, but it does mean that magnitude of the PM₁₀ improvement seen at LGW3 (VCM measurement) in Figure 5 and Appendix B between 2018 and 2019 reflects both a genuine fall in PM₁₀ concentrations (as also seen at the residential monitor) and also partially reflects the change in the measurement technique.

Benzene Monitoring Data.

- 33. The concentration of benzene is measured at one residential site (RB11) on the Horley Gardens Estate and on airport at LGW3.
- 34. As expected measurements met the air quality objectives in 2019 (Table 3). Concentrations fell slightly at the residential site and were largely unchanged on airport compared to 2018. Due to the nature of the measurement technique it is difficult to compare values over the long term, but it is worth noting that residential benzene concentrations fell year on year from 2007 to 2012, levelled off from 2013 to 2016, and have fallen slightly since 2016 with the concentration in 2019 the lowest to date.

	Concentration (µg m ⁻³)	Objective	Objective Met?
Annual Average Benzene Concentration: Residential	0.7	5	Yes
Annual Average Benzene Concentration: On Airport	0.7*	5	Yes
*data for 4 of the 12 monthly samples collected on airport show signs of potential cross interference with another VOC compound. However, the overall annual average is in line with previous years.			

Table 3: Annual Average Benzene Concentrations on the Horley Gardens Estate at RB11 and Gatwick Airport (LGW3) in 2019 (Non pumped BTEX Tubes).

Additional Monitoring Data.

Ozone.

- 35. Ozone monitoring began to the SW of the airport in 2005 at the RG3 site in Poles Lane Crawley. The aim of this site is to monitor long term trends in ozone concentrations in the vicinity of the airport.
- 36. Although the airport is not responsible for local ozone pollution i.e. it does not emit ozone, ozone plays an important role in the formation of nitrogen dioxide which is the main pollutant of concern in the vicinity of the airport. Therefore examining the long term ozone trend is important for understanding nitrogen dioxide concentrations in both the short and longer term.

37. At present there are thirteen years of valid data from the ozone monitor and based on a three year rolling average the overall trend to date is flat (data not shown).
38. Compared to the air quality standards ozone concentrations failed to meet the UK objective in 2019 for the thirteenth time in 14 years of monitoring (the UK standard was met in 2014), while the EU standard (which is less strict) was met in 2019 (Table 4).

	Number of exceedences.	Standard Met?	
		UK ^a	EU ^b
RG3: Poles Lane Crawley.	22 / 10.7 ^b	No	Yes
Standards:			
UK: Daily Max. of running 8 hour mean of 100 µg m ⁻³ .	10 max.	-	-
EU: Daily Max. of running 8 hour mean of 120 µg m ⁻³ (averaged over 3 years).	25 max.	-	-
^a in 2019			
^b The EU standard is averaged over 3 years i.e. 2017, 2018, and 2019.			

Table 4: Number of exceedences of the Ozone standard in 2019.

Initial Impact of Covid 19 Lockdown Measures on Air Quality.

39. While the current report focuses on air quality data for 2019, given the significant impact of the Government's lockdown measures on aviation and road traffic and the consequential impact on air quality, some provisional data for nitrogen dioxide pollution for the period 1st April 2020 to 9th May 2020 is presented in Tables 5 and 6 below in addition to data for the same period from 2017 to 2019.

	Residential RG2(6)
2017	20.0
2018	26.2
2019	19.8
2020	9.5
All concentrations are in µg m ⁻³ .	

Table 5: Nitrogen Dioxide Concentrations 2017 to 2020 (for the Period 1st April to 9th May).

40. Table 5 shows that the lockdown measures have more than halved nitrogen dioxide concentrations compared to levels in the previous three years, with concentrations at a level normally only seen in more rural areas of the south east. For comparison, elsewhere¹⁰ concentrations have fallen 4 to 6 µg over the same period compared to the 10 µg at RG2(6) seen in Table 5 above.
41. When pollutant concentrations are examined by wind direction (Table 6), nitrogen dioxide levels are typically around 10 µg m⁻³ lower on wind directions not affected by the airport (North, East, and West winds), while Southerly winds from the airport are around 20 µg m⁻³ lower.

	Average 2017 to 2019	2020	% Reduction
North	19.4	9.7	49.8
East	19.8	9.4	52.5
West	20.6	9.7	52.7
South (off airport)	29.7	9.1	69.2
All concentrations are in µg m ⁻³ , except reduction (%).			

Table 6: Nitrogen Dioxide Concentrations by Wind Direction 2017 to 2020 (1st April to 9th May).

¹⁰ Honor Oak park & Sevenoaks - provisional data for matched period. The lack of equivalent suburban real time sites outside of London makes comparisons at this stage difficult. Local data will allow a more accurate figure to be calculated for the June '21 report.

Summary.

42. In summary:

- i) The annual average air quality objective for nitrogen dioxide was not met at one relevant receptor in the vicinity of the airport during 2019 (Table 7), primarily due to road traffic (airport related and non airport related). However, the air quality standards were met for the other pollutants under the local authority air quality management regime (Table 7).
- ii) Ozone concentrations in the vicinity of the airport failed to meet the relevant UK air quality objective, although the airport is not responsible for local ozone pollution.
- iii) Trend analysis of the nitrogen dioxide concentrations at properties most at risk of breaching the air quality objective due to on airport emissions (RB59) shows a resumption in the downward trend, with the apparent increase 2015 to 2018 due to a 'low' value in 2015, while the long term downward trend at the 'background' site (RG1) continued in 2019. The overall long term decrease in pollution at the background site is most likely due to improvements in road vehicle¹¹ and national emissions of NO_x, while the more recent falls at the worst case receptor(s) will also reflect this and up to 2015 the changes in the aircraft fleet and operational practices at Gatwick. The long term downward trend at the RG1 site is in line with predictions for non airport nitrogen dioxide pollution at Gatwick and across the southeast.
- iv) The concentration of nitrogen dioxide measured on airport in 2019 at LGW3 meets the UK air quality objective of 40 µg m⁻³. The concentrations of the other pollutants measured at LGW3 also met the relevant air quality objectives.
- v) The three year rolling annual average trend analysis of the on airport nitrogen dioxide concentrations shows a resumption of the downward trend in 2019, after a slight rise in 2018.
- vi) The average PM₁₀ concentration (VCM / FIDAS measurement) measured on airport in 2019 showed a significant improvement compared to 2018, although this reflected a combination of a genuine improvement also seen of airport and changes in the PM₁₀ measurement technique.

	Measured value	Objective	Objective Met?
Nitrogen Dioxide:			
Highest measured annual average residential concentration.	43	40	No
Annual Average nitrogen dioxide concentration Airport monitor.	29.0	40	Yes
PM₁₀:			
Annual Average PM ₁₀ Concentration: Residential Monitor. (VCM value)	16.7 (15.9)	40	Yes
PM ₁₀ : No. of days over 50 µg m ⁻³ : Residential Monitor. (VCM value)	0 (0)	35	Yes
Annual Average PM ₁₀ Concentration: Airport Monitor. (FIDAS equivalent to VCM value)	14.4	40	Yes
PM ₁₀ : No. of days over 50 µg m ⁻³ : Airport Monitor. (FIDAS equivalent to VCM value)	4	35	Yes
Benzene:			
Residential Benzene Monitor (Site RB 11).	0.7	5	Yes
Ozone:			
RG3 Monitor to SW of Airport (Number of exceedences).	22	10	No
All concentrations are in µg m ⁻³ .			

Table 7: Summary of Air Quality in the Vicinity of Gatwick Airport in 2019.

¹¹ While vehicle NO_x emissions are not as low in practice as when on test, hence the problems at RB149, overall they are falling.

Appendix A.

Figure A.1: Passenger and Aircraft Movement Trends at Gatwick Airport.

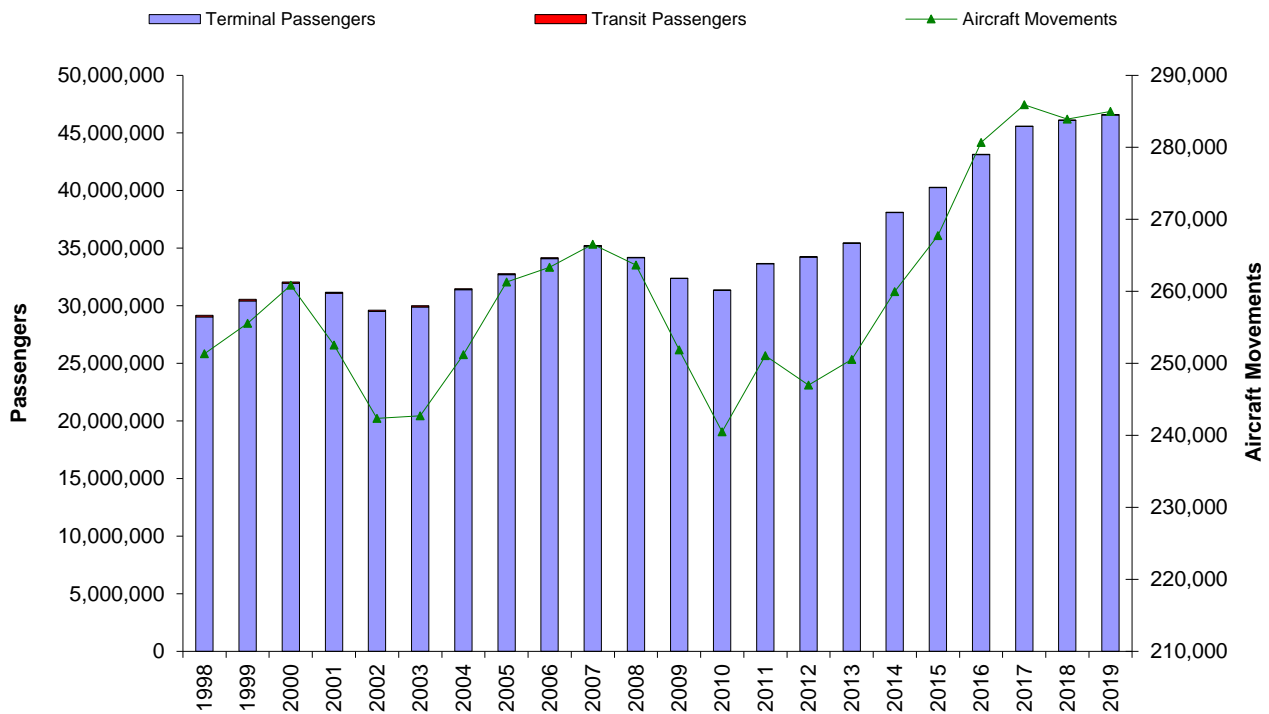


Table A.1: Annual Passenger Numbers and Aircraft Movements at Gatwick Airport.

	Number of Passengers			No. of Aircraft Movements
	Terminal	Transit	Total	
1998	29,032,838	140,292	29,173,130	251,321
1999	30,409,860	153,761	30,563,621	255,570
2000	31,947,524	119,601	32,067,125	260,859
2001	31,096,563	85,207	31,181,770	252,543
2002	29,517,894	109,515	29,627,409	242,379
2003	29,893,288	111,974	30,005,262	242,731
2004	31,391,352	75,418	31,466,770	251,195
2005	32,693,005	82,690	32,775,695	261,292
2006	34,080,345	83,234	34,163,579	263,363
2007	35,165,404	50,709	35,216,113	266,550
2008	34,162,014	43,873	34,205,887	263,653
2009	32,360,773	31,747	32,392,520	251,879
2010	31,342,263	33,027	31,375,290	240,500
2011	33,643,989	30,275	33,674,264	251,067
2012	34,218,668	17,314	34,235,982	246,987
2013	35,428,548	15,658	35,444,206	250,520
2014	38,093,930	9,737	38,103,667	259,962
2015	40,260,068	9,019	40,269,087	267,760
2016	43,114,888	4,740	43,119,628	280,666
2017	45,555,837	3,062	45,556,899	285,912
2018	46,081,327	4,762	46,086,089	283,919
2019	46,574,786	1,687	46,576,473	284,987

Data from Civil Aviation Authority. www.caa.co.uk/default.aspx?catid=80&pagetype=90

From 2016: <http://www.caa.co.uk/Data-and-analysis/UK-aviation-market/Airports/Datasets/UK-airport-data/>

Appendix B: Summary of Annual Monitoring Results 1999 to 2019.

Nitrogen Dioxide

Site	Parameter	1999	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019
RG1	Ann. Average ($\mu\text{g m}^{-3}$)	-	-	34.1	31.3	31.4	30.5	29.1	29.4	28.9	26.9	25.3	28.9	21.1	22.7	21.7	20.2 ^e	21.1	20.3	20.4	18.8	19.1
RG2	Ann. Average ($\mu\text{g m}^{-3}$)	-	-	-	-	-	33.8	34.3	32.4	33.8	32.4	31.3	31.2	28.8	31.2	28.5	28.5	26.4	28.6	26.7 ^d	24.9 ^d	24.2 ^d
RG3	Ann. Average ($\mu\text{g m}^{-3}$)	-	-	-	-	-	-	-	19.4	20.9	18.9	18.2	20.5	17.8	23.2	19.3	17.5	14.0	16.7	13.9	15.5	15.1
LGW3	Ann. Average ($\mu\text{g m}^{-3}$)	52.3	49.2	49.1	47.0	46.0	35.5	34.2	40.3	40	34.8	34.3	36.8	32.3	33.4	32.0 ^c	30.6 ^c	28.2 ^c	29.8 ^c	29.5 ^c	29.8 ^c	29.0
RB59	Ann. Average ($\mu\text{g m}^{-3}$)	-	-	-	-	40	39	34	37	38	35	32	32	26	32	28	27	25	29	28	27	26
RG1	Data Capture (%)	-	-	99.0	100.0	99.7	99.6	98.0	98.5	99.1	99.4	100.0	91.4	99	99.5	99.5	89.1	98.6	98.9	98.5	99.1	99.1
RG2	Data Capture (%)	-	-	-	-	-	89.0	97.0	96.0	96.3	92.8	95.0	92.4	88.5	85.1	99.3	99.4	98.7	97.6	99.4	98.3	99.2
RG3	Data Capture (%)	-	-	-	-	-	-	-	97.8	98.8	99.2	99.0	97.5	92.3	99.4	96.9	99.4	99.3	98.2	98.6	99.2	97.6
LGW3	Data Capture (%)	93.3	93.4	93.5	96.1	94.0	95.4	96.7	96.3	94.3	96.8	93.7	99.2	96.4	94.7	99.2	99.2	99.4	99.1	99.5	98.9	91.3
RB59	Data Capture (%)	-	-	-	-	91.6	100	91.6	100	100	100	100	100	91.6	100	100	100	100	91.6	100	100	100
RG1	Hours Over 200 $\mu\text{g m}^{-3}$	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0 ^b	0	0	0	0	0
RG2	Hours Over 200 $\mu\text{g m}^{-3}$	-	-	-	-	-	0	0	0	0	0	0	0	0 ^b	0 ^b	0	0	0	0	0	0	0
RG3	Hours Over 200 $\mu\text{g m}^{-3}$	-	-	-	-	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0
LGW3	Hours Over 200 $\mu\text{g m}^{-3}$	1	1	0	0	2	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0
RB59	Hours Over 200 $\mu\text{g m}^{-3}$	-	-	-	-	-	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A

Particulate Matter (PM₁₀)

RG1	Ann. Average ($\mu\text{g m}^{-3}$)	-	-	22.8	23.2	25.7	22.3	22.4	23.8	23.3	20.5	19.4	18.7 ^a	21.1	19.5	18.7	18.7	19.0	17.5	16.9	17.6	16.7
	Ann. Average VCM* ($\mu\text{g m}^{-3}$)								21.2	22.0	19.7	18.0	19.7	21.7	19.4	20.1	18.7	19.2	16.5	16.2	17.1	15.9
LGW3	Ann. Average ($\mu\text{g m}^{-3}$)	31.0	28.7	27.2	27.8	27.8 ^{***}	23.8 ^{***}	24.2 ^{***}	23.3	25.3	23.4	22.3	21.6	22.7	21.9	23.8 ^c	24.5 ^c	22.5 ^c	21.5 ^c	20.3 ^c	20.5 ^c	-
	Ann. Average VCM* ($\mu\text{g m}^{-3}$)								21.1	23.7	21.8	20.9	22.0	23.0	22.0	22.9 ^c	23.6 ^c	21.6 ^c	17.0 ^c	18.5 ^c	19.0 ^c	14.4 ^f
RG1	Data Capture (%)	-	-	99.7	100	99.5	100	100	99.4	99.3	99.0	100	73.1	97.8	98.1	98.9	100	80.2	97.9	98.9	100	98.1
	Data Capture VCM** (%)								96.4	98.1	99.0	99.1	73.1	98.6	98.1	98.1	99.0	80.2	97.9	98.9	99.4	98.1
LGW3	Data Capture (%)	91.5	92.9	97.3	99.2	97.3	97.3	97.3	96.2	95.1	93.4	85.7	97.2	100	98.9	99.0	97.8	100	93.0	99.7	94.8	-
	Data Capture VCM** (%)								93.6	93.6	93.4	85.7	97.2	99.5	98.9	99.0	97.8	100	93.0	99.7	94.8	96.1 ^f
RG1	No. days over 50 $\mu\text{g m}^{-3}$	-	-	6	6	16	0	3	5	9	4	0	0 ^b	1	2	1	0	1 ^b	1	1	0	0
	No. days over 50 $\mu\text{g m}^{-3}$ (VCM)								6	18	5	2	0 ^b	9	7	2	4	3 ^b	3	2	0	0
LGW3	No. days over 50 $\mu\text{g m}^{-3}$	35	28	20	17	31 ^{***}	10 ^{***}	9 ^{***}	7	18	13	0 ^b	3	1	6	7 ^c	10 ^c	5 ^c	6 ^c	3 ^c	0 ^c	-
	No. days over 50 $\mu\text{g m}^{-3}$ (VCM)								10	23	16	2 ^b	4	19	15	11 ^c	14 ^c	7 ^c	7 ^c	3 ^c	1 ^c	4 ^f

Locations:

RG1 is located on the Horley Gardens Estate in Michael Crescent (NE of the , RG2 is located on the Horley Gardens Estate in The Crescent (NE of the Airport).

RG3 is located to the SW of the airport in Poles Lane, Crawley.

RB59 is a diffusion tube (not a real time site) located at the southern most end of the Horley Gardens Estate to the NE of the Airport.

*for details on volatile correction methodology see www.volatile-correction-model.info. Spreadsheets downloaded 05/05/09 for values to 2009. From 2009 data direct from London Air Website www.londonair.org.uk.

** as the VCM requires data from three other sites VCM data capture can be lower than from the site of interest.

*** figures have been revised down as data originally supplied for these 3 years was incorrect. Correction made in July 2010 report.

^a data capture under 75 %. Therefore these values cannot be compared to the relevant air quality standard.

^b data capture under 90 %. Therefore these values cannot be compared to the relevant air quality standard. Data shown will be minimum number of hours or days depending on standard.

^c pier 1 on the south terminal closed 8th April 2013 for redevelopment. Thus values from 2013 onwards not necessarily comparable to pre 2013 values.

^d RG2 site moved 44 m south east of original location at the start of 2017 becoming RG6. Thus data from 2017 on technically not directly comparable to pre 2017 data (see 2018 steering group report for comparison).

^e 2014 value adjusted from 21.8 to 20.2 based on rescaling of data.

^f LGW3 TEOM replaced with FIDAS instrument from 2019. For colocation study results see appendix D of 2020 AQ report.

Appendix C.

Figure C.1: RG2 minus RG3 when wind on 202 to 248 degrees - Mean of hourly values.

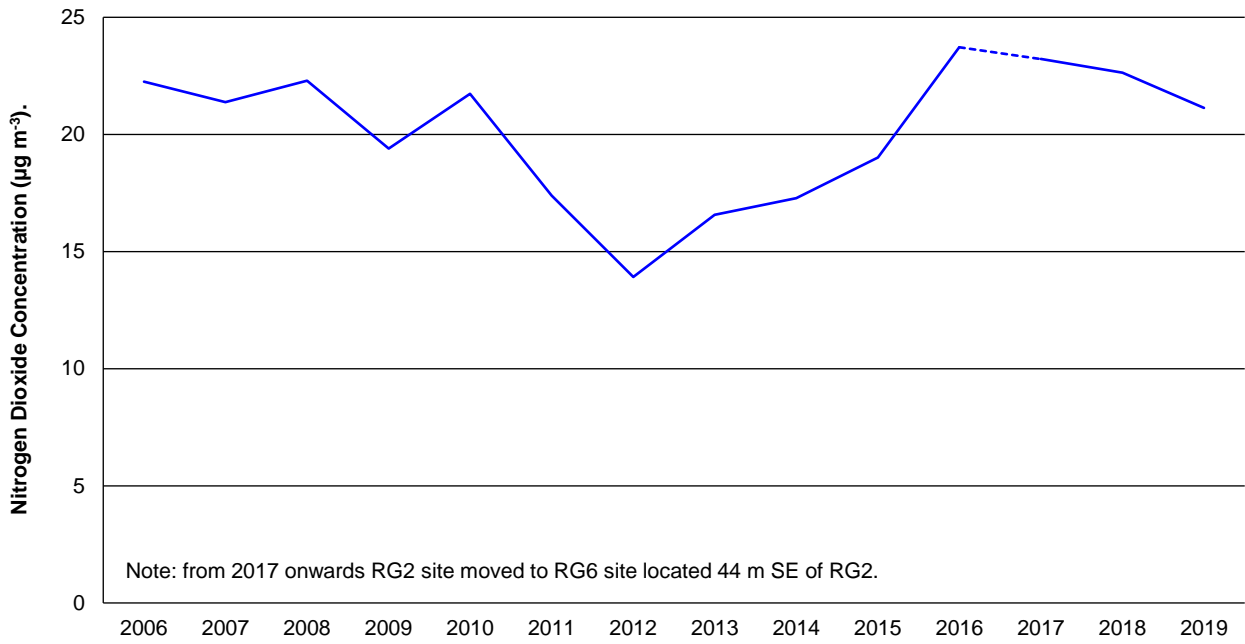


Figure D.1: Comparison of co-located TEOM and FIDAS at LGW3 (19/7/18 to 31/12/18).

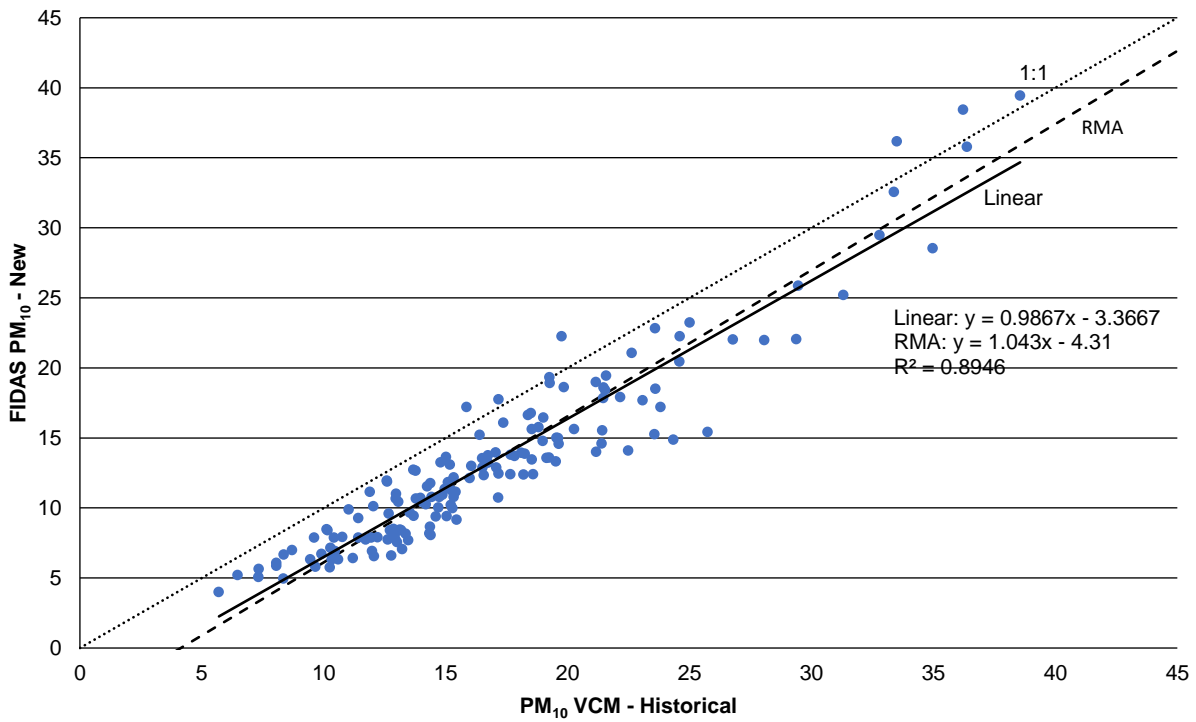


Table D.1: Summary statistics for the Matched Daily data (19th July 2018 to 31st December 2018).

	FIDAS	TEOM (VCM)
count (days)	157	157
max.	39.4	38.6
min.	4.0	5.7
median	12.0	15.3
mean	13.2	16.8
stdev.	6.5	6.3

Abbreviations and Definitions.

AQMA	Air Quality Management Area.
FIDAS	Fine Dust Analysis System. Device for measuring PM ₁₀ (and PM _{2.5}) concentrations in real time using optical light scattering.
GAL	Gatwick Airport Limited.
m ³	cubic metre.
mg	milligram (1 thousandth of a gram).
NETCEN	National Environmental Technology Centre, UK.
ng	nanogram (1 billionth of a gram).
nm	nanometre (1 billionth of a metre or 1 millionth of a millimetre)
NO ₂	Nitrogen Dioxide.
NO _x	Oxides of Nitrogen (mainly NO and NO ₂ expressed as NO ₂ equivalent).
O ₃	Ozone.
PM	Particulate Matter.
PM ₁₀	Essentially particles under 10 µm in diameter. Officially defined as the size fraction below 10µm in aerodynamic diameter, which has a cut off point at 50% of the particles which are 10µm in aerodynamic diameter.
PM _{2.5}	Essentially particles under 2.5 µm in diameter.
ppb	part(s) per billion.
ppm	part(s) per million.
TEOM	Tapered Element Oscillating Microbalance. (Device for measuring PM ₁₀ concentrations in real time).
µg	microgram (1 millionth of a gram).
µg/m ³	microgram(s) per cubic metre
µg m ⁻³	microgram(s) per cubic metre. This scientifically is the correct form to use rather than µg/m ³ , though either can be used.
µm	micrometre (1 millionth of a metre or 1 thousandth of a millimetre)
VCM	Volatile Correction Method. (used to correct PM ₁₀ measurements made using a TEOM. This results in data equivalent to measurements made using the European Union's 'preferred' PM ₁₀ monitoring technique).

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Ultrafine Particles in the Vicinity of Gatwick: Report by Reigate and Banstead BC.

1. As reported to the steering group in June 2012 airports have been identified as a significant source of ultrafine particulate pollution^{1,2} i.e. particles that are under 0.1 µm in aerodynamic diameter, and that a large proportion of these particles are generated during take-off with the resulting 'spike' in ultrafine particles detected at least 600 m from the airport based on studies at Los Angeles Airport (LAX).
2. As research over the past 10 to 15 years has continually indicated that the finer combustion derived particle fractions, including particles under 0.1 µm in (aerodynamic) diameter, tend to have the biggest biological effects it was agreed that any further work in this area would be reported back to the steering group.
3. Heathrow began short term on and off airport monitoring of ultrafine particles in 2016 which continued in 2019, although to date it is unclear if any measurements of ultrafine particles have been made on airport at Gatwick e.g. as part of equipment tests or inter comparison studies.
4. Gatwick have said that. *'To date, Gatwick is not undertaking UFP monitoring on airport as monitoring standards are still developing, however GAL is participating in an industry project to test suitable affordable and reliable equipment for airport sites.'*
5. Off airport following a successful research bid by King's College and Imperial College in 2017 measurements of ultrafine particle concentrations in the vicinity of Gatwick began in June 2018.
6. Measurements were made initially at the RG1 site for three months and then at the RG3 site to the SW of the airport for three months. Following discussions with the research groups Reigate and Banstead along with Leicester University agreed to joint fund work for a further six months until early July 2019, which was subsequently extended to September 2019.
7. The university research project is still on going as the Gatwick work is one component of a much larger project, and at present the detailed data analysis from this work is likely to be published in 2021. However, the data from the 2019 monitoring at RG1 is shown below (Table 1).

Site	Distance from Source.	Data Capture (%)	Mean Particle Count (Particles / cm ³)	Geometric Mean Diameter (nm)
London – Background (Honor Oak)	n/a	54 %	4,521	55
RG1 Horley	350 m A23 / 610 m Airport	91 %	8,953	50
London – Marylebone Road	1.5 m	27 %	11,587	46
RG1 Horley (Southerly winds only)	As above	As above	14,498	36

Table 1: Mean Particle Number Concentrations 25th January to 10th September 2019.

8. Table 1 indicates that particle number concentrations at the RG1 site on the Horley Gardens Estate are around double those seen at the background site in London, while the geometric mean particle diameter at RG1 is also smaller.
9. However, particle number concentrations at RG1 on average are slightly lower than those measured at Marylebone Road in London, although it is worth noting that the Marylebone Road site is only 1.5 m from the road edge compared to 350 m at RG1 or 610 m from the airport itself. Also as the RG1 monitor is located towards the centre of the Horley Gardens Estate a number of residential premises are also far closer to the airport e.g. RG2(6) and RB59, than the RG1 site and so are likely to see higher exposures than recorded at RG1.

¹ Atmospheric Environment 45 (2011) pp.6526 – 6533.

² Atmospheric Environment 50 (2012) pp.328 – 337.

10. In addition to counting the number of particles in the atmosphere the equipment³ also gives a size distribution for the particles in the range 14 to 661 nm (1 nm = 0.001 µm or 0.000001 mm). As shown in Table 1 the particle size on average at RG1 is smaller than that at the London background site, but slightly larger than those measured on Marylebone Road.
11. However, the average particle size and number varies quite markedly depending on the wind direction at RG1 (Table 2), with a significant increase in particle number and reduction in particle size when winds are from the airport.

Wind Direction	Hours	Mean Particle Count (Particles / cm ³)	Geometric Mean Diameter (nm)
North	631	6,149	63
East	1150	6,018	68
South (from the airport)	1689	14,498	36
West	1550	6,123	48

Table 2: Mean Particle Number Concentrations by Wind Direction - 25th January to 10th September 2019.

12. While Reigate and Banstead was unable to secure sufficient funding from GAL or other sources to continue monitoring this pollutant in Horley, it is worth noting that work elsewhere is beginning to show potential health effects from exposure to ultrafine particulate pollution.
13. Research around Schiphol Airport⁴ suggests children suffer more respiratory complaints on days with high exposures to ultrafine particles, while researchers in Canada⁵ found a significant association between ultrafine particle exposure in general and an increase in incidence of brain tumours in adults.

³ TSI SMPS 3080 with DMA 3081, and TSI CPC 3775.

⁴ Janssen, N.A.H. *et al.* (2019) Research into the health effects of short-term exposure to ultrafine particles in the vicinity of Schiphol Airport. RIVM report 2019-0084 <https://www.rivm.nl/en/bibcite/reference/323511>

⁵ Weichenthal, S. *et al.* (2020) Within-City Spatial Variations in Ambient Ultrafine Particle Concentrations and Incident Brain Tumors in Adults. *Epidemiology* v.31(2) pp.177-183.

Abbreviations and Definitions.

m ³	cubic metre.
mg	milligram (1 thousandth of a gram).
ng	nanogram (1 billionth of a gram).
ng/m ³	nanogram(s) per cubic metre.
ng m ⁻³	nanogram(s) per cubic metre. This scientifically is the correct form to use rather than ng/m ³ , though either can be used.
nm	nanometre (1 billionth of a metre or 1 millionth of a millimetre)
PM	Particulate Matter.
PM ₁₀	Essentially particles under 10 µm in diameter. Officially defined as the size fraction below 10µm in aerodynamic diameter, which has a cut off point at 50% of the particles which are 10µm in aerodynamic diameter.
PM _{2.5}	Essentially particles under 2.5 µm in diameter.
µg	microgram (1 millionth of a gram).
µg/m ³	microgram(s) per cubic metre
µg m ⁻³	microgram(s) per cubic metre. This scientifically is the correct form to use rather than µg/m ³ , though either can be used.
Ultrafines	Particles under 0.1 µm (or 100 nm) in diameter.
µm	micrometre (1 millionth of a metre or 1 thousandth of a millimetre)

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GATWICK AREA COMMUNITY TRUST (GACT)

UPDATE FROM GATCOM'S NOMINATED TRUSTEE, ALAN JONES (BURSTOW PARISH COUNCIL)

About GACT

1. GACT is an independent charity that has been in operation since 2002 as part of the section 106 legal agreement between West Sussex County Council, Crawley Borough Council and Gatwick Airport Limited following publication of the airport's Sustainable Development Strategy.
2. GACT awards grants annually for deserving projects within the area of benefit which covers parts of East and West Sussex, Surrey and Kent. In broad terms the area is bounded by the A272 to the south; the A283/A281 to the west, the A25 to the north and the A21 to the east. Noise Contours are basically used to define the area of benefit.
3. The Trustees encourage and support schemes that benefit diverse sections of the local community and are targeted towards the development of young people, the arts, sporting facilities, environmental improvement and conservation, improvements to community facilities, volunteering, the elderly and the disabled. If projects are deemed to be considered to be the responsibility of Local or National Authorities (e.g. schools, hospitals etc) then these applications are not considered. An exception would be if there is a single project being organised by a Parents' Association for a school, then this might be granted providing the project is not deemed to be the responsibility of the Education Authority.
4. The demand for grants always exceeds the funds available and the normal level of grants is from £1,000 to £5,000. Occasionally, larger grants may be considered if the impact is targeted to benefit a significant and valuable difference to a number of people now and in the longer term.
5. Gatwick Airport Limited funds contributions, increasing each year so as to provide protection against inflation, to the Trust. In addition, the Trust receives money raised through noise fines on those airlines that infringe noise limits set by the UK Government on those aircraft taking off at Gatwick Airport. Although noise fines are rare these days due to quieter aircraft being developed, there was one incident during the last financial year when a noise fine was imposed on a departing aircraft.
6. The purpose of setting up the Trust was to ensure that, as the airport continued to grow, funds generated by the existence of the airport should be made available to a board of independent trustees and they should be directed back into the community that was affected by the airport and its continuing growth.
7. The nine independent trustees are appointed by West Sussex County Council, Surrey County Council and Crawley Borough Council, GATCOM, an airline representative, an Environmental Representative and airport nominees. One of the

appointees becomes the Chairperson and the secretariat comprises one paid part-time employee.

Grant applications process and outcomes 2020

8. At the outset when the memorandum of understanding was agreed in 2002, a grant of £100,000 per year was awarded by GACT. However, with inflationary increases this figure now exceeds £200,000 per year.

9. This year the application process ran from 1st November 2019 to 16th March 2020 and applications were received totaling £583,824 from 151 organisations and grants to the value of £228,651 have been awarded to 113 projects. This included a late application from East Surrey YMCA who are conducting a project to refurbish 100 laptops and supply internet access for disadvantaged children in Horley to enable home learning during COVID-19 schooling limitations. It is very unusual to take a late application but the trustees agreed that this was a very special case this year. Several of the applications were subject to delay or cancellation due to the lockdown so these were considered individually.

Alan Jones
GATCOM Representative at GACT

GATCOM**16 JULY 2020****APPOINTMENTS OF SUB-GROUPS****REPORT BY SECRETARIAT****1. Introduction**

1.1 GATCOM is asked to appoint members to serve on the GATCOM Steering Group and the Passenger Advisory Group (PAG). Details of the seats available and the nominations received are set out in Appendix 1.

1.2 As previously agreed, nominated substitutes for those members serving on GATCOM's sub-groups will be included in the email distribution for the agenda papers for the sub-group meetings and will be able to attend the sub-group meetings in the absence of the serving member. GATCOM's sub-groups meet in private and the papers are not for publication/confidential.

2. Sub-Groups Appointments

2.1 As part of GATCOM's working arrangements and structure written nominations are sought each year for the available seats on the GATCOM Steering Group and the Passenger Advisory Group (PAG).

2.2 It should be noted that this year, due to the significant impact of the COVID-19 pandemic on the aviation industry, it is not yet known who the airline/industry representatives will be on GATCOM. It is suggested therefore that the current airlines/industry body seats on GATCOM's sub-groups be agreed between their representatives when they are known.

2.3 GATCOM is therefore asked to approve the proposed membership for (A) GATCOM Steering Group and (B) Passenger Advisory Group as set out in Appendix 1.

3. Gatwick Airport Limited's Noise and Track Monitoring Advisory Group (NATMAG)

3.1 GATCOM will recall that the appointing process for members to serve on NATMAG and the appointment of a Lead Member for Noise was agreed by GATCOM in April 2013. Appointments to NATMAG are made for a term of two years in view of the need for continuity of representation on NATMAG and the retention of members' knowledge and technical expertise. As GATCOM agreed appointments to NATMAG last July no appointments need to be made this year.

3.2 The appointment of GATCOM's Lead Member for Noise and Deputy Lead Member for Noise, are also appointed for a two years term by those GATCOM members serving on NATMAG. GATCOM's NATMAG members last year agreed, following the endorsement of the Chairman, that Alan Jones (Burstow Parish Council) and Mike George (Horley Town Council) would be GATCOM's Lead Member and Deputy Lead Member for Noise respectively.

3.3 As GATCOM is aware Alan Jones has been GATCOM's Lead Member for noise for many years now and there is an important need to plan for the future given the highly the complex and technical detailed knowledge required to

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undertake the role of Lead Member for Noise and the time commitment involved. As part of GATCOM's NATMAG members' appointing process to the positions of Lead/Deputy Member last year, it was agreed with the Chairman that Alan Jones would hand over to Mike George the role of Lead Member for Noise in 2020, with Alan Jones taking on the Deputy role for the remainder of the term. GATCOM is therefore asked to note this change.

RECOMMENDED

- (1) That GATCOM appoints members to the GATCOM Steering Group and Passenger Advisory Group as set out in sections (A) and 2(B) in Appendix 1; and
- (2) That the available seats held by the airlines' representatives on GATCOM Steering Group and PAG be agreed between those representatives as soon as they have been appointed to GATCOM.

PAULA STREET
Secretariat

APPENDIX 1**(A) GATCOM STEERING GROUP**

Seats held by	Proposed no. of seats (max. seats 13)	Nominations received
Chairman Vice-Chair		Tom Crowley Vice-Chair (To be confirmed) <i>If the Vice-Chair is a representative from a Local Authority he/she shall hold one of the local authority seats.</i>
Surrey County Council	X1	Helyn Clack
West Sussex County Council	X1	Bob Lanzer
Surrey district councils	X2	Caroline Salmon (Mole Valley District Council) Liz Lockwood (Tandridge District Council) <i>(as part of the arrangement between Surrey borough/districts, Alex Horwood (Reigate & Banstead Borough Council) to be the substitute for both members)</i>
West Sussex district councils	X2	Liz Kitchen (Horsham District Council) Gurinder Jhans (Crawley Borough Council) (TBC)
Environmental and Amenity Groups	X1	Peter Barclay
Economic/business interests	X1	Jeff Alexander, Gatwick Diamond Business
Passenger interests	X1	Samantha Williams, Passenger Representative (Chair of PAG)
Airline interests	X2	TBA <i>(currently Airlines UK and Gatwick AOC hold the seats)</i>

(B) PASSENGER ADVISORY GROUP (PAG)

Seats held by	Proposed no. of seats	Nominations received
Chairman of GATCOM Vice-Chair of GATCOM		Tom Crowley Vice-Chair (To be confirmed) <i>If the Vice-Chair is a representative from a Local Authority he/she shall hold the local authority seat.</i>
Consumer interests	X1	Chris Larkman, representative of Which?
Airline interests	X1	TBA (<i>currently Gatwick AOC hold the seat</i>)
Travel Agents/Tour Operators	X1	Angie Hills, ABTA
Local Authority	X1	To be advised.
Independent Passenger Representatives (appointed following interview selection by Gatwick Airport Limited in partnership with GATCOM)	Up to X16	Paul Audu Claire Booth (Vice-Chair) Fiona Bowers Clive Brooks Nick Brooks Sabrina D'Anjou Wendy Dudley Keith Frimley Fenella Hunter Sheila Plant Mark Reddick Tanya Sephton Gareth Thomas Claire Vickers Samantha Williams (Chair of PAG)