

**UNCONFIRMED MINUTES - TO BE CONFIRMED AT THE NEXT MEETING OF
GATCOM ON THURSDAY 15 OCTOBER 2020**

Minutes of the virtual meeting of the Gatwick Airport Consultative Committee (GATCOM) held on 16 July 2020 by videoconference.

Present:	Tom Crowley (Chairman)
Jeff Alexander	Gatwick Diamond Business
Peter Barclay	Environmental and Amenity Groups
Nick Bennett (substitute)	East Sussex County Council
Helyn Clack	Surrey County Council
Jonathan Drew	Gatwick Noise Management Board
Carolyn Evans	Charlwood Parish Council
Malcolm Fillmore	Rusper Parish Council
Mike George	Horley Town Council
Stephen Hillier	Mid Sussex District Council
Angie Hills	ABTA
Gurinder S. Jhans	Crawley Borough Council
Alan Jones	Burstow Parish Council
Stephen Jones	London Chamber of Commerce and Industry
Liz Kitchen	Horsham District Council
Bob Lanzer	West Sussex County Council
Chris Larkman	Which? representative
Liz Lockwood	Tandridge District Council
Katie Nurcombe	Coast to Capital Local Economic Partnership
Caroline Salmon	Mole Valley District Council
Samantha Williams	Passenger Representative

In attendance:	
Stewart Wingate	Chief Executive Officer, GAL
Tim Norwood	Director of Corporate Affairs, Planning and Sustainability, GAL
Andy Sinclair	Head of Airspace Strategy and Engagement, GAL
Alison Addy	Head of Community Engagement, GAL
Rachel Thompson	Head of Sustainability, GAL
Brian Cox	Independent Technical Adviser
Henry Game	ANS
Leon Hibbs	Reigate and Banstead Borough Council
Tim May	Department for Transport (DfT)
Paula Street	GATCOM Secretariat
Lisa Sampson	GATCOM Secretariat

Apologies for absence were received from:

Alun Adler (Airlines UK), Fran Downton (Tourism South East), Alex Horwood (Reigate and Banstead Borough Council), Michael Payne (Kent CC), Rupert Simmons (East Sussex County Council).

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APPOINTMENT OF VICE-CHAIR

1. One nomination was received in respect of Helyn Clack (Surrey County Council), who offered herself for re-election.
2. Resolved – That Helyn Clack be appointed Vice-Chair of GATCOM for the ensuing year.

MINUTES OF THE LAST MEETING

3. Resolved – That the minutes of the meeting held on 23 January 2020 be approved and that they be signed by the Chair.

CHIEF EXECUTIVE OFFICER'S REPORT

4. The Chief Executive Officer's commentary on activity at the airport over the previous quarter was received (copy attached to the signed minutes). GATCOM thanked GAL for the regular updates on the rapidly changing circumstances at Gatwick over the past few months, and updates on key issues were received as follows.

Airport and Operations

5. Mr Wingate commented that the outbreak of Covid and subsequent lockdown had brought an unprecedented level of devastation to Gatwick Airport Limited (GAL), the local economy, and also to individuals. It has resulted in a dramatic drop in passenger volumes and significantly reduced aircraft movements - over the quarter Gatwick handled 670 air traffic movements with a total of 45,149 passengers (in 2019 Gatwick was handling around 4 million passengers per month). GAL management took swift action immediately to protect the business and Mr Wingate noted his pride in the very hard work staff undertook to keep the airport open. During the pandemic Gatwick has facilitated humanitarian cargo flights and a total of 56 repatriation flights, plus set up the first Covid testing facility at a UK airport.

6. Over 8,000 on airport job losses are estimated across the airport community and a high number of staff are on the Government Job Retention Scheme (furlough); over 90% of GAL's own staff were put onto the furlough Scheme. The wider recovery of the airport is a dynamic situation and the team are keeping in step with evolving guidance and passenger/airline demand. The Core Service Standard measures have been suspended during this time and GAL will continue to engage with the Passenger Advisory Group (PAG) to keep members informed and engaged about changes at the airport. The wellbeing and safety of passengers and staff remains a top priority, and a range of measures have been put in place which include social distancing, hand sanitation and hygiene facilities, enhanced cleaning regimes, the introduction of perspex screens and the wearing of face coverings for both passengers and staff.

7. The Recent Government announcement on quarantine exemptions for 'low risk' countries is welcomed and will help a significant amount of business resume over the coming months. Aircraft movements are expected to rise to 100 movements per day by the end of July, and 350-400 movements per day by the end of August; this would be approximately half the usual level of movements. Normal hours of operation will

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begin to return over the coming months in line with airline demand and utilisation. GAL is working with airlines towards increasing business this year and through the winter season. The impact on the local area economy has been severe, and GAL is working with stakeholders and partners to bring forward plans to support local economic recovery. GAL continues to work with Government Departments, the LEP and local authorities, and has made clear what it feels is needed to support recovery.

8. GATCOM highlighted the need to re-build public confidence in air travel and was pleased to note that a system to support contact tracing was already in place due to the nature of booking individuals onto flights. Information and guidance for passengers is provided on the website to enable preparation for journeys, in addition to airline information for passengers on their websites.

Investment

9. The current Capital Investment Programme (CIP) is paused, although a small number of projects already under construction were able to continue. The Northern Runway project is also paused however GAL remains committed to the project and aims to hold the public consultation in 2021. The Network Rail Gatwick railway station redevelopment project has continued which was welcomed by all.

10. GATCOM raised questions about the impact of the crisis on GAL's financing and profitability. GAL confirmed the cost of maintaining operations remain exceptionally high and the significant reduction in traffic has severely impacted income and revenues in the near term, however GAL management took swift action to protect the business and confirmed Gatwick was in a better financial position than many other UK airports. It is expected that normal levels of traffic will return in the next three to four years.

Airspace and Noise

11. Andy Sinclair, Head of Airspace Strategy and Engagement – GAL, updated GATCOM in relation to airspace and noise issues as follows.

12. Airspace Modernisation: The FASI-South project is paused whilst GAL, and all the other stakeholders involved, consider the effects of Covid-19 on the public and the industry. GAL continues to engage with air traffic service providers, neighbouring airports, and the Airspace Change Organising Group (ACOG) in considering how to adapt and progress their plans.

13. Route 4 2012 airspace change: The CAA requires GAL to remove the temporary Route 4 satellite-based departure routes - RNAV1 Standard Instrument Departures (SIDs) - that were introduced on 26 May 2016. GAL has developed a plan with NATS and ANSL for the safe withdrawal of the temporary Route 4 RNAV1 SIDs taking into account the complexities of reverting from a modern to legacy route structure (a reversion never previously undertaken in the UK). 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. Because coded overlays fall outside of the regulated process it is not possible to predict the variations in aircraft track that may result.

14. Route 4 2018 Airspace Change: At the Stage 2 Develop and Assess Gateway meeting in March the CAA was not satisfied that the existing pattern of traffic - using the temporary RNAV routes - provided an adequate baseline/'do nothing' option against which to assess the proposed route options developed during stage 2 through

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engagement with local stakeholders. GAL is considering how to address the issues raised by the CAA. Given the delay to the process and the impact of COVID-19, GAL's plans for progressing this ACP will be significantly delayed.

15. Local concerns were also raised that there has been greater dispersal and an unusual pattern of flying of arrival traffic and specifically of aircraft flying closer to Charlwood on approach to the airport and queried whether aircraft will return to normal routes once movements increase. GATCOM also suggested media communications are put out to explain any changes in dispersal.

16. As regards Route 4, GAL advised that any changes to the pattern of traffic was most likely because aircraft are at higher altitudes once they have completed the turn on Route 4 as there will be fewer conflicts in the airspace due to reduced levels of air traffic. This means that traffic will be able to climb above the upper limit of the Noise Preferential Route (which is 4000ft) and so controllers are able to vector aircraft for more direct routing earlier than they would ordinarily do so. The benefits of unrestricted climb for departing aircraft include a reduction of the impact of noise on the ground and more direct routings are both fuel efficient and reduce CO². It was also explained there had been temporary procedures put in place to manage 'maintenance flights' to maintain the safety and serviceability of aircraft. The initial portion of the maintenance flights followed one of the published SIDs but in order to ensure the most efficient flight profile possible the aircraft, once at an appropriate altitude, are vectored by an air traffic controller, to return to the airport. The altitude at which the aircraft can be vectored is normally dictated by the route on which the aircraft has departed (either not below 3000 or 4000ft). Feedback received through Gatwick's online complaints system (WebTrak) revealed that in some cases maintenance flights below 4000ft had been vectored by air traffic control. GAL quickly addressed this with ANSL and NATS and no subsequent transgressions were reported or detected.

17. In respect of aircraft being closer to Charlwood, GAL explained that from a flight path perspective this will not be the case. By the time aircraft are abeam Charlwood (due to Charlwood's proximity to the airport) they need to be lined up with the runway centreline. However, the perception of aircraft being closer would likely be linked to the increase in northern runway operations.

18. GAL will however investigate the local concerns following the meeting and will provide more detail to members.

19. Northern Runway Project: GAL met the CAA to initiate the airspace change process for the Northern runway project airspace change proposal. Although the northern runway project airspace design would be the same as it is today, dual runway operations would require minor modifications to the airport's Aeronautical Information Publication (AIP). The CAA categorised the northern runway project airspace change as Level 0 'notification only', meaning there is no requirement for consultation on airspace change modifications as the routes flown are unchanged.

20. The Noise and Track Monitoring Advisory Group (NATMAG) will meet in early August and GAL expects to re-commence some Noise Management Board (NMB) activity in late August. The Chair of the NMB Noise Executive Committee (NEX) is likely to write to NMB members shortly regarding the timetable for seeking nominations for membership of the NEX from local councils and community noise groups. The GAL and local authority Environmental Health Officer Gatwick Noise

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Monitoring Group (GNMG) is expected to re-convene in the near future. The CAA's draft report on the 2019 noise exposure contours had been completed and it was hoped that this could be finalised by the CAA and shared at the upcoming NATMAG meeting.

Community

21. Alison Addy, Head of Community Engagement – GAL, outlined the community work that has continued with partners and stakeholders over the quarter. GAL's new corporate charity partnership with the local hospital charity SASH started in April, and GAL also continues to support the Air Ambulance for Kent, Surrey and Sussex and Gatwick Travel Care. In April the VINCI UK Foundation announced a special €400,000 UK fund for charities supporting people during the pandemic; several local awards were made including Crawley Open House and SASH. GAL was thanked by a GATCOM Member for agreeing to donate unused laptops to a YMCA project providing refurbished laptops to disadvantaged children in Horley to enable home learning during the Covid-19 schooling limitations.

22. GAL plans to launch in early Autumn 2020 a new online engagement forum for local community representatives so that they can receive the latest updates from GAL.

23. Gateway Gatwick has re-convened and GAL continues to work with partners to see how to support local recovery during the pandemic. The airport has received support from local communities and business who are keen to see the airport and Crawley area working again.

24. The Chair thanked the Chief Executive Officer for his report and the ongoing updates that have been provided to GATCOM, and commented that the Covid-19 pandemic will rightly continue to shape business for both the airport and GATCOM for some time.

25. Resolved – That GATCOM thanks to GAL for providing regular updates on the situation at Gatwick during the Covid-19 pandemic and lockdown, and commended the measures put in place to ensure passenger safety and confidence.

GATCOM STEERING GROUP – CHAIR'S REPORT

26. The Chair presented his report on the recent virtual meeting of the GATCOM Steering Group held on 25 June 2020 (copy attached to the signed minutes).

27. The Chair explained that airline representation at the meeting was light due to the current circumstances and that the Gatwick Airline Operators' Committee's representative, Capt. Douglas Moule, had stood down from GATCOM given the change in circumstances with easyJet's significantly reduced operation. GATCOM expressed its great appreciation and thanks to Capt. Moule for his outstanding contribution to the work of GATCOM over the years, wished him well for the future, and agreed the Chair should write to him personally to pass on the Committee's thanks.

28. GATCOM discussed the Steering Group's recommendation that a letter be sent to the Secretary of State for Transport to give GATCOM's perspective on GAL's five asks of Government to support the recovery of operations and to highlight the need for continued collaborative working between all parties in addressing the current severe economic crisis.

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29. GATCOM members expressed empathy for all parties and interests impacted by the crisis, including business, individuals, retail, and local authorities. The draft letter to the Secretary of State was discussed. Whilst members agreed the suggested approach and the points raised in respect of the economic concerns, GATCOM members felt that a better balance was needed to also highlight to the Government the important need to take the opportunity to address the climate change agenda as well as the potential to achieve significant environmental improvements such as through setting improved environmental performance standards. It was also suggested that GATCOM could encourage the Government to consider redirecting revenue generated from Air Passenger Duty (APD), which raises around £3.7bn per year in taxation, to support targeted environmental improvements and mitigation measures. GATCOM supported this and will make this recommendation.

30. It was agreed that GATCOM writes to both the Secretary of State for Transport and the Chancellor of the Exchequer, and that the suggested draft letter be amended to give a better balance between the environmental considerations and the local economic recovery. It was also agreed that the letter should include the Prime Minister's phrase "Build back better" and highlight the need to take the opportunity to embrace a green recovery as well as addressing the climate change agenda.

31. Resolved – That:

- 1) The draft letter set out in Appendix 1 of the Chair's report be amended to:
 - a. give a better balance between the environmental and economic considerations;
 - b. include the Prime Minister's phrase "Build back better" highlighting the need to take the opportunity to embrace a green recovery as well as addressing the climate change agenda and the need for new environmental improvement standards; and
 - c. suggest the Government considers using revenue generated from Air Passenger Duty to support targeted environmental improvements and mitigation measures.

- 2) The Chairman writes on behalf of GATCOM to the Secretary of State for Transport and the Chancellor of the Exchequer.

PASSENGER ADVISORY GROUP (PAG) REPORT

32. GATCOM received the PAG Chair's report (copy attached to the signed minutes).

33. The PAG Chair has kept in regular contact with GAL throughout the Covid-19 crisis on plans to recover the airport operation and how to provide a safe journey for passengers through the airport. Particular thanks were noted to Bronwen Jones, Development Director - GAL, and Angela Hills of ABTA, for their regular updates to PAG on the developing situation. The PAG Chair and Vice-Chair visited the airport to see first-hand the re-opened North Terminal, the measures put in place at the airport, and facilities that were now offered. It is hoped that PAG's monitoring and passenger advocacy engagement can be continued virtually where possible.

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34. GATCOM valued PAG's input and recognised its vital role as GAL's critical friend and passenger advocate during this difficult period, commended its enthusiasm, and was keen to ensure that it continues to advise GAL on creating a positive passenger environment and experience at Gatwick during such an unusual time.

35. Resolved – That:

- 1) The way in which GAL have managed, planned and begun recovery from the severe challenges posed by the Covid-19 lockdown be recognised and commended; and
- 2) That PAG's vital role as GAL's critical friend and passenger advocate during this difficult period be recognised, and that it continues work to ensure a positive passenger experience at Gatwick.

GAL's DECADE OF CHANGE PROGRESS REPORT 2019

36. Rachel Thompson, Head of Sustainability - GAL, provided a verbal overview of the progress made on its sustainability targets in 2019.

37. Gatwick's annual Decade of Change report was published on 10 June 2020, and GAL expressed thanks to a small local business Xpress Group in Manor Royal, Crawley who assisted with its publication during the lockdown. The 2019 progress report highlights that it is important to continue the ongoing sustainability work in and around Gatwick. Key progress highlights in 2019 included:

- Net Zero: GAL played an active role in developing the UK Sustainable Aviation (SA) coalition's Decarbonisation Roadmap for UK aircraft emissions. In February 2020, Gatwick signed the Sustainable Aviation (SA) commitment to achieve net zero carbon emissions by 2050. SA's collective approach to decarbonisation is the first of its kind in the world. Although the Covid-19 crisis is a set-back for the industry it remains fully committed to achieving the net zero target.
- Carbon: GAL retained Level 3+ 'neutral' Airport Carbon Accreditation.
- Noise: 62% of flights are by the quietest aircraft (in 2018 it was 56%).
- Waste: for the fourth year no untreated waste was sent to landfill. Waste reuse/recycling also increased to 71% - up from 64% in 2018 - and includes 10% turned into biomass on-site. All empty coffee cups and plastic bottles are recycled.
- Biodiversity: GAL retained the Wildlife Trusts' Biodiversity Benchmark for the sixth year. Interesting projects had been commenced including returning verges to wildflower, and a baseline survey on the presence of tawny owls.
- Surface transport: 47% of passengers used public transport to get to Gatwick in 2019, however it is expected this figure may fall in the wake of Covid-19.
- Community: £1 million from the Gatwick Foundation Fund has helped more than 100,000 local people since its launch in 2016.

38. GATCOM welcomed the Decade of Change Progress Report 2019.

GATCOM WORK PROGRAMME 2020/21

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39. GATCOM discussed the Secretariat's report suggesting revisions to GATCOM's Work Programme 2020/21 (copy appended to the signed minutes). Revisions are needed in light of the pause to a number of GAL's projects and work, the DfT's work and planned consultations, and the airspace modernisation programme due to the Covid-19 pandemic. Paula Street, Deputy Secretary, outlined the key changes as follows:

- The work programme now includes two new objectives related to GATCOM's role in encouraging collaborative working, influencing government policies and interventions as well as GAL's approach to recovery from the Covid-19 crisis, and looks at ways to harness community engagement and collaboration.
- An objective to continue dialogue with GAL on its work and new timetable for progressing the Development Consent Order application for the Northern Runway project is also included.
- The objective relating to the DfT review of the night flights regime remains in the programme. The DfT aims to issue its call for evidence in the last quarter of 2020.

40. GATCOM made comments on the indicative Work Programme 2020/21 as follows:

- Agreed that the prioritisation and re-focus of objectives was appropriate in light of Covid-19.
- Objective 1 should also include reference to influencing GAL's recovery plans and opportunities for better environmental performance. Deputy Secretary agreed to incorporate this as it builds upon the objective relating to the review of the Decade of Change Strategy as part of incremental growth and building back better.
- Objective 8, Tim May commented that the DfT call for evidence on the review of the night flights regime has been delayed due to Covid-19 and should occur from approximately October 2020, so it would be appropriate to look at this in quarter 4 of 2020/21.

41. Resolved – That, subject to the amendments noted above, the revised GATCOM indicative work programme 2020/21 be agreed.

AIR QUALITY MONITORING

Air Quality Annual Monitoring Results 2019

42. Leon Hibbs, Reigate and Banstead Borough Council, presented the report prepared jointly by Reigate and Banstead Borough Council and GAL on the results of the 2019 air pollution monitoring programme undertaken in the Horley Gardens Estate Air Quality Management Area (AQMA) and at other sites in the vicinity of the airport (copy attached to the signed minutes).

43. Whilst the annual average air quality objective for nitrogen dioxide was met at all sites except for one receptor on the A23, local sources of pollution within the Horley Gardens Estate AQMA showed a resumption in the general downward trend. Average PM10 concentrations showed a significant improvement in 2019 and continued the downward trend since 2007. As has been reported previously, the non-attainment of the air quality objective at site RB149 on the A23, which was confined to a very small number of properties at the junction with Massetts Road, is primarily due to airport

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related and non-airport related road traffic; both the Borough Council and GAL agree this needs further attention and potential mitigation measures are being explored.

44. An initial review of the effect of the Covid-19 lockdown measures on air quality has been undertaken and revealed that in April and the first week of May, nitrogen dioxide levels in Horley Gardens compared to the previous three years were down by 50% and a significant improvement in air quality has been seen. GATCOM asked to be advised of the results of monitoring over the next quarter to help build an understanding of the airport's contribution to pollution levels. GAL commented that close monitoring of the month to month analysis of changes was important and a pattern may emerge in the coming months as road traffic is expected to increase.

45. GATCOM commented that residents across the south east had enjoyed improved air quality due to lower emissions, noise, and lower road usage, but acknowledged this was a temporary effect due to the Covid-19 lockdown. It was highlighted that most local authorities had signed a climate change pledge or challenge, that the air quality monitoring project forms an important part of supporting that and encouraged local authorities to support and make use of the monitoring findings.

46. It was questioned whether the national standards for air quality were in need of review by the Government given the various sources of research evidence now available.

47. GATCOM asked for more information on what the pollution levels mean in terms of the impact to human health, including what would be considered to be a reasonable and realistic standard level of pollutants. Mr Hibbs explained that levels vary depending on the local environment and the level considered 'acceptable' is a societal judgement as there are health effects until there is zero pollution. For example with PM_{2.5} particulate pollution there is no 'safe' level of exposure from a health perspective yet the annual average EU limit value for this pollutant is 25 µg/m³, while the WHO recommended guideline value (and value in Scotland) is 10 µg/m³. See footnote¹

Ultrafine Particles (UFP) Research Monitoring Results

48. Leon Hibbs, Reigate and Banstead Borough Council, presented the report on the results from the UFP research monitoring project which took place in the vicinity of Gatwick over a nine months period in 2019 (copy attached to the signed minutes).

49. The initial research monitoring results revealed UFP concentrations at the RG1 site on the Horley Gardens Estate were around double those seen at the Honor Oak 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. UFP levels are not regulated by law. Prior to last year there was not much medical research into UFPs, however emerging studies have suggested significant effects can be seen on increased rates of premature births, brain tumours, and respiratory health conditions in children. Research into UFP from road and air traffic is ongoing and the evidence base is building.

50. GATCOM thanked and commended Mr Hibbs for the report and for the work undertaken over a long period. There was agreement that the indicated effects of UFP

¹ <https://uk-air.defra.gov.uk/air-pollution/uk-eu-limits>

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on health were concerning, that GATCOM should highlight the need for Government funding to be directed towards UFP research, and the need for standard levels to be established to enable monitoring of this pollutant. GATCOM agreed this point should be made in the letter to the Secretary of State.

51. GATCOM queried if GAL was undertaking UFP research on the airport site. GAL explained Gatwick has been working with other airports to look at the equipment required to measure UFPs. GAL does not currently have the necessary calibration expertise, and is assessing the cost-effectiveness and reliability of potential devices. GAL is also involved in work to model and test fine and ultra-fine particle characteristics of sustainable aviation fuel compared to conventional fuels, and noted there are some important differences between synthetic and biofuel blends. Research is required to develop an understanding of how air pollution could be reduced in the future through greater use of bio-fuels or blends.

52. Resolved – That:

- 1) A further report be made to GATCOM on the results of the air quality monitoring over the next quarter; and
- 2) That the need for Government funding towards Ultra-Fine Particulate research, and the need for national standard levels to be established to enable monitoring of this pollutant, be added to GATCOM's letter to the Secretary of State for Transport.

GATWICK AREA COMMUNITY TRUST (GACT)

53. Alan Jones, Burstow Parish Council, GATCOM's nominated Trustee serving on the Gatwick Area Community Trust, provided an update on the last round of grant applications for project funding from the Trust (copy attached to the signed minutes).

54. Monies not awarded in 2019 were carried over to 2020 so the grants available this year were the largest for the scheme so far. This year the application process for grant funding resulted in 151 applications from organisations totalling £583,824. GACT has awarded grants to 113 projects to the value of £228,651. This included a late application from East Surrey YMCA for a project to refurbish 100 laptops and supply internet access for disadvantaged children in Horley to enable home learning during Covid-19 schooling limitations. Mr Jones noted his thanks to GAL for the funds allocated to the Trust.

55. GATCOM noted its thanks to GAL for the Community Trust work and Mr Jones for his representation on behalf of GATCOM.

APPOINTMENT OF SUB-GROUPS

56. Paula Street, Secretariat, presented a report setting out the necessary appointments to GATCOM's sub-groups for approval (copy attached to the signed minutes).

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57. As it is not currently known what airline interests there will be in future it is proposed that once GATCOM representatives are appointed the Secretariat will ask them to identify who should hold the two airline interests seats on the GATCOM Steering Group and the one seat on PAG.

58. As part of GATCOM's succession planning, GATCOM's Lead Member for Noise for the ensuing year is Mike George, Horley Town Council. Alan Jones is GATCOM's Deputy Lead Member for Noise working closely alongside Mike George and GATCOM's NATMAG members.

59. Resolved – That:

- 1) Members be appointed to the GATCOM Steering Group and Passenger Advisory Group as set out 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.

DATES OF NEXT MEETINGS

60. Members noted the next meetings of GATCOM and its sub-groups 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

Due to the ongoing pandemic, all meetings will be kept under review.

61. Members also noted the next meeting of GAL's Noise and Track Monitoring Advisory Group (NATMAG) on Thursday 6 August 2020 at 10.00am.

Chairman

The meeting concluded at 4.34pm.