



recommendations arising from the meetings of:

- GATCOM Steering Group – 17 December 2020 – Chairman’s report (Appendix 1)
- GATCOM Passenger Advisory Group (PAG) – 7 January 2021 – PAG Chair’s report (Appendix 2)
- GAL’s Noise and Track Monitoring Advisory Group (NATMAG) – 5 November – GATCOM Lead Member for Noise’s report (Appendix 3)
- Noise Management Board Executive Board (NEX) – NEX Chair’s report (Appendix 4)

## **AIRPORT OPERATIONS & PERFORMANCE**

3.00 pm 5. **Chief Executive Officer's Report** (Pages 43 - 52)

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

## **CONSULTATIONS**

3.20 pm 6. **DfT Consultation: Night flight restrictions at Gatwick airport between 2022 and 2024 and future night flight policy**

(a) **DfT Presentation** (Verbal Report)

Gary Marshall, Airspace, Modernisation and Noise Division, DfT, to present an overview of the stage 1 consultation on the night flights restrictions at designated airports until 2024, the review of the criteria for granting dispensations and the future night flights policy beyond 2024.

(b) **Consideration of GATCOM's response** (Pages 53 - 58)

The Secretariat’s paper sets out the proposed process for the consideration of GATCOM’s response to the consultation.

3.45 pm 7. **Crawley Borough Local Plan Update** (Verbal Report)

Sallie Lappage, Strategic Planning Manager and Anthony Masson, Senior Planning Officer, Crawley Borough Council, to give an update on the Council’s current Local Plan consultation and the key draft policies relating to Gatwick Airport.

## **AIRSPACE & NOISE**

4.00 pm 8. **END Noise Action Plan - Revised Monitoring Report Process and Work Plan Priorities 2021**

(a) To discuss GAL's paper setting out a revised process for monitoring progress on delivering the END Noise Action Plan Actions (Pages 59 - 64)

- (b) To agree the suggested list of NATMAG's END NAP Work Plan priorities for 2021 (Pages 65 - 72)

### **INTERNAL MATTERS**

9. **Dates of next meetings**

- a) To note the next meetings of GATCOM and its sub-groups are scheduled to take place as follows:
- GATCOM Steering Group - Thursday 1 April 2021 at 10.00am
  - Passenger Advisory Group - Thursday 25 March 2021 at 1.30pm
  - GATCOM – Thursday 22 April 2021 at 2.00pm

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 4 February 2021 at 10.00am.
- c) To note that the next meeting of the Noise Management Board Executive Board is scheduled to take place on Wednesday 10 March 2021.

**Anticipated finish time of meeting: 4.15pm.**

**To all members and nominated substitutes of Gatwick Airport Consultative Committee**

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**Minutes of the virtual meeting of the Gatwick Airport Consultative Committee (GATCOM) held on 15 October 2020 by videoconference.**

Meeting held with pre-booked public attendance of 5 persons to observe proceedings.

<b>Present:</b>	Tom Crowley (Chairman)
Cllr. Matthew Balfour	Kent County Council (substitute)
Peter Barclay	Environmental and Amenity Groups
Cllr. Helyn Clack (Vice Chairman)	Surrey County Council
Fran Downton	Tourism South East
Jonathan Drew	Gatwick Noise Management Board
Cllr. Carolyn Evans	Charlwood Parish Council
Cllr. Malcolm Fillmore	Rusper Parish Council
Cllr. Mike George	Horley Town Council
Cllr. Stephen Hillier	Mid Sussex District Council
Angie Hills	ABTA
Cllr. Alex Horwood	Reigate and Banstead Borough Council
Alan Jones	Burstow Parish Council
Cllr. Liz Kitchen	Horsham District Council
Cllr. Bob Lanzer	West Sussex County Council
Chris Larkman	Which? representative
Cllr. Liz Lockwood	Tandridge District Council
Hugh McConnellogue	Airline Operators Committee (AOC)
Brett North	Gatwick Diamond Business (substitute)
Cllr. Caroline Salmon	Mole Valley District Council
Cllr. Rupert Simmons	East Sussex County Council
Samantha Williams	Passenger Representative

<b>In attendance:</b>	
Stewart Wingate	Chief Executive Officer, GAL
Tim Norwood	Director of Corporate Affairs, Planning and Sustainability, GAL
Jonathan Pollard	Chief Commercial Officer, GAL
Andy Sinclair	Head of Airspace Strategy and Engagement, GAL
Alison Addy	Head of External Engagement & Policy, GAL
Daniel Kominak	Airspace and Noise Performance Lead, GAL
Richard Lennard	Economic Partnerships Manager, GAL
Melanie Wrightson	Stakeholder Engagement Manager, GAL
Brian Cox	Independent Technical Adviser
Natalie Brahma-Pearl	Chief Executive, Crawley Borough Council
Tim May	Department for Transport
Simon Henley	ICCAN
Rupert Basham	ICCAN
Robin Clarke	NATS
Vicki Hughes	ANS
Tim May	Department for Transport (DfT)
Paula Street	GATCOM Secretariat
Lisa Sampson	GATCOM Secretariat

**Apologies for absence were received from:**

Chris Carter (Airlines UK), Jeff Alexander (Gatwick Diamond Business), Cllr. Gurinder S. Jhans (Crawley Borough Council), Jamie Major (UNITE), Katie Nurcombe (Coast to Capital Local Economic Partnership), Cllr. Michael Payne (Kent CC),

### **Minutes of the last meeting**

62. Resolved – That the minutes of the meeting held on 16 July 2020 be approved and that they be signed by the Chairman.

### **Reports from Sub-Group meetings**

63. The Secretariat's report which appended the summaries of the outcomes from the meetings of the GATCOM Steering Group, the Passenger Advisory Group and GAL's Noise and Track Keeping Advisory Group was considered (copies attached to the signed minutes)

### **GATCOM Steering Group:**

64. Resolved – That:

(1) the suggested GATCOM workshop to discuss the review of the night flights regime once the Government's Call for Evidence on night flights has been published be agreed. The suggestion of the community noise groups also attending the Workshop be considered with the Chairs of the Noise Management Board (NMB) Executive and the NMB Community Forum.

(2) detailed consideration be given at the next meeting of the Noise and Track Monitoring Advisory Group of the Environmental and Amenity Groups' submitted analysis of GAL's stated progress in 2019 on delivering the END Noise Action Plan actions. The outcomes of that discussion to be reported to the GATCOM Steering Group.

### **Passenger Advisory Group (PAG):**

65. Resolved – That:

(1) PAG's recommendations in respect of developing the Committee's short and long term ambitions for 'building back better' at Gatwick be noted, and agreed the need to include the passenger's perspective with reference to:

- (a) the need to rebuild passenger confidence in air travel by urging the Government to seek the introduction of testing for international travellers, or/and other mechanisms; and to reduce and eliminate the use of quarantine enabling aviation to plan the recovery of operations more effectively; and
- (b) PAG working with GAL and the Gatwick AOC to re-establish passenger service performance monitoring, or other new mechanisms to monitor service standards without adding further cost burdens on the airport;

(2) PAG's disappointment at the lack of engagement and consultation on GAL's recently announced forecourt charging decision be endorsed. GAL was asked to fully engage with PAG on the introduction of forecourt charges and on the development of and subsequent consultation on the on-airport Red Route system, to ensure that reducing the airport's environmental impact and increasing revenue are balanced with the needs of passengers, particularly in relation to blue badge holders and regular users accessing the train station; and

(3) PAG's role as GAL's critical friend and passenger advocate during this difficult time be recognised and its efforts to work flexibly and creatively to ensure a positive passenger experience at the airport is maintained, be supported

**GAL's Noise and Track Monitoring Advisory Group (NATMAG):**

66. GATCOM's Lead Member for Noise presented his report and highlighted that as Gatwick's airspace is less busy, aircraft are currently able to climb higher more quickly on Route 4 and vectored earlier onto more direct routings by air traffic control. This has resulted in a different dispersal of aircraft overflight for some communities. NATMAG will continue to monitor track performance and issues arising from the quicker climb rate and earlier vectoring.

67. Members requested that the data for aircraft overflight at Slinfold, as considered by NATMAG, be shared with the Parish Council and the community group that raised the matter. GAL agreed to provide the information.

68. Reference was made to the 2019 Gatwick noise exposure contours which included for the first time N65 day and N60 night contours (these contours show the number of noise events which exceed a maximum noise level). The inclusion of the N-above contours were a welcome addition to the reporting as they added some contextual information to the noise climate at a location. GAL confirmed that it plans to continue using these metrics as part of its on-going noise management work and projects.

69. Reference was also made to NATMAG's discussion on the usage of GAL's automated telephone line for noise complaints. Members highlighted the importance of providing a phone reporting facility. GAL confirmed that it was taking on board members' comments about the important need to retain a telephone facility and was exploring other more cost-effective options to provide the facility. The Lead Member for Noise stated the existence of the telephone facility and its telephone number needed to be better publicised via avenues other than the Gatwick website so that those without internet capability are aware of it.

70. GATCOM sought reassurance that the concerns of community groups about aircraft joining the ILS within 8nm was being investigated. The ILS joining point monitoring data revealed that between 1-2% of flights were joining the ILS within 8nm causing disturbance and concern to local communities. NATMAG has asked GAL to refer the performance data to the Flight Operations Performance and Safety Committee and the Noise Management Board. GATCOM agreed that matter should also be raised by the Chairman at the first meeting of the Noise Management Board Executive Board (NEX).

71. Resolved - that the Chairman raise the community concerns about the percentage of aircraft joining the ILS within 8nm at the first meeting of the Noise Management Board Executive Board (NEX) on 21 October 2020.

**Chief Executive Officer's Report**

72. The Chief Executive Officer's commentary on activity and performance at the airport over the previous quarter was received (copy attached to the signed minutes). Key updates were highlighted to the Committee as follows:

- During July to September 2020 – traditionally Gatwick's busiest months, GAL only handled 1.92 million passengers compared with 14.06 million passengers handled in the same period the previous year. There are currently 18 airlines flying to 97 airports in 45 countries/regions. The South Terminal remains closed at the current

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time with all flights operating out of the North Terminal. Between 9,000 and 20,00 passengers per day are predicted toward the end of October.

- Interim Financial Results showed that despite an encouraging start to the year, as a result of the COVID-19 pandemic passenger numbers fell by 66% in the first six months to 30 June 2020 impacting revenues, a fall of 61.3% and a £321m loss for the company
- A restructure of the business has been undertaken to better align GAL's business to reduced passenger numbers and air traffic forecasts. A new organisation structure will be in place from 1 November resulting in a further 598 job losses at GAL. Even post restructure and whilst preserving 1,867 roles, GAL will have more people in most parts of the business than it will need until passenger volumes return – currently anticipated in summer 2021.
- Planned capital expenditure has been reduced by £157m in 2020 and £196m in 2021.
- Gatwick's Section 106 agreement Annual Monitoring report has been published.
- The urgent need for the Government to put in place a COVID testing regime to improve consumer confidence and encourage flying. GAL continue to press for a testing regime to be put in place as soon as possible to support the sector.
- GAL is actively engaging with central government, MPs, local authorities, business groups and economic partnerships to help support collaborative efforts to plan for and drive economic recovery.

73. GATCOM thanked GAL for the regular updates on the rapidly changing circumstances at Gatwick over the past few months. It was suggested that GAL consider diversification opportunities presented by their connected location and reduced operation in order to generate additional income, for example as a venue for a Christmas event or market. GAL advised it had no plans to use the estate in this way but will look at opportunities. GAL is hosting an NHS testing facility in the long stay car park to assist the COVID effort.

74. GATCOM supported GAL's focus on pressing for the introduction of passenger testing in order to build passenger confidence but commented on the accuracy of such tests, the cost for passengers, and questioned the validity period of testing.

75. As regards building passenger confidence reference was made to The Foreign, Commonwealth & Development Office (FCDO) advice about all but essential travel advice which needed to move to a regionalised quarantine system. It was highlighted that an ABTA survey identified quarantine requirements as the main reason preventing consumers travelling, including changes to requirements during travel; ABTA supported a regionalised approach to quarantine as well as putting in place a testing regime, reducing air passenger duty (APD), ongoing salary support, and a targeted sector approach to Government assistance.

76. It was noted that the outcomes of the Government's Global Travel task force set up by the Ministers for Transport and Health to consider the effects on the industry is due to report in November. Testing to free-up the European market is a particular focus for GAL as it would help to restore a significant proportion of business.

77. GATCOM queried if investment was still in place for the next three years for the Noise Management Board (NMB) and also for the Development Consent Order (DCO) application process for development of the northern runway. GAL confirmed the NMB had restarted and was committed to taking forward its work during 2021. Capital expenditure has also been set aside to support the DCO process and public consultation which GAL anticipates also taking forward during 2021.

78. Reference was made to the decrease in continuous descent operations performance. Members asked GAL to exert pressure and to continue to encourage Gatwick's air traffic control to ensure airlines adhere to the arrivals procedure which was put in place to minimise the impact on local communities. GAL confirmed its commitment to seek improvements but reminded members that it was not always possible for aircraft to optimise the procedure due to weather conditions and that safety was always the paramount importance.

79. The future funding of the Gatwick Area Community Trust (GACT) was raised and it was queried if the funding was in place for 2021. GAL confirmed its commitment to the Section 106 agreement funding arrangements for GACT for 2021 but advised that as the agreement expires at the end of 2021, the parties to the agreement had an obligation to commence a review of the terms of the agreement during 2021.

### **Forecourt Charging**

80. Jonathan Pollard, Chief Commercial Officer, presented GAL's outline plans to introduce a charge for vehicles using the forecourt to drop off passengers directly outside its terminals from next year (copy of presentation slides attached to the signed minutes). In conjunction with this GAL proposed to introduce red routes on roads within the airport boundary to manage traffic flows. Free drop off or pick up will remain available in the airport's long stay cars parks, providing 2 hours free parking and free shuttle bus. GAL was also looking at developing proposals for blue badge holders and local rail commuters. The purpose of the scheme was to reduce "kiss and fly" trips, encourage greater use of public transport and to generate revenue for the airport, a proportion of which would be used to generate additional funding for the Sustainable Transport Fund. Further engagement with stakeholders on further developing the proposals was underway and the launch the scheme would be widely communicated.

81. GATCOM expressed much regret that GAL had to resort to forecourt charging to raise revenue. Members also expressed severe disappointment that GAL had no prior consultation or engagement on the scheme, or the development of the associated red route scheme with GATCOM or its Passenger Advisory Group (PAG). Furthermore, GATCOM was very concerned about the impact of the scheme on the surrounding local road network, particularly on parts of the A23, which could lead to 'drop and walk' from local roads, overcrowding on Fastway buses, and disadvantaging local residents who suffer negative impacts of Gatwick's operations who use Gatwick Station to access the rail network but do not have alternative or frequent public transport services to get to the airport. The Chair of PAG expressed particular concern about the negative effect on the passenger experience, the impact on those with disabilities (including Blue Badge holders) and for passengers travelling with young families.

82. There was also concern that as taxis would also be subject to the forecourt charge, the cost would be passed on to passengers, which in some cases could result in the cost of the taxi journey becoming excessive for a short journey.

83. Members commented that Gatwick stood out against its competitors by not charging for drop-off, and such a move would do little to encourage people to fly at this difficult time. GATCOM also commented that as this measure was very unpopular with the public, queried if the expected income was worth the damage to local goodwill. Wider economic concern was also noted for local Bed & Breakfast accommodation whose offer often included an airport drop-off service.

84. GATCOM asked that GAL fully engage and work with PAG to consider the effects on passengers of bringing in the forecourt charging scheme. GAL welcomed the feedback and acknowledged the disappointment about the lack of consultation and

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engagement with GATCOM and its PAG. GAL aimed to consider steps to ensure measures were put in place to dissuade drop-off elsewhere on the road network and to attract business to the long stay car parks.

85. Resolved – That GAL fully engages with PAG on the introduction of forecourt charges, to ensure that reducing the airport's environmental impact and increasing revenue are balanced with the needs of passengers and local residents, particularly in relation to blue badge holders and those with disabilities and regular users accessing Gatwick Station.

### **Influencing "Build Back Better" at Gatwick**

86. The Chairman gave an overview on the purpose of this item and explained that it built on the deliberations of the GATCOM Steering Group. He sought views of members on how GATCOM can help shape future business at Gatwick, how it can influence Government and stakeholders, and how to build upon the letter to the Secretary of State for Transport and his subsequent response.

### **National Aviation Recovery Strategy – Department for Transport (DfT) Update**

87. Tim May, DfT, provided an update on the DfT's work and issues to be addressed in the national recovery strategy, key points were highlighted as follows:

- The Government's work on introducing a COVID testing system at airports was an immediate priority.
- The Government aims to publish the Aviation Recovery Plan in the Autumn, hopefully by mid-November. The Plan is expected to set out more measures to boost air travel, while continuing to prevent the spread of the virus including covering the return to growth of the sector; workforce and skills; regional connectivity and freight; innovation and regulation; consumer issues; climate change and decarbonisation; health, safety and security; and the critical role that UK aviation plays in retaining the UK's global reach.
- The Government has already announced the formation of a new 'Jet Zero Council', which will bring together Government, industry and environmental groups to make net zero emission flights possible.
- There was a need for the Government to revisit the longer-term Aviation Strategy in light of the COVID pandemic and the recovery of the aviation sector, developments on decarbonisation, Jet Zero and other issues that have emerged since the consultation on the draft strategy in 2018. There is no timetable at present to bring forward a longer-term Strategy but the Government expects to set out the way forward on aviation noise policy next year.
- The review of the night flights policy and regime will be subject to a two stage consultation. It is proposed that Stage 1 will be the Call for Evidence on the Night Flights Regime which is expected to be issued in November and will be at least a 12 weeks consultation period. As part of this the Government will also propose a 2 year extension to the current regime while the review is undertaken and a clearer picture about the recovery of the aviation sector was known. The Stage 2 consultation currently planned for 2021 will contain proposals for a new regime. The GATCOM Steering Group has highlighted the need for the Government to review the criteria for the granting of dispensations for flights that are delayed into the night period. As mentioned earlier in the meeting, a workshop for GATCOM members would be arranged once the Stage 1 consultation was launched.

### **Crawley's Economic Recovery Taskforce**

88. Natalie Brahma-Pearl, Chief Executive of Crawley Borough Council (CBC), provided overview of the significant impact of the COVID-19 pandemic and reduction in the

aviation sector activity on people and businesses in the Borough, and provided an overview of the work of the taskforce. Key points were highlighted as follows:

- Crawley's economy has been impacted significantly by the COVID-19 pandemic, with a recent Centre for Cities report estimating that up to 57 per cent of employment in the town is at risk (equating to 43,000 people). Around 80% of Crawley businesses have seen a significant drop in turnover and many businesses have seen turnover reduce to zero and businesses associated with the airport are suffering.
- Many people and families have lost jobs with many now seeking Job Seekers Allowance, Universal Credit applications are continuing to rise and other government financial assistance being sought in order to survive.
- Youth unemployment is at an unprecedented high level of 13% and is a major concern. The Council is working with the Department for Work and Pensions on employment support and emergency interventions.
- The Crawley Economic Recovery Executive Task Force (CERETF) and Town Deal Board have been set up to evaluate the true impact of the crisis on the local economy and to drive the development of a coherent Economic Recovery Plan for the town. CERETF brings together the council, senior business representatives (including GAL) from across the borough, the local MP, a government representative, the Coast to Capital Local Enterprise Partnership and West Sussex County Council to work collaboratively to provide strategic direction to the development of Crawley's Economic Recovery Plan, working to unlock and harness public and private investment to the maximum benefit of Crawley's community. A ten point recovery plan has been submitted to the Government.
- Crawley is one of three towns in Sussex which has been included in the Government's "Levelling up Funding" scheme for a share of the £3.6 billion Towns Fund. Crawley has been granted £25m to be used for capital projects which was welcome but does not quickly generate employment. Funding for other projects to aid recovery is also needed for a different and urgent response to the immense impact.
- Training and skills development is a key focus and a new STEM centre hopes to upskill the labour market to better respond to recovery.
- CBC wishes to work with GAL to build back better at Gatwick Airport, and would like to see Gatwick become an exemplar of green aviation with excellent digital inter-modal transport connectivity platforms for people/freight.

### **Independent Commission for Civil Aviation Noise (ICCAN)**

89. Simon Henley, Commissioner ICCAN, provided a brief update on ICCAN's work and opportunities to prioritise noise management and engagement when aviation levels start to recover. Key points were highlighted as follows:

- ICCAN was established in January 2019 and has since met with hundreds of stakeholders.
- A review of its Survey of Noise Attitudes (SoNA) was published in December 2019.
- Since July ICCAN has published its review of aviation noise metrics, its toolkit for consulting on airspace change, its review of aviation noise and public health and the results of its summer 2020 survey.
- The pandemic has provided a unique opportunity to use aircraft data on movements, monitoring and attitudes to better understand the impact of aircraft noise and an opportunity for the Government to reconsider how aviation noise is managed as the industry begins to recover and build back better.
- In November ICCAN is planning to publish best practice for noise engagement as there is a need for greater consistency in an airport's approach to engagement. Learning has highlighted that trust needs to be re-built on both sides, common areas found, and greater consistency established on how airports can reduce

nuisance noise. The need to consider the impact of delivering improvements to address climate change and emissions on noise reduction strategies was highlighted as some improvements may result in a greater noise impact.

### **GATCOM's Approach**

90. GATCOM received the Secretariat's paper outlining possible ideas for its consideration which built on comments raised at the GATCOM Steering Group meeting (copy attached to the signed minutes). Members were asked to consider the priorities for GAL, the Government, and other key stakeholders in securing the sustainable recovery of Gatwick's operation, initiatives, and possible opportunities (economic, environmental, and social) in the short and long term. Comments were welcomed on the Minister for Aviation's response to GATCOM's letter, in particular the point on slot allocation in re-building competitive aviation, and also on the additional comments circulated to GATCOM members from the Environmental and Amenity Groups' representative (copy also attached to the signed minutes).

91. GATCOM was most concerned about the devastating impact on the aviation sector and the ripple effect this was having on people's lives, on the business community and the wider regional economy. The Committee supported CBC's work and its immediate response in addressing the issues and commended the collaborative and proactive approach. It was emphasised that international businesses located to the region because of the communications link and connectivity provided by Gatwick Airport, and agreed that a fast response is required to help support employees of all ages across the labour market and to help the Gatwick economy get back on track.

92. There was also concern about the unknown effect of Brexit to businesses on top of those challenges as a result of the pandemic.

93. Members shared the concerns of businesses about the lack of an aviation-specific support package from Government, and agreed that support is needed to help Gatwick and the region to build back better and to provide more sustainable employment opportunities. The views of the Environmental and Amenity Groups' representative were noted along with their desire to make Gatwick the leading airport in the world for environmental and sustainable management. He encouraged GATCOM to work with them on the ideas suggested in the additional comments circulated to the Committee and to bring about change ahead of new Government policy being issued.

94. ICCAN's work on future noise management was viewed as very important as well as the work of Gatwick's Noise Management Board who will consider the need to build back better at its first meeting of the Executive Board (NEX). The NEX will look at the priorities raised by the different community noise groups and environmental and amenity groups, alongside the information from ICCAN, and will compile agreed priorities into a SMART programme. The Chair of NEX highlighted however the need to recognise that in agreeing priorities GAL will have fewer resources available to explore all suggestions but there were still many different avenues to explore.

95. Paula Street reported the views of ABTA about Government advice to travellers. GATCOM supported the need to encourage the FCDO to lift the 'all but essential travel' restriction and to move to a regionalised quarantine approach to re-build passenger confidence, and for the Foreign Office travel advice policy to provide additional certainty for businesses and consumers. It was agreed to include this specific point in GATCOM's suggested approach.

96. GAL reiterated its commitment to continue with and to build on its Decade of Change sustainability strategy and environmental performance management with the

aim of building back better, stronger, and bigger over the next 10 years. GATCOM acknowledged that airlines at Gatwick had invested in less noisy, cleaner aircraft and agreed that investment in bringing forward new technologies such as electric and hydrogen aircraft should be encouraged.

97. Resolved:

- 1) That the background information referenced in paragraphs 2.2 and 2.3 of the Secretariat's report and the additional comments circulated by the Environmental and Amenity Groups be acknowledged;
- 2) That, subject to the inclusion of the comments from ABTA referenced above relating to the need to build passenger confidence in air travel, the suggested approach to a sustainable recovery of Gatwick's operations as set out in Appendix 2 of the report be agreed;
- 3) That the Secretariat, in liaison with the Chairman, Vice-Chair, and the Chair of the Passenger Advisory Group, updates the suggested GATCOM approach in light of the comments and views expressed above, and that the amended final draft document be circulated to all GATCOM members for agreement; and
- 4) That GATCOM receives a progress report on activities as its next meeting.

### **Airspace Update**

98. GATCOM received and noted an update on the Airspace Modernisation Programme, Route 4 and Route 5 (copy attached to the signed minutes).

### **Dates of next meetings**

99. Members noted the next meetings of GATCOM and its sub-groups are due to take place as follows:

- GATCOM Steering Group – Thursday 17 December 2020 at 10.00am
- Passenger Advisory Group – Thursday 7 January 2021 at 1.30pm
- GATCOM - Thursday 21 January 2021 at 2.00pm

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

100. GATCOM noted the next meeting of GAL's Noise and Track Monitoring Advisory Group (NATMAG) on Thursday 5 November 2020, and the first meeting of the Noise Management Board Executive (NEX) on Wednesday 21 October 2020.

Chairman

The meeting concluded at 4.35pm.

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Tom Crowley  
Chairman

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Gatwick Airport Consultative Committee

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If calling ask for

Mrs. Paula Street

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2 December 2020

Dear Mr Courts,

### **Building Back Better and Greener at Gatwick**

Thank you for your response of October 2020 to our letter of 22 July. We are acutely aware of the continuing significant impact the coronavirus pandemic is having on all our lives and that the Government is receiving many calls for assistance and support from all sectors, including from the aviation industry. Your response outlining the Government's various support packages was therefore much appreciated.

The pandemic has brought international aviation to a near-standstill with Gatwick Airport Limited and its airline and business partners experiencing significant financial loss which is undermining the future prosperity of the regional economy and leading to more job losses and high levels of unemployment not only in towns close to the airport such as Crawley, but across the wider Coast to Capital economy and south east region. What is clear is that the impact of the current 'Lock Down 2' will deepen this crisis further for the aviation and tourism sectors and the wider regional economy.

The unique opportunity presented by the catastrophic effect of the pandemic and its dramatic effect on the aviation industry should, with the support of the Government, be used as a catalyst to develop and embed the necessary policies, technology and measures that will enable the industry to recover in a truly sustainable way, including meeting the challenge of climate change.

As mentioned in my previous letter, GATCOM is assisting in building a common understanding across the different interest groups on planning a way forward with Gatwick Airport Limited in a way which addresses the immediate priority of supporting the economic recovery for the region whilst at the same time proposing arrangements that would ensure a truly sustainable recovery which addresses environmental, social and economic imperatives. As you can imagine, there is a mix of strong views, and in some cases conflicting views, across our membership on certain detailed aspects of the approach to recovery but there is mutual support for an approach that ensures Gatwick builds back better and greener, supporting a strong, vibrant, diverse and

#### **By Email**

Robert Courts MP  
Parliamentary Under Secretary of State  
Department for Transport

sustainable economy while reducing the environmental and noise impacts of the airport.

Proactive dialogue between all parties to address the immense impact on the airport and the ripple effect this is having across the wider economy is continuing. There is an urgent and immediate need to focus on the recovery of the economy and on the future employment prospects of local people and the significant investment needed in skills development and training that will be required to ensure that local people have the right skills for future jobs as part of the recovery effort, including the specific employment challenges for 18-24 year olds.

GATCOM has recently discussed the collaborative approach needed in building back better and greener at Gatwick and has identified areas where Government assistance and policy direction is needed. Set out below are the key points for your consideration. I would emphasise at this stage that these are high level points on which there is majority support<sup>1</sup> across GATCOM's diverse membership.

The key points for your consideration are:

- The urgent need for the Government to recognise that the impact of the pandemic on Gatwick and the ripple effect across the Gatwick region is one of the places most affected economically and socially from the pandemic and to support calls for urgent assistance from the various parties that reflects the unique challenges faced by the airport and the region.
- The need to publish as a priority the Government's Aviation Recovery Plan to set out the national approach for recovery of the sector.
- Help to rebuild passenger confidence in air travel:
  - The introduction of the test to release scheme announced 24 November 2020 which will come into effect on 15 December is welcomed however there is still more work to be done to get more people travelling and help to rebuild passenger confidence.
  - Request that your Department continues to work with the Foreign, Commonwealth and Development Office (FCDO) on a regionalised approach to the FCDO travel advice and for the advice to provide clear information on the countries they choose to visit to aid both consumers and businesses to make informed decisions regarding outbound travel.
- The need to encourage and support the resumption of work on the airspace modernisation programme in ways which ensure it delivers safety improvements, and appropriately balanced environmental benefits and operational efficiencies from the deployment of improved technology and airspace design.
- The need to engage with airports and airlines on the impact of the EU's suspension of the 80/20 slot rule with a view to putting in place for Summer 2021 an evidence-based policy that supports recovery for both airports and airlines in an environmentally and economically sustainable manner.
- In recognition of the disturbance suffered by local communities and the impact on health, to expedite work on the review of the night flights policy and regime at Gatwick so that all interests (environmental, economic, social, passenger and health) can put their views forward and brought to a conclusion as quickly as possible to enable the industry to effectively plan for any changes emerging from the review.

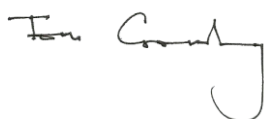
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1. 24 of GATCOM's 26 current member organisations raised no objection to/supported the content of this letter. Whilst the Environmental & Amenities Groups' representative indicated support for the majority of points in this letter there are specific areas where there is divergence from the views stated. The groups representative at GATCOM, the Gatwick Area Conservation Campaign (GACC), will write under separate cover to set out their concerns with regard to those items. Tandridge District Council could not support the letter as it makes suggestions which promote Gatwick, and its growth, at the expense of local community.

- To continue to ensure that investment by Government, Network Rail and Highways England in the rail and road networks serving Gatwick and green fuels initiatives (such as electric and hydrogen) is forthcoming and that investment is not just redirected to other regions
- To ensure transport improvement schemes already identified can be realised to support Gatwick's Surface Access Strategy targets and the wider regional growth such as the Windmill Junction scheme near Croydon.
- Whilst GATCOM neither supports nor opposes Gatwick's Airport Master Plan growth scenarios, to ensure that the impacts of future growth at the airport are mitigated through investment in infrastructure and other measures.
- To resume the review of the Aviation Policy Framework as soon as possible and to bring forward new policy proposals to provide:
  - Clarity for the industry, local authorities, businesses, communities and consumers on the future policy framework for aviation post Covid which balances the environmental, social and economic imperatives.
  - Direction on achieving net zero carbon emissions by 2050 and which sets stretch targets to drive further improvements to combat climate change.
  - A clear set of measures that all parties and communities can understand and enables environmental improvement performance and progress to be monitored and sets a benchmark of what good environmental management and performance looks like.
  - The possibility of bringing forward new aviation noise policies ahead of the publication of the full strategy review needs to be explored as securing noise reductions and performance monitoring is viewed as a key component in giving impacted communities confidence that the industry as a whole is building back better.
  - A commitment by airports/the industry to fund research into Ultra Fine Particles (UFP) monitoring around airports with the aim of introducing monitoring standards for the UK at the earliest possible time.

I look forward to hearing from you on how you can take on board all the points GATCOM has raised.

Yours sincerely,



Tom Crowley  
Chairman

CC to:  
Gatwick MPs

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## GATCOM

**21 JANUARY 2021**

### **GATCOM STEERING GROUP – MATTERS CONSIDERED**

#### **REPORT BY CHAIRMAN**

This paper summarises the matters considered by the GATCOM Steering Group at its meeting on 17 December 2020.

#### **1. DFT NIGHT FLIGHTS CONSULTATION**

1.1 The DfT published the [stage 1 consultation](#) on the night flights regime on 2 December. The deadline for responses is 3 March 2021. The Steering Group considered possible options for the process of GATCOM's consideration of the consultation. The Steering Group's recommended process and the DfT's presentation is to be considered at item 6.

#### **2. GATWICK RECOVERY FROM PANDEMIC - UPDATE**

2.1 The Coronavirus pandemic is continuing to have a significant impact on GAL's business and operation. GAL gave an update on the situation following the November national lockdown and the revised forecast outlook for 2021. At the time of the Steering Group meeting the situation was as follows:

2.2 **Traffic and Operations** - passenger throughput in November was down 96.6% compared to 3 million passengers throughput for the same period in 2019. Aircraft movements were also much reduced (down 94%) with 1,089 movements compared with 18,000 in November 2019. December showed evidence of strong pent-up demand for air travel and extra services had been scheduled. GAL was expecting an average of 200 flights a day over the Christmas period, which was a significant increase on recent months. The expected an annual passenger throughput for 2020 was expected to be down between 75-80% compared to 2019 levels). Looking into 2021, the first quarter of the year is expected to be slower until the vaccine rollout widens and the testing regime is more established. The latest [Eurocontrol traffic forecasts for 2020-2024](#) published on 4 November show that even in the most positive scenario, it does not expect a recovery to 2019 levels before 2024.

2.3 Whilst the Steering Group noted the immediate improvement to the noise climate and pollution levels around the airport as a result of downturn in traffic, members remained very concerned about the wider economic impact of significantly reduced airport activity and the hardship this was creating in local areas around the airport. GAL's continued partnership work with local authorities, businesses, the local economic partnership and Government was commended.

2.4 **Impact on Employment** - As previously reported GAL has retained a greater number of staff than is currently needed (GAL workforce now stands at 1800) and it should be noted that current operations only require around 600 GAL staff. GAL continues to work with the Government, staff, and unions to use the furlough scheme through to March 2021.

2.5 The Steering Group was updated on the shocking and significant rise in claimant rates for Universal Credit in the local authority areas local to Gatwick which were amongst

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the highest in the country. GAL's work to support the local economy around Crawley was commended in recognition that the aviation sector and supply chain in Crawley was the first area to be hardest hit. However, it was felt that as the ripple effect was now being felt across a much wider area it was important for GAL broaden the focus of its work and initiatives. GAL has confirmed that it is working with the Department for Work and Pensions on a regional approach and is promoting its work and support via the regional community hubs which are accessible to all residents and not just airport workers.

**2.6 Covid Testing** - A privately operated drive-through test centre has been opened at the Airport, and the operator is seeking to be included on Government's approved operators list (now obtained). There has been high demand for Covid tests. The site offers 550 daily slots; initial data show 60% of users are passengers, 20% staff, and 20% from the local community. The price of tests is subsidised for staff and passengers at £60, other users pay £99 each which is still cheaper than many other providers. The Steering Group welcomed the testing facility and enquired whether GAL could exert influence on ways to reduce the cost of the test, particularly in respect of the overall cost to families wishing to travel.

**2.7** Reference was also made to the negative comments on Gatwick's social media platforms from users of the facility concerning the testing experience. Whilst members acknowledged that GAL's resources are much reduced at present, it was felt that more needed to be done to respond to negative comments received as unanswered comments did not reflect well on the Airport. GAL noted our feedback and highlighted this was a privately run facility, that demand for tests had been much greater than anticipated and the operator experienced teething problems when the facility was first opened, which had since been resolved and the service was now operating well.

**2.8 Government Financial Support** - GAL has welcomed the Government's financial support for airports to help with payment of business rates. The amount granted to GAL is likely to cover between 2 and 3 months worth of business rates.

**2.9** In concluding the discussion on this topic the Steering Group had no further comments to refer to GATCOM over and above those already addressed in the Committee's letter to the [Minister for Aviation](#). A response from the Minister is awaited.

**2.10 Other GAL Updates** - included:

- Environmental surveys and road traffic surveys and modelling in preparation for the Development Consent Order application for the Northern Runway project were continuing. GAL confirmed it would be writing to the local authorities (since done) to advise that it intends to restart the Northern Runway Project and carry out the formal statutory consultation in 2021. The potential timings for the consultation will be set out in the near future.
- the CAA had issued its [Accessibility Progress at UK Airports Report 2019](#) which had rated Gatwick's accessibility service as 'Good' for 2019/20, which is on par with other airports around the country. The Passenger Advisory Group (PAG) will review as part of its work the outcomes from the report.
- The [Supreme Court's ruling](#) on Heathrow's third runway had been issued on 16 December. Heathrow Airport Limited had appealed the High Court judgment on whether the Secretary of State's failure to take account of the UK's climate change commitments under the Paris Agreement render the designation of the Airports National Policy Statement and providing policy support for the development of a third runway at Heathrow Airport as unlawful. The Supreme Court has decided to overrule the Court of Appeal and the Government's Airports National Policy Statement is therefore reinstated.
- The Committee on Climate Change published its [Sixth Carbon Budget](#), required under the Climate Change Act, on 9 December which provided Government with

advice on the volume of greenhouse gases the UK can emit during the period 2033-2037. There is reference to aviation emissions in the document. The Government is due to respond by June 2021.

### **3. END NOISE ACTION PLAN (NAP) - PROGRESS REPORT**

3.1 As reported to the last GATCOM meeting, the Steering Group had referred back to GAL's Noise and Track Monitoring Advisory Group (NATMAG) the reported status of progress on delivering the actions of the Environmental Noise Directive (END) Noise Action Plan (NAP) in view of the detailed analysis that had been received from the Environmental and Amenity Groups' representative (GACC) on GAL's reported progress. The Steering Group received a [report](#) on the outcome of the further review by GATCOM's local authority representatives appointed to NATMAG with local authority environmental health officers and that of NATMAG.

3.2 The key conclusion for GATCOM to note is that in undertaking the further assessment, GATCOM's NATMAG members and environmental health officers were of the view that in some cases the wording of the NAP actions were ambiguous making it difficult to decide on progress achieved and whether an action was GREEN/AMBER as there was no actual target to demonstrate that GREEN has been achieved. Members will recall that at the time of GAL preparing the NAP an area on which GATCOM had not been able to reach agreement with GAL was on the need for the NAP to set an overarching target against which the airport's overall performance in maintaining, and where possible, achieving a reduction in the noise climate could be monitored and measured.

3.3 The further assessment has been a very useful exercise and has made everyone think more about the progress reporting which helps the review but also in formulating subsequent NAPs in the future. The work of GACC in giving detailed consideration to the progress on actions and that of GATCOM's NATMAG members and GAL in responding to the analysis has been much appreciated by all. As a result of this review GAL agreed that the Mid-Year Status Report, as provided to the August 2020 meeting of NATMAG, be withdrawn and replaced by an annual report covering the year of 2020; and has proposed a revised reporting and monitoring process. Full details of the proposed new process and reporting is considered at item 8.

3.4 The Steering Group's recommendation to GATCOM is that the proposed way forward and GAL's revised process be agreed subject to:

- the inclusion of a mid-term review of overall progress made by GAL in delivering the actions of the NAP to be reported to NATMAG in September 2021;
- a "year four" review of actions still requiring attention in the last year of the period covered by the NAP; and
- a process flow chart be produced showing the timeline for monitoring which should be appended to the new process to provide further clarity.

3.5 GATCOM is also asked to consider and endorse the suggested list of NAP actions that have been selected to be included in the 2021 NATMAG work plan. Details are given at item 8(b).

### **4. RESULTS OF SECTION 106 AGREEMENT ANNUAL MONITORING 2019**

4.1 The Steering Group has considered the outcome of the independent verification process of GAL's [2019 Annual Monitoring Report](#) of its S106 agreement commitments and obligations. It was noted that as a result of the independent audit, the External Consultant found that:

- Ten out of ten Obligations/Commitments verified were found to be on track (i.e. GREEN).

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- No Obligations/Commitments were found to be partially on track (i.e. AMBER).
- No Obligations/Commitments were found to be not on track (i.e. RED).

4.2 There were no matters that the Steering Group felt needed to be brought to the attention of GATCOM.

4.3 The existing section 106 agreement expires at the end of December 2021 but contains an obligation for the parties to the agreement to commence a process of negotiation with the aim of extending the life of this Agreement beyond 31 December 2021. GAL confirmed that it had recently met with West Sussex County Council and Crawley Borough Council to begin a review of the current agreement.

## **5. INDEPENDENT COMMISSION FOR CIVIL AVIATION NOISE (ICCAN) CONSULTATION ON EMERGING VIEW ON THE FUTURE OF AVIATION NOISE**

5.1 ICCAN published for consultation on 23 October its emerging view on the future of aviation noise management, as well as its vision and goals over the next three years. As the closing date for comments on the consultation was 18 December, the Steering Group considered and agreed on behalf of GATCOM a response to the consultation. A copy of the submitted response is given at Annex A.

## **6. AIRSPACE & NOISE UPDATE**

### **Airspace Modernisation - Gatwick FASI-South**

6.1 As previously reported to GATCOM the Future Airspace Strategy Implementation - South (FASI-S) airspace change activities have been paused by all sponsors including Gatwick. GAL has been working with its air traffic service providers, neighbouring airports and the Airspace Change Organising Group (ACOG) with the aim of securing government support to progress the programme and to help build a revised FASI-S deployment plan. The CAA issued guidance to all sponsors on 4 November 2020 on how to re-start paused ACPs. The Government's response to the calls for support to restart the project is awaited.

### **Route 4 2012 Airspace Change Proposal - Post Implementation Review**

6.2 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, with its air traffic service provider ANSL and NATS have developed a plan for the safe withdrawal of the temporary Route 4 RNAV1 SIDs. The CAA has accepted the GAL proposal for implementing the change which will be delivered on 25 February 2021 through the deployment satellite-based coded overlays of the currently published conventional SIDs. It should be noted that because these types of coded overlay fall outside of the regulated process it is not possible for GAL to accurately predict the variations in aircraft track that may result.

### **Route 4 Noise Preferential Route**

6.3 The DfT has approached GAL with a correction to the description of the Route 4 Noise Preferential Route (NPR). In order to address changes in magnetic variation a change to the description, as published in the UK AIP, will be required. GAL first needs to validate the proposed change and intends to submit the change in Q1 2021 for possible update of the aeronautical information system in Q2 2021.

### **Route 4 2018 Airspace Change Proposal**

6.4 This proposal is still at the Stage 2 "Develop and Assess Gateway assessment" of the CAA's process. The CAA has not accepted that the historic track data, based on the current Route 4 RNAV1 SIDs, could be used as the basis for comparison with new route options. Given the complexities of this route GAL has concluded that in order to progress

the Route 4 2018 change proposal a re-assessment of the baseline and associated options is required. Progress is hindered by the fact that there is a need to gather overflight data from 25 February 2021 onwards (see 2012 update above). The Stage 2 Gateway assessment is currently scheduled to take place in Q3 2021 and the consult Gateway ahead of any consultation for the end Q4 2021.

### **Annual Airspace Public Meeting**

6.5 GAL and the Noise Management Board (NMB) hosted the Annual Airspace Public Meeting on 3 December which, due to the on-going pandemic, was held by way of a Zoom Webinar over the lunchtime period to help with people's availability in an attempt to attract a wider audience. There were around 80 participants including a number of GATCOM members.

6.6 The session attracted a mix of questions, some taken before the event and some live during the meeting. The [presentation slides](#) used at the event together with the [meeting note](#) are available on GAL's website.

6.7 GAL had received positive feedback about the event from the CAA, ICCAN and a few from communities/elected representatives) who found the updates to be useful, informative and balanced. The negative feedback received was that the session was not interactive enough and there was a lack of time for questions. The Steering Group concurred with the negative feedback received and highlighted that there was an expectation that the NMB's work plan would be discussed. It was acknowledged however that one of the main purposes of the event was to reach out to a wider range of interested persons not usually involved with Gatwick's noise management governance processes and that it was not the purpose of the annual public meeting to have a detailed discussion of the NMB's work plan. That discussion would take place in the NMB.

## **7. REVIEW OF GATCOM - UPDATE ON BUSINESS & AIRLINES INTERESTS REPRESENTATION**

7.1 Members will recall that as part of GATCOM's review of its membership that it was agreed that the two vacant seats on the Committee - one for an economic/business group representative (originally held by South London Business which is no longer in existence) and one for an airline/industry representative (Airlines International Representation in Europe (AIRE) gave up its seat given the commitment needed to attend and participate in GATCOM's work) should continue to be held by those interest groups. It was also agreed that the Secretariat, working with GAL, should explore the possibility of offering membership to:

- a business/economic organisation from the Brighton and Hove or wider Sussex/south coast area; and
- an airline interest representing the interests of a wide range of airlines operating in the UK

7.2 This work has been progressed and the possibility of membership has been explored with the [Brighton and Hove Economic Partnership](#) and [Sussex Chamber of Commerce](#) (economic/business) and [BAR UK](#) (airlines). Discussions were positive and constructive, and it is most encouraging that all the organisations approached felt there were mutual benefits to both GATCOM and their organisations in having representation on the Committee. The Steering Group has considered the conclusions from the discussions held in November.

7.3 In respect of the economic/business seat, members agreed that whilst both organisations would bring a different business community perspective to the work of GATCOM, each with different specific priorities for certain sectors, the work and broad geographic reach of Sussex Chamber with its established networks regionally, nationally

## Agenda Item 4

and globally, representing rural, agriculture, urban businesses, particularly SMEs and its wider membership base, would best fit the vacant business community seat on GATCOM.

7.4 In respect of airlines/industry seat, the Steering Group agreed that BAR UK, the industry association representing the majority of airlines operating to the UK, would provide a vital international perspective of the industry at a local level and also noted that it is highly involved in many issues that collectively affect its members, including policy, regulation, airport capacity, environment, taxation and charges. BAR UK also works in close cooperation with the International Air Transport Association (IATA) and other trade associations.

**It is therefore recommended** that Sussex Chamber and BAR UK be formally offered membership of GATCOM to take immediate effect.

### **8. ECONOMIC REGULATION OF GATWICK AIRPORT LIMITED: CAA CONSULTATION ON NEW COMMITMENTS**

8.1 The CAA commenced the process of reviewing Gatwick's economic regulation commitments framework and the core service standards in summer 2018. The current regulatory framework is based on a set of commitments that expire on 31 March 2021. The development of GAL's new commitments over the past 2 years has been a key consideration for GATCOM's Passenger Advisory Group (PAG) in helping to ensure the passenger experience and perspective is fully embraced as part of the CAA's review, particularly in respect of setting core service standards for passenger facing facilities. The PAG has welcomed the engagement with GAL and its airlines in the review process.

8.2 The CAA's review is in the final stages and issued for consultation on 22 October its proposed approach to updating GAL regulatory framework. As the deadline for responses to that consultation was 30 November 2020, a GATCOM Officer response was submitted following the seeking of views of all GATCOM members and members of PAG. The Steering Group endorsed the officer response which is attached at Annex B.

### **RECOMMENDED**

That Sussex Chamber of Commerce and BAR UK be formally offered membership of GATCOM.

**TOM CROWLEY**  
**CHAIRMAN**

**Independent Commission on Civil Aviation Noise**  
**ICCAN survey on the future of aviation noise management**

**GATCOM'S RESPONSE**

As ICCAN approaches the end of its first two-year term, we are looking to the future and considering what aviation noise management might look like in a landscape that has been radically altered by Covid-19 and how this will impact our work. As we start developing our next Corporate Strategy we want to take this opportunity to gather people's views on three main areas:

- Future of aviation noise management
- ICCAN's future vision and goals
- ICCAN's performance to date

We have set out what we see as the future challenges and direction of travel for aviation noise management in a post-Covid era, and the role we think ICCAN should play in achieving better outcomes in a document available to view at <https://iccan.gov.uk/future-aviation-noise-management>

This survey will run until 5pm on Friday 18 December.

We will consider this feedback alongside our work on the case for changes to responsibilities and regulation, before we finalise our views, make recommendations to Government, and publish our Corporate Strategy 2021-24.

If your answers contain any information that allows you to be identified, ICCAN will, under data protection law, be the processor for this information.

As part of this survey we're asking for your name and email address, this is in case we need to ask you follow-up questions about any of your responses and to be able to provide you with a copy of your responses. If you would prefer not to be contacted please tell us in the next section. For more information, please see <https://iccan.gov.uk/privacy-policy/>

**About you:**

- 1) Please provide your name

**Gatwick Airport Consultative Committee (GATCOM)**

- 2) Please provide your email address?

**County Hall, Chichester, West Sussex PO19 1 RQ**

- 3) Are you responding as an individual or on behalf of an organisation? If an organisation, please could you provide the name

**Response on behalf of GATCOM (as above)**

## Agenda Item 4

### Annex A

- 4) To be as transparent as possible, we will publish feedback from the ICCAN survey on the future of aviation noise management. We will publish people's names, organisations and responses. If you wish your comments to remain anonymous, please select 'No'. Are you happy for us to publish this information?

**Yes - I am happy for GATCOM'S response to be published.**

- 5) Are you happy to receive future communications from ICCAN eg e-newsletter, email updates etc?

**Yes**

### **Future of Aviation Noise Management:**

Our emerging view is that in the short term ICCAN should have statutory status, with power to set standards, be a statutory consultee on planning applications and airspace change proposals and give advice to government and others that must be considered. It is our view that existing regulators (CAA, government, local planning authorities) should retain an enforcement role.

- 6) Do you agree with our emerging view on the future of aviation noise management, and the role ICCAN should play?

**Yes – in part**

Please could you provide a brief explanation for your response?

**GATCOM believes that over the past two years ICCAN has made good progress on ways to build trust between communities impacted by aviation noise and the industry and has started to provide clarity around some of the complexities of managing aviation noise. GATCOM is supportive of ICCAN's work and agrees that it has an important role in providing an independent source of advice, guidance and best practice for future aviation noise management.**

**However because it is not yet clear what the Government intends for ICCAN's future there is a mix of views across GATCOM's membership about whether ICCAN should be put on statutory footing at the current time.**

**There is general agreement that there is a case for ICCAN to be given statutory consultee status to influence planning decisions and the airspace change process to help ensure there are better and more consistent outcomes for communities and the industry. However, the consultation document does not give detail about the role ICCAN envisages for input to planning decisions. More clarity is therefore needed on this point. As currently drafted, the consultation document does not indicate whether the reference to planning decisions relates to local authority local plan preparation to influence land use policy and/or applications for major housing developments in the vicinity of airports as well as applications for airport expansion proposals. Where ICCAN makes recommendations with regard to planning applications there will be an expectation from local authorities that they will be prepared to defend those comments at appeal if required.**

**If ICCAN is granted a statutory consultee status there is a vital need for ICCAN to be provided with appropriate financial as well as technical resource to ensure it has capacity to fulfil that role given the large number of planning and airspace change proposals in the system at any one time. There will be a need**

**for ICCAN to forge relationships with local planning authorities in the vicinity of airports where aircraft noise disturbance is experienced or could be affected in the future as a result of new residential developments. Equally ICCAN will also need to develop a relationship with the Planning Inspectorate who approve local plans or recommend changes to local plans before their adoption by a local planning authority. ICCAN will need to decide what level of input it wishes to have in the planning process. This could be in the form of formally consulted Planning Guidance (approved by the Government) or evidence based guidance which local authorities can adopt into their Local plan.**

**GATCOM is also aware that there is a mix of views about whether statutory powers should extend to the setting of national/central set of standards (while others retain enforcement powers). ICCAN undoubtedly has a key role to play in helping to develop a set of national standards working in partnership with the industry and communities, as well as local planning authorities, to recommend to Government. However, the benefits of affording ICCAN statutory powers to develop and put in place a central set of standards first needs to be explained in more detail and greater clarity given on the proposed scope of the standards ICCAN has in mind and the expertise that will be utilised to set national standards.**

**In the event of ICCAN being granted statutory status GATCOM agrees with ICCAN's view that existing regulators should retain an enforcement role but highlights the need for the current regulatory monitoring of aviation noise and mechanisms for enforcement to be reviewed to ensure they are proportionate and fit for purpose.**

#### **ICCAN's Future Vision and Goals:**

- 7) Do you agree with our draft vision to make the UK the world leader in managing aviation noise?  
Please could you provide a brief explanation for your response?

**Yes - GATCOM agrees with this aspiration but also believes the statement should go further and that the UK should aim to become a world leader in effective and proactive aviation noise management. There is also a need to ensure the Vision is compatible with the Government's other priorities to reduce carbon as there are well documented trade-offs between noise and carbon reduction initiatives.**

- 8) Do you agree with the draft goals which will help us achieve our vision? To help answer this question, please read ICCAN's draft goals which can be viewed from p.8 of the 'CS document' available to view at <https://iccan.gov.uk/future-aviation-noise-management/>

**Yes - GATCOM's supports the principle intentions of the goals but would reiterate the point made above on the setting of standards. GATCOM would add that in respect of Goal 2 - Putting people's health and wellbeing at the heart of aviation noise policy - it is important for ICCAN to ensure that the intertwined 'pillars' of emotional, physical, social and financial wellbeing are given equal weighting.**

**GATCOM also supports ICCAN's view on the need for consistency and transparency in the management of aviation noise. GATCOM maintains the view that as a first step there is a need for ICCAN to issue guidance on what good noise management looks like and how airports' and airlines' performance can be monitored and measured through establishing a national set of KPIs as well as in the development of local noise action plans. In this respect a good example is the CAA's current monitoring of accessibility services at airports which, in its annual report, rates the performance of the UK's major airports. This style of monitoring has focussed airports' attention on performance and has driven improvements in service quality across airports over recent years since the performance monitoring was put in place. No airport wishes to be rated as "poor" or "needs improvement" and is a proven effective management tool.**

**GATCOM also takes this opportunity to remind ICCAN that in terms of airspace and performance information published by GAL, the airport's WebTrak system provides much information and the ability for communities to interrogate the information. In addition to this much information is available on the CAA's website along with the information from 10 other UK airports. This is another excellent source of information - <https://www.caa.co.uk/Commercial-industry/Airspace/Airspace-change/Airspace-information--transparency-about-airspace-use-and-aircraft-movements/> .**

- 9) Are the key activities we identify to help us achieve our goals the right ones? Do you have any views on which activities should take priority over others? To help answer this question, please read ICCAN's draft goals which can be viewed from p.8 of the 'CS document' available to view at <https://iccan.gov.uk/future-aviation-noise-management/>

**GATCOM agrees in principle that the key activities identified will help ICCAN to achieve its goals.**

**ICCAN's performance to date:**

- 10) What are your reflections on ICCAN's establishment, and its work so far?
- 11) Are you confident that ICCAN plays a truly objective independent role in aviation noise management?
- Yes
  - No
  - Not sure

Please could you provide a brief explanation for your response?

- 12) Do you think ICCAN's work has materially helped the way in which decisions about aviation noise are taken?
- Yes
  - No
  - Not sure

Please could you provide a brief explanation for your response?

- 13) Has ICCAN's existence and role given you more or less confidence that aviation noise will be managed better in the future?
- More
  - Less
  - Not sure

Please could you provide a brief explanation for your response?

**GATCOM has welcomed ICCAN's work and its collaborative and balanced approach on a wide range of complex matters associated with aviation noise management and in helping to rebuild trust with communities through its continuous engagement and the various publications it has issued.**

**ICCAN's future role in giving an independent and balanced view will be critical over the next few years. As acknowledged in ICCAN's consultation document communities and individuals have experienced a profound change with quiet skies as a result of the significant and unprecedented impact the COVID-19 pandemic has had on aviation. This will present ICCAN with many challenges in maintaining its credibility and the trust it has started to build up with communities as it is likely that people will experience greater awareness, more sensitivity and less tolerance of aviation noise as aviation activity and demand for travel returns. It is therefore important for ICCAN to manage expectations arising from the temporary change but to also take the opportunity to further influence the way in which the industry recovers to ensure long lasting improvements in noise management and operating practices are secured as part of the sector's recovery plans. GATCOM is confident that ICCAN can continue to materially influence decisions through the provision of guidance, impartial advice and the sharing of best practice.**

**As part of its approach to achieve the aims of the Vision, GATCOM believes that a key priority for ICCAN in ensuring the industry builds back better and greener is to address with the Government the need for a review of aviation noise policies to give greater clarity on aviation noise management, mitigation, noise reduction strategies and performance monitoring.**

Thank you for taking the time to complete this survey.

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Tony Kershaw  
Honorary Secretary

County Hall  
Chichester  
West Sussex  
PO19 1RQ

Telephone 033022 22543

If calling ask for  
Paula Street  
e-mail: [secretary@gatcom.org.uk](mailto:secretary@gatcom.org.uk)



1 December 2020

Dear Sir/Madam,

**CAP 1973 - Economic regulation of Gatwick Airport Limited: consultation on new commitments**

Thank you for providing GATCOM with the opportunity to comment on the CAA's proposed approach to updating the economic regulation of Gatwick Airport Ltd (GAL).

GATCOM, the Gatwick Airport Consultative Committee, is the statutory advisory body for Gatwick Airport and comprises representatives from local authorities, the aviation industry, passengers, business, environmental interests and other users of the airport. We provide a forum for informed discussion leading to the provision of advice to the Government, Gatwick Airport Ltd (GAL), the CAA and other organisations on a wide range of matters concerning the operation and future development of Gatwick.

The CAA's current consultation and deadline for responses does not fall within GATCOM's formal meeting cycle. However initial views of members have been sought on the CAA's proposed approach. This officer response reflects an overview of views and will be reported to the next meeting of the GATCOM Steering Group on 17 December for consideration and endorsement. Should there be any further comments raised by members these will be forwarded to the CAA as soon as possible after the meeting.

The development of GAL's new commitments over the past 18 months has been a key consideration for GATCOM's Passenger Advisory Group (PAG) in helping to ensure the passenger experience and perspective is fully embraced as part of the review, particularly in respect of setting core service standards for passenger facing facilities. The PAG has welcomed the engagement with GAL and its airlines in the review process.

The impact of the COVID-19 pandemic on operations at Gatwick, GAL's business and the aviation industry has been catastrophic and we recognise that traffic outlook for the next regulatory period is likely to be substantially worse than the original assumptions and forecasts made when GAL issued its proposal to the CAA at the beginning of 2020. GAL's commitment to stand by its submitted proposal is welcomed given there is much uncertainty around aviation demand and future operations post COVID. It will therefore be important to keep under review the impact of the new framework as traffic returns as it is essential to ensure that service standards remain fit for the future reflecting the needs of passengers and other users of the airport.

**BY EMAIL**

[economicregulation@caa.co.uk](mailto:economicregulation@caa.co.uk)

## Agenda Item 4 Annex B

Overall, the CAA's approach to updating the current economic regulatory framework for Gatwick is supported but there are some specific points that the CAA is asked to take into account in setting the new regime as set out below:

The CAA's approach outlined in the consultation document which encourages early opportunity to adjust future charges if they are significantly out of line with GAL's operating costs, reduced commercial revenues and outcomes for passengers as a result of COVID-related changes, is supported.

As regards the core service standards (CSS), it is acknowledged that the existing standards are currently suspended given the immense impact of the pandemic on Gatwick's traffic. The reasons for the suspension are understood but there is a need to ensure that as traffic starts to recover steps are taken to re-establish performance monitoring at the earliest possible time. GATCOM has already indicated to GAL the need to give PAG the opportunity to work with GAL and the Gatwick AOC on the resumption of the CSS or, if this is not possible, through exploring other new mechanisms to monitor service standards without adding further cost burdens on the airport.

Looking ahead to the next regime, whilst it is disappointing that GAL's proposal did not put forward an increase for the CSS score for terminal seating, the CAA's recognition that this is an unresolved issue and encourages further discussion is welcomed. The PAG's aspiration is a reporting score of 4.0 for this measure which it hopes can be agreed in the future. In the meantime, the CAA's on-going monitoring of any amber range scores is welcomed and is viewed as particularly important given the uncertainty over the future implications of COVID-19 and the need for social distancing measures within the airport's terminals. The CAA's on-going monitoring will also focus GAL's attention to this important passenger facility.

GAL's commitment to invest in new measurement technology for passenger security queues that will capture a greater proportion of passengers than at present is welcomed. It is important that GAL continues to engage with PAG on new proposed targets and core hours. GATCOM therefore asks that the CAA makes reference to the involvement of PAG in this process, noting that currently reference has only been made to consultation with airlines in the CAA's document.

A matter that is of wider interest and importance to GATCOM's membership is the level at which airport charges are set. As highlighted in GATCOM's response to the CAA's consultation in August 2018, there is a need for the CAA to also take into account in determining the fair price benchmark the environmental consequences of holding down the price of airport charges at Gatwick given the concerns of local communities about the impact of traffic growth on the environment, particularly on the noise climate. There is no reference to this important point in the current consultation document. The CAA is therefore requested to take this into account in agreeing and finalising the new regime.

I trust the above comments can be taken into account. I will write to you again should any further comments be raised by members at the GATCOM Steering Group meeting on 17 December.

Yours faithfully,



Paula Street  
Deputy Secretary

## **GATCOM**

**21 JANUARY 2021**

### **PASSENGER ADVISORY GROUP (PAG) - REPORT FOR THE PERIOD**

**OCTOBER 2020 TO 7 JANUARY 2021**

#### **REPORT BY CHAIR OF THE PASSENGER ADVISORY GROUP**

## **1. COVID-19**

1.1 Due to the continuing effect of Covid-19 PAG continues to work remotely. I am very grateful to the GAL team, in particular to Bronwen Jones (Development Director), for making time to hold regular meetings with me so that I can keep PAG informed of the activity at Gatwick during the pandemic. This arrangement will continue until PAG can return to the airport to monitor services and facilities and conduct business face to face. In addition, PAG working group meetings have recommenced during the last quarter via virtual meeting.

1.2 We appreciate GATCOM's continued acknowledgement of the challenges faced by PAG in monitoring and assessing passenger experience and facilities at this time while we are unable to visit the airport. Despite being unable to progress with the work we had expected to undertake over the last year, PAG remains an enthusiastic advocate for passenger experience at the airport and continues to act as Gatwick's critical friend.

## **2. OPERATIONAL MATTERS**

2.1 GAL continues to respond to the changing advice from Government, often at short notice. The travel corridors scheme initially improved levels of leisure travel however it left the airport vulnerable to short-notice changes in restrictions. We support GAL's lobbying of Government to introduce a testing regime under the 'fit to fly' model, which will provide more predictability and stability for operations and a more reliable process to encourage passengers to fly with confidence.

2.2 The level of daily flights and passenger throughput over the previous quarter can be seen to correlate directly with changes to Government advice on travel and quarantine. At the start of December air traffic began to grow following the end of the second lockdown, however when the new virus strain was identified and tier 4 restrictions came into force this levelled-off, and then began to fall when the third national lockdown commencing early January was announced. 17% of the winter scheduled slots were flown and this is now dropping to approx. 30-50 movements daily, with load factors of 30%. Airlines are dropping or suspending services in response to demand; GAL is responding similarly by aligning its facilities to demand and putting staff and contractors on furlough as needed to safeguard the business.

### **Northern Runway project**

2.3 We noted the information released about the restart of the Northern Runway project and Development Consent Order (DCO) process, and look forward to inputting the passenger's perspective as part of GAL's planned public consultation in late summer 2021.

### **Maintenance**

2.4 Despite the need to minimise expenditure at this time, we were pleased to learn that a number of maintenance tasks have been underway to take advantage of quieter runway usage and terminal footfall whilst operations are reduced.

## Agenda Item 4

### Appendix 2

2.5 Successful capital projects have been undertaken to replace the Voice Control system for pilots communicating with the Air Traffic Control Tower, to replace the Instrument Runway Visual Range equipment measuring the runway's visibility level, to renew the Old Lagoon netting, and take delivery of a new Fire Tender vehicle.

2.6 In the North Terminal installation of a new goods lift has completed which will greatly improve facilities for retailers and restaurants to help them provide a more consistent service to passengers.

### **Gatwick Station upgrade**

2.7 The Network Rail project to upgrade Gatwick station is progressing well and on schedule. GAL particularly noted the flexibility and adaptation to Covid-safe working practices in order to continue working throughout the pandemic, as well as maintaining a very tidy site throughout which is reassuring to staff and passenger perception.

## **3. PASSENGER SAFETY & COMFORT**

3.1 PAG has noted with interest the outcomes of the CAA's Accessibility at UK Airports annual monitoring report for 2019/20 in which Gatwick was rated as "good". GAL has briefed PAG on its aspirations for this coming year to further improve the service it provides to passengers requiring special assistance and is striving to achieve a 'very good' rating for 2021. The annual report for 2021 will be published in 2022. PAG commends GAL's focus and the improvements which have been made to this important service over recent years.

### **Covid testing facility**

3.2 We received an update on the Covid-19 screening centre which opened on 30 November. This is located within the airport's Long Stay Car Park at the South Terminal, which is operated by ExpressTest (a division of Cignpost Diagnostics Limited). Initial challenges posed in setting up the new facility and of the testing requirements have been overcome, as have issues with the booking system which PAG helped to identify and escalate to GAL. We are pleased to see the imminent introduction of a walk-through facility to assist users without a vehicle, as well as the launching of a landside lab for processing tests on-site which can provide same-day results. The current 27,500 test capacity in December is due to expand to approximately 50,000 test capacity in January which will provide readiness for the summer season. PAG support GAL's emphasis that passengers should arrive prepared with their 'fit to fly' test result, rather than aiming to take a test at the airport before departure, as this supports a smoother and hopefully problem free passenger journey.

### **Airport Access Roads**

3.3 PAG welcomes GAL's work on repairing the many potholes on the airport's road system, especially those roads serving the car parks and terminals. GAL has recently trialled a new method for patching potholes which is more efficient and reduces the cost of these repairs by 80%. 216 potholes have been filled and 96 patches completed. GAL will monitor the new method of repair and will compare it with the old, but it is expected it will reduce costs over the longer term and enable more responsive maintenance to the road network at the airport which is encouraging.

### **Forecourt Charging**

3.4 PAG is continuing discussion with GAL on the forecourt charging plans and the issues to overcome in operating the scheme while retaining a friendly atmosphere at the airport. A timeline for implementation of the scheme has been outlined with a proposed 'go live' date at the end of February 2021. PAG notes there will be free access provided for blue badge holders. GAL is consulting and engaging with key stakeholders and interest groups such as local highway authorities, taxis and on-airport hotels. A communication plan is

also being prepared to ensure user groups are informed of the introduction of the new charge, how it will work and the alternative free drop-off facilities in the long stay car park. PAG will continue to input feedback as the scheme develops as well as post-implementation.

### **International Departure Lounges (IDL)**

3.5 In March 2020 300 new seats were purchased by GAL and these were delivered and installed in December. PAG is delighted to hear these have replaced the very tired seating in the North Terminal departure lounge, as well as in immigration and landside arrivals. Removed seating that has slight wear will be re-installed in Pier 5 to replace further tired seating. We welcome this improvement and anticipate it will enhance passenger satisfaction.

3.6 Reduced footfall in the terminals due to Covid restrictions has also enabled GAL to replace 350 cracked floor tiles in the North Terminal IDL and 1,000 in South Terminal IDL, and works have now moved to South Terminal arrivals. This is a worthwhile upgrade which will improve passenger impression and safety.

### **Special Assistance Service**

3.7 Volumes of passengers requiring special assistance have fallen dramatically during the pandemic, with airlines seeing a greater number of no-shows for flights. In addition, significant numbers of passengers requiring assistance are arriving having not pre-booked the service. We were pleased to hear that GAL are working closely with their contractor, Wilson James, on forecasting levels of demand.

### **Arrivals Journey**

3.8 We welcomed the refurbishment and repositioning of the onward travel desks in the South Terminal which will aid a better passenger flow through this connection journey.

### **Service standards**

3.9 Due to the return to lower passenger numbers following the summer period, the core service standards (CSS) were suspended again from 1 November, with the exception of the Pier Service and Runway availability measures. I was reassured that whilst the CSS are suspended GAL's commitment to providing a good service to passengers remains a priority. Regular weekly audits are being undertaken by GAL in partnership with the cleaning contractor to ensure cleanliness; the quality checks are also monitored by Gatwick's Airlines Operators' Committee (AOC) representative and these have shown standards to be exceptionally high.

3.10 We welcome the return of all regulatory core service standards and quality service measures at the earliest appropriate time once restrictions ease and airport operations begin to normalise.

### **Passenger Enquiries**

3.11 Notable trends in passenger feedback over the last quarter include negative comments regarding the Covid testing booking system crashing and bookings failing, as well as increased waiting times in security but we received reassurance that these were isolated incidents and were quickly resolved. Comments were received on the poor quality of IDL seating which will hopefully reduce following the recent installation of new seating.

3.12 An increased number of passenger enquiries has been seen which mostly concern queries on Government travel restrictions, Covid travel rules, and special assistance. Improvements to the Gatwick website have been made to highlight guidance regarding Covid and Brexit to assist travellers.

#### Agenda Item 4

##### Appendix 2

3.13 We were pleased to note the rollout of 'Gail', Gatwick's passenger assistance chatbot in WhatsApp in October and to the main Gatwick website in December. It has received over 32,000 messages in December which shows good public engagement and provides a helpful service for general queries.

#### **4. PAG MATTERS**

4.1 We have begun rebuilding good working relationships and maintain liaison with the new GAL service leads following the restructure of the business and changes to staffing. The PAG working groups have made contact or held virtual meetings to ensure they are briefed on current issues affecting passengers, and creative solutions have been used to enable us to work alongside GAL at this time difficult time to continue our role as the passenger representative and advocate. As the Covid vaccine is rolled-out and once restrictions allow we all look forward to getting back to the airport so we can see first-hand how GAL are operating in the post-Covid world.

#### **RECOMMENDATIONS TO GATCOM**

The PAG therefore recommends:

- 1) That GATCOM endorses and commends GAL's continued effort to improving the special assistance service; and
- 2) That GATCOM supports PAG's role as critical friend to the airport and as the passenger advocate, and recognises its contribution to ensuring a positive passenger experience at Gatwick during the ongoing Covid pandemic.

**SAMANTHA WILLIAMS**  
**CHAIR**

## **GATCOM**

**21 JANUARY 2021**

### **NATMAG - SUMMARY OF ISSUES DISCUSSED**

#### **REPORT BY LEAD MEMBER FOR NOISE**

1. The last meeting of Gatwick Airport Limited's (GAL) Noise and Track Monitoring Advisory Group (NATMAG) took place on 5 November 2020. This meeting covered matters and performance over the past quarter. The unconfirmed minutes of the meeting are available on GAL's website at: <https://www.gatwickairport.com/globalassets/business-community/new-sub-category-landing-pages/aircraft-noise--airspace/natmag/natmag-minutes-draft-august-2020-v4.2.pdf>

2. The key points to note are as follows:

#### **Airspace Office Quarterly Report (Q3)**

3. The airport's flight operations performance over Q3 covering the period 1 July to 30 September 2020 was considered and the complaints analysis reviewed. It is to be noted that between July and September there were 18,425 aircraft movements at Gatwick, a decrease of about 77.5% compared with the same period last year due to the impact of the COVID-19 pandemic. Typically flight numbers during the day had reduced by 80% and during the night period by 90%.

4. In order to show how traffic distribution had changed over recent months, GAL presented a comparison of a typical summer day (24hr period) in 2019 and 2020 for arrivals and departures. This illustrated that on departure, due to lower numbers of conflicting traffic in the surrounding airspace - which would normally mean restricting the climb of Gatwick departures - departing aircraft were gaining altitude much earlier in the climb profile compared with 2019 for both easterly and westerly departures. On arrival, the swathe of aircraft arrivals (using August traffic for the example) was more diverse and the swathe of traffic on 'base leg' had shifted slightly closer to the airport compared with 2019 for both runway directions. For many communities, the quieter airspace and changes in flight profile due to the COVID-19 pandemic has brought a positive impact on noise levels they would normally experience but there were some areas where the distribution of traffic was different to the historic distribution albeit, particularly for departures, the aircraft were at a greater altitude.

5. The direction of operation, which is determined by wind direction, was split 77% on the westerly runway and 23%.

6. The quarterly report is available on GAL's website at: <https://www.gatwickairport.com/globalassets/business-community/new-sub-category-landing-pages/aircraft-noise--airspace/fpt-reports/ao-report---2020-q3.pdf>

#### **Noise Complaints**

7. During Q3 the number of specific complaints recorded were 2,083 and a further 253 generic complaints (a total of 2,336 complaints about aircraft operations) with the vast majority being received via GAL's website (2,052 enquiries) or the Webtrak system (263 enquiries). There were 17 enquiries made via GAL's telephone facility and 4 received via post. The areas with the highest number of individual complaints were Horsham, Billingshurst and Cophthorne.

8. In respect of Billingshurst, of the 16 complaints received, 12 submitted

## Agenda Item 4

### Appendix 3

complaints over a four-day period between 18-21 September 2020. These were all new complainants within The Haven area of Billingshurst who had submitted very consistent content explaining that The Haven was not flown over before the COVID-19 pandemic. GAL has advised that these areas may have experienced routine maintenance flights during the quieter lockdown period.

9. Routine maintenance flights are compliant with Gatwick's noise abatement procedures as they depart using the Standard Instrument Departure (SID) routes along the Noise Preferential Route (NPR) and then once above the top altitude of the NPR are vectored back into an arrival pattern to land at Gatwick at a standard descent altitude. It is understood that the public may be confusing these flights for go-arounds.

10. GATCOM's NATMAG members will look at this area again as part of the next quarterly report review.

### **Night Flights Regime**

11. For the Summer 2020 season, the DfT's movement limit is set at 11,200 movements, and the noise quota limit set at 5,150 QC points. The summer season runs from 0100 hours on 29th March 2020 and ends at 0159 hours on 25th October 2020 – a period of 30 weeks. NATMAG received a mid-season report to week 27 (29 March to 3 October 2020). At that time only 5.9% of the Quota Points and 9.8% of the Movements Limit had been used. Also, no dispensations had been granted at the time of reporting.

12. In respect of the current Winter Season, it should be noted that GAL has scheduled a number of Royal Mail flights to operate during the night period to assist with the delivery of mail for the Christmas period. This is a new occurrence for the Winter 2020/21 period and is not confirmed for future winter seasons. They have been scheduled to operate during the winter period due to the greater availability of night slots compared with the summer season.

13. The DfT's [Stage 1 consultation](#)<sup>1</sup> on the night flights regime and future policy was issued on 2 December 2020. The DfT will make a presentation on the consultation at the GATCOM meeting.

### **Go-arounds**

14. The number of go-around activities continues to be monitored. GATCOM's NATMAG members raised concern that the percentage of go-arounds recorded between January and September 2020 remains quite high (0.52% of all arrivals) despite the reduction in air traffic movements due to the COVID-19 pandemic. NATS and ANS continue to monitor go-arounds regularly. An update will be provided at the next meeting on the go-around activity during the winter season.

### **Continuous Descent Operations (CDO)**

15. GAL's key monitoring indicators showed a slight decline in Continuous Descent Operations (CDO) achievement performance (for daytime and core night time) compared to the previous 12 months performance. NATMAG agreed that Gatwick's Flight Operations Performance and Safety Committee (FLOPSC) should be used as a forum for addressing poor performing airlines to encourage better performance for the future.

### **ILS Joining Point**

16. The joining point performance update provided by NATS gave details of the distribution of traffic across the ILS extended centre-line and where aircraft were joining the ILS within 8NM. The Airspace Office will continue to monitor and report the ILS joining

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<sup>1</sup> <https://www.gov.uk/government/consultations/night-flight-restrictions-at-heathrow-gatwick-and-stansted-airports-between-2022-and-2024-plus-future-night-flight-policy>

point distribution data but also advised that as the join to the ILS was more a safety feature relating to the stabilised approach of aircraft to the runway, the monitoring and reporting on the distribution of aircraft along the ILS will continue but that incidents of aircraft joining the ILS inside 8NM will be followed up at FLOPSC (as the competent safety body) with NATS. Although NATMAG agreed to pass the monitoring onto FLOPSC as the appropriately qualified forum for discussing safety, GATCOM's NATMAG members emphasised that the joining point performance is also noise abatement matter.

### **END Noise Action Plan**

17. As reported to the last GATCOM meeting, the Environmental and Amenity Groups' representative (GACC) had provided a detailed analysis of GAL's stated progress on the END Noise Action Plan. In advance of the NATMAG meeting, GACC's analysis was considered in detail by GATCOM's local authority NATMAG members and their supporting environmental health officers and GATCOM's independent technical adviser alongside the END Noise Action Plan actions and GAL's progress report. There were some actions progress where members agreed with GACC's view and some where they agreed with GAL's response and a couple where they had a different view altogether.

18. NATMAG discussed GAL's assessment of, and recommendations in relation to, the reporting methodology and format on the basis of feedback from GACC and GATCOM's NATMAG members and given there were wider and more fundamental issues to be addressed in the reporting format further discussions took place at a separate meeting following NATMAG. The outcomes of that meeting have been reported to the GATCOM Steering Group and the recommendations to GATCOM are presented at agenda item 8.

19. It has been a very useful exercise and has made everyone think more about the progress reporting which helps the review but also in formulating subsequent NAPs in the future. Members really appreciated the work of GACC in giving detailed consideration to the progress on actions and that of GAL in responding to the analysis.

### **Airline Noise Performance Table**

20. GAL updated NATMAG on the development of the Airline Noise Performance Table (formerly known as the Airline Noise League Table). This is still work in progress and forms part of the Noise Management Board's (NMB) workplan. GAL will include the table in the Q4 2020 Airspace Office quarterly report which will be published in February 2021.

### **Airspace Modernisation - FASI-South Project**

21. An update was provided on Future Airspace Strategy Implementation - South (FASI-S) which has been paused due to COVID-19. Gatwick, along with the other FASI-S sponsors, is awaiting a response to a funding request from the Treasury to restart the program with the CAA. It is anticipated that if funding is agreed that FASI-S can be restarted at the beginning of 2021.

22. Since the NATMAG meeting the CAA has published its [Airspace Modernisation Progress Report 2020](#)<sup>2</sup>. The report provides an update on governance, policy and regulatory process since the publication of the CAA's airspace modernisation strategy and also provides a summary of current delivery plans and the CAA's assessment of progress towards completion of each major initiative. Details are given on the current status of the FASI-South project ([see initiative 4 on pages 18-25 of the CAA's report](#)).

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<sup>2</sup>[https://publicapps.caa.co.uk/modalapplication.aspx?appid=11&mode=detail&id=9990&mc\\_cid=a33f4e50db&mc\\_eid=04771e7b05](https://publicapps.caa.co.uk/modalapplication.aspx?appid=11&mode=detail&id=9990&mc_cid=a33f4e50db&mc_eid=04771e7b05)

### **Ground Noise Report**

23. The usual full ground noise report has been interrupted due to the lack of resources at the airport as a result of the COVID-19 pandemic, coupled with the recent job losses as a result of the voluntary staff redundancy scheme. GATCOM's NATMAG members have asked GAL to ensure the usual performance monitoring report is resumed as soon as possible.

24. It was highlighted that some aircraft, such as the Boeing 787 Dreamliner, had been leaving their Auxiliary Power Units (APU) running during the turnaround period between flights in order to keep the HEPA (high-energy particulate air) filters running for the aircraft air conditioning. This is so filtered cabin air using the aircraft air-conditioning and HPAC (high performance activated carbon) filters can be operated. Members are asked to note that a new Gatwick Airport Directive which included details of APU dispensations due to COVID-19 had been issued in during the summer months. NATMAG agreed that any future APU dispensations due to this reason needed to be included in the ground noise summary.

### **Flight Operations Performance & Safety Committee (FLOPSC)**

24. NATMAG members have a reciprocal arrangement with FLOPSC to attend meetings to ensure linkages and understanding between GAL's flight performance management groups. As Lead Member for Noise, I attended the last meeting on 25 November. Cllrs Lockwood and Salmon also attended as observers.

25. The topics discussed included the distances recorded by ATC for CDO, the changes to Route 4 that would come into effect on 25 February with aircraft operating with RNAV overlays of the conventional route, the upgrading of the Dover and Clacton SIDs (but there will be no change to flight paths), go around data which FLOPSC will continue to monitor, the ongoing issues on ILS joins inside 8nm and the proposed Airline Noise Performance Table.

### **NATMAG's key messages to GATCOM are:**

- NATMAG was provided with an update on the DfT night noise consultation which will begin at the end of November 2020. In summer 2021, stakeholders will be given the opportunity to comment on the consultation once the proposal has been published.
- A further meeting, separate to NATMAG, will take place with the Lead and Deputy Lead members for noise, the Environmental Health Officers and the Independent Technical Advisor to GATCOM in order to discuss in detail the outcomes of the recent reviews of the END Noise Action Plan Progress Report.

**Mike George**

**GATCOM Lead Member for Noise**

## GATCOM

21 JANUARY 2021

**NMB REPORT: 15 OCTOBER TO 1 JANUARY (PLEASE NOTE THE NMB IS NOT FORMALLY A SUB-GROUP OF GATCOM BUT AN INDEPENDENT BODY, SPONSORED BY GATWICK AIRPORT).**

### **REPORT BY CHAIR NOISE MANAGEMENT EXECUTIVE BOARD (NEX)**

1. Since the last GATCOM, the Noise Management Executive Board (NEX), the NMB Delivery Group (NDG) and annual public meeting have taken place on 21 October, 18 November and 3 December respectively.
2. The key points for GATCOM members to be aware:
  - **Build Back Better:** The focus of the first NEX was two fold: To hear the priorities of the Noise Community Forum's (NCF) participants through their representatives on the NEX and to hear from industry and organisational NEX members where they might be able to make offers against those priorities. The objective was then to start building a logical framework workplan (logframe). This was set in the context of Building Back Better, given the pandemic had led to a reduction in noise from aircraft in and around Gatwick to a level not heard for decades with the key question about how to ensure noise was kept low as the aviation industry recovered.
  - **NCF priorities:** The 2 Community Noise Group representatives helpfully constructed a table of the 26 CNG priorities, merged into a total of 18. On the back of these the Council representatives also commented. The first half of the meeting was focused on listening to these, with extra time allowed to ensure all had heard and understood them.
  - **Industry & Organisational Offers:** In the second half a number of industry and organisational members gave their views, including where they could make pledges immediately and where they might need to reflect internally. Given the large number, not all the priorities were able to be examined fully during the meeting and, following concerns from CNG representatives and subsequent consideration of those by the NMB co-Chairs I wrote to all NEX stakeholders asking for offers which they may not have had time to make at the NEX.
  - **Construction of the draft logframe:** Following the offers, my NMB co-Chairs and I constructed a draft logframe, with assistance from the NMB Secretariat. A logframe is designed to ensure proper follow through by examining the overall goal, the outcomes needed to fulfil the goal and the outputs and initial activities needed to reach those outcomes. Against each of these a target date is put. At each level verification sources are examined and risks and assumptions laid out. I suggested a logframe given the previous NMB workplan did not distinguish between real outcomes in support of reducing noise and lower level activities, outputs and metrics.
  - **Key outcomes in the draft logframe:** the current draft logframe divides the outcomes into 4 broad categories – procedural influences, procedural changes, influencing governmental and regulatory change and promulgating information to help noise-informed decision making. There are 11 current outcomes ranging

from an airline noise performance table, which is expected to be published from quarter 1 of this year, to the optimisation of landing gear deployment, for which the final target date is the end of 2022. The draft logframe has been shared with NMB members and will be debated and revised over the next couple of months before being adopted by sufficient consensus. I shall be seeking further commitments and offers from NEX members and speaking with them what can be done to improve timescales.

- **GATCOM & Night Noise:** An important part of GATCOM's focus on noise will be the outcome of the Night Flights Review workshop that was agreed should take place at the last GATCOM meeting. Night noise was placed top of the CNGs' list of priorities. Although there is no formal relationship between GATCOM and the NMB, the relevant Chairs sit on each other's Committees and so an NMB focus on night noise is currently limited to a reduced night noise trial, which is waiting for CAA examination and approval (which in turn has been delayed by CAA staff shortages).
- **Annual Airspace & NMB meeting:** Gatwick publicised the annual Airspace & NMB meeting, which was held online due to the current Covid-19 pandemic. Around 100 people attended and questions were taken both in advance and live in the chat function on the day. Unfortunately, this allowed for less direct discussion than previous years and should the online format be used once again next year I would propose a reform of the format. Nonetheless, a number of questions from the public were answered in the time available, including many of those tabled in the chat function.

**3. Next steps:** There have been some initial responses from NMB members to the draft logframe. These include: concerns around the format, which includes more data for transparency reasons and is therefore more complex; concerns around the content, which currently includes only those NCF priorities where offers have been made; and questions around target timing. Given the controversy around noise and the deeply held views of stakeholders this has not been a surprise. In order to try to meet and resolve these concerns my co-Chairs and I are doing the following: seeking further stakeholder views on the format and seeing what we can do to adjust it to a simpler format, which is easier to understand, whilst not compromising the rigour within the current draft logframe; and seeking further stakeholder views on both that and on the content that it contains (and does not yet contain), including timing, through a special NMB workshop on 10 February. We hope that this way forward ensures that the NMB's focus is on making real progress (rather than process) on noise reduction as Gatwick builds back in 2021.

**JONATHAN DREW**  
**NEX CHAIR**

# CEO REPORT FOR GATCOM

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OCTOBER – DECEMBER 2020

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Gatwick Airport Limited  
Stewart Wingate, CEO

YOUR LONDON AIRPORT  
*Gatwick*

# Airport & Operations

The impact of **COVID-19** continues to significantly affect traffic and passenger numbers. During October we continued to see changes to the UK safe travel list with routes including Turkey and Italy removed, but with some Greek islands and the Canary Islands added to the safe list. Airlines were quick to react to the changing restrictions and added additional services and capacity to the schedule within 24hrs allowing travelers to head off for some autumn sun. The introduction of a second national lockdown for the UK in November (04 November to 02 December) however caused many airlines to temporarily suspend operations or reduce to a skeleton operation for the duration of the lockdown.

As the UK exited its second national lockdown, outbound demand was strong for many services, with average departing loads above 70% for the first time since February. This was largely driven by the Canary Islands and long-haul Caribbean routes, which were at the start of the month restriction free. The Canary Islands were then removed from the UK safe travel list on 12 December, forcing many passengers to cancel or amend their travel plans.

Demand was then significantly impacted from the 21<sup>st</sup> December following the UK Governments announcement of a new more virulent strain of Coronavirus being detected in the UK and spreading through the country. This announcement led to many countries worldwide closing their borders and denying entry to travelers from the UK. By lunchtime on 22<sup>nd</sup> December, 36 countries had issued NOTAMs placing restrictions on entry, these restrictions ranged from full flight bans, to restricting entry to residents and nationals only. Subsequently many airlines had to cancel passenger services to these regions for the remainder of the month apart from repatriation services.

These border closures, combined with the majority of the South East of England entering tier 4 restrictions, limiting travel to essential reasons only, caused a significant drop in passenger volumes.

Effective Date	Added to safe travel list	Removed from safe travel list
03 Oct		Turkey, Poland, Caribbean Islands (Bonaire, St Eustatius, Saba)
10 Oct	Greek Islands (Lesvos, Santorini, Serifos, Zakynthos)	Italy, San Marino, Vatican City
18 Oct	Crete	
25 Oct	Canary Islands, Denmark, Maldives, Mykonos	Liechtenstein
01Nov		Cyprus, Lithuania
06Nov		Denmark (Full travel ban)
07Nov		Germany, Sweden
14Nov	United Arab Emirates, Iceland, Qatar, Bahrain, Chile, Cambodia, Laos, Turks & Caicos	Greece (Except Corfu, Crete, Rhodes, Zakynthos, Kos)
21Nov	Israel, Jerusalem, Namibia, Rwanda, Sri Lanka, Uruguay, Bonaire, St Eustatius &	

	<b>Saba, Northern Mariana Islands, US Virgin Islands</b>	
<b>28Nov</b>	<b>Aruba, Bhutan, Timor-Leste and Mongolia plus the Pacific islands of Samoa, Kiribati, Micronesia, Tonga, Vanuatu, and the Solomon Islands</b>	<b>Estonia, Latvia</b>
<b>12Dec</b>	<b>Botswana, Saudi Arabia</b>	<b>Canary Islands</b>
<b>19Dec</b>		<b>Namibia, Uruguay, US Virgin Islands</b>

The Government’s ‘test and release’ system came into operation on 15<sup>th</sup> December - reducing self-isolation restrictions for those arriving from non-exempt destinations, including the Canary Islands - if they have a negative result from a COVID-19 test after five days. This was in addition to the Government announcement that overall quarantine time reduced from 14 to 10 days. It’s unfortunate that the reduction in overall quarantine time which would give passengers more confidence in flying to destinations not on the travel corridor list – including the Canary Islands – coincided with the Tier 4 travel restrictions.

***Gatwick continues to work with government on the aviation recovery plan expected in early 2021 to help put in place the right measures for the aviation sector to recover in the short to medium term.***

A **COVID-19 screening service** launched at Gatwick Airport at the end of November. The site, located within the airport’s Long Stay Car Park at the South Terminal, offers a fast, accurate and lab-analysed PCR swab test. The facility, run by ExpressTest, is for air passengers who may require a valid, negative COVID-19 test certificate for destinations requiring one from up to 96 hours before travel, with passengers needing to check with travel providers that the test meets the specific requirements destinations ask for. It will also help those who may simply want extra assurance that they are not currently carrying the virus. (Anyone with recognisable COVID-19 symptoms will still need to use an NHS testing facility.) Air passengers and any employees based at Gatwick Airport will be charged a subsidised rate of £60 to use the screening service, whilst it will also be available for the general public for £99.

On the first weekend of launch over 37,000 people logged onto the website to book a test. This high level of demand did cause some early teething issues particularly as the centre opened with only 50% capacity available. All customer services issues were resolved within two weeks with new servers brought on board and more customer service lines put in place. In its first week over 900 tests were completed and the facility is now running at 100% capacity and had bookings for 90% of its capacity for the whole of December. ExpressTest was approved by the Government on 19 December as a recognised provider for post arrival tests which allows travellers to reduce any necessary quarantine time.

Gatwick has invested in expanding its successful **UV light treatment of security trays**, helping to protect passengers. Following the successful launch of the initiative in September, when Gatwick became the first UK airport to treat security trays with enough UV light energy to guarantee a 99.9% microbe disinfection rate, additional security lanes in Gatwick’s North Terminal have now been fitted with the technology. The expansion

of the system, provided by Smiths Detection, ensures all passengers can travel in the reassurance of Covid-free security trays – a ‘high-touch’ surface area - with laboratory testing demonstrating the UV light energy reduces the spread of coronaviruses such as COVID-19 and SARS. Gatwick and other airports have already deployed other anti-viral systems, such as coatings sprayed on to trays, however this protection dissipates over time whereas this new system treats every tray just before use – ensuring maximum protection and a reduced risk of passing on infection.

The **companywide organisation restructure** was concluded at the end of October. Employee representatives put countless hours into the consultation process. Around 150 people volunteered to leave the business which reduced the number of people required to leave on a compulsory basis. Around 450 people were confirmed as redundant and around 1,400 who were at risk of redundancy were told their role was no longer at risk. Those leaving the business did so by 31 October and have access to funded, independent support from Gatwick for legal advice, independent financial advice and outplacement service. The outplacement service will provide career coaching for 1:1 support, expert help at looking for work, possible career changes – such as becoming self-employed - help with a CV, presentation skills and job leads. They have also been able to join a register of interest in future employment opportunities at Gatwick.

The business worked hard to preserve just over 1,800 jobs, even though based on current passenger and air traffic numbers only 600 people are needed to keep the airport operational. The extension of the Government's furlough scheme until April 2021 has been welcome given that low passenger numbers mean there is still not enough work for all those that remain. Therefore, from November through March, not everyone will be required to work their full contractual hours every month.

The CAA released its **accessibility report for 2019/20** in December and although it primarily covers the pre-pandemic period April 2019 to March 2020, the Executive Summary also refers to the industry response to COVID-19. We have prioritised the safe and efficient delivery of our PRM service during the pandemic and as specifically noted by the CAA in the report, Gatwick took pro-active steps including providing additional seating for disabled and less mobile passengers and installing Perspex screens in PRM buggies to aid social distancing. For the period covered by the report, Gatwick was classified as delivering a ‘good’ PRM service. Whilst the PRM service data Gatwick collected and provided supported a ‘very good’ ranking, the CAA have requested further assurance of the data collection system (as they did with a number of airports) and we will work with them to provide this.

In early October Gatwick announced plans to introduce a **passenger drop-off charge in 2021**, in line with measures set by other UK airports for many years. This was followed by Heathrow announcing similar plans in November. Since the announcement, NCP have been contracted to supply the technological solution for the ANPR-based system and the online payment portals. Detailed design is almost complete and work is underway to develop the signage required to inform drivers of the new charges. The project team have been undertaking extensive engagement with stakeholders, airport-based businesses and user groups to take on their feedback, comments and suggestions and build this into the final scheme. We have confirmed that Blue Badge holders will have the charge waived and a process is under development to enable this. There will be a Local Commuter Scheme in place for people living close to the airport in areas with very limited public transport to have access for a £50 annual charge which permits 2 visits per day. Further details will be released in the new year as part of an extensive communications plan. The charge is programmed to launch in late February.

On 9th October Gatwick held the first virtual **Transport Forum**, bringing the annual event online. Stewart Wingate introduced Gatwick's new Chief Commercial Officer, Jonathan Pollard, and updated stakeholders on the impact COVID-19 has had on the business, workforce and traffic. Jonathan outlined the airport's plans to

introduce a drop-off charge on our passenger forecourts to reduce Kiss and Fly mode share and to help the airport's recovery from the COVID-19 crisis. Tim Norwood and Emma Rees covered the latest achievements under the Decade of Change and key surface updates, including progress on the station redevelopment.

Following the agreement on the **UK's future relationship with the EU**, very little will change for UK passengers or cargo going through EU airport security procedures, and vice versa. UK and EU scheduled and non-scheduled airlines will continue to be able to fly directly between the UK and EU without restriction (so-called 3rd and 4th Freedoms), and the UK and EU Member States will be allowed to enter into bilateral arrangements to permit scheduled and non-scheduled all cargo 5th freedom services (the right for a UK airline to fly from a point in a Member State to a third country as part of a service with the origin or destination in the UK, and equivalent rights for EU airlines). The UK and the EU have also agreed to cooperate in future on the development of aviation security measures and the recognition of security requirements, helping to minimise administrative burdens for regulators and operators. From 1 January 2021, EU, EEA and Swiss citizens will continue to use e-passport gates and the existing queuing arrangements. However, UK travelers in the EU will face further checks as the UK is reclassified as a third country, and the government advises all travelers to check official advice before travelling (changes may include visa requirements, showing proof of return, passport validity etc.)



Passengers can now chat with **GAIL, the Gatwick chatbot** straight from the [Gatwick website](#). At the bottom right hand of the screen a small speech bubble icon, which once clicked on will begin your chat with GAIL. She will help answer queries relating to flight information, shopping, dining or general FAQs, giving passengers the same seamless user experience as on Whatsapp, Apple chat and Facebook messenger.

## Investment

In December 2020, we wrote to a number of local authority Leaders and CEO's explaining the **Northern Runway Project** was restarting after being temporarily paused in the spring due to Covid-19. The project will seek Development Consent, via the 2008 Planning Act, for a dual-runway operation using the existing Northern Runway in tandem with our main runway. Despite the fact that passenger numbers are still low and may continue to be so for some time to come, we believe that progressing with our application to deliver long-term growth and added resilience at Gatwick is the best way to secure the airport's long-term future and the earliest return to it being the economic heart of our regional economy, with all the benefits for local employment and livelihoods that this will bring.

Work will now commence to prepare for a public consultation in the summer of this year, in which all residents and stakeholders will be able to give their views on the schemes proposals. Following the conclusion of this

consultation, and after carefully considering all the feedback received, we would expect to submit an application to the Planning Inspectorate for Development Consent sometime in 2022. As part of the project restart we will be re-engaging with the Local Authorities and other stakeholders, to ensure that they are kept informed of the project's progress and are able to engage effectively with the consultation materials which will be produced. We look forward to working constructively with them again in the following months.

At the end of September, the project team of the new **Gatwick station development**, battling strong winds, successfully installed a new crane in the compact work site behind platform 7. This was a major milestone for the project as it will enable the construction of the new station concourse above platforms 5, 6 and 7. Stage 2 of the project, originally due to start on 3 January 2021, was brought forward to 1 November 2020 by constructing a temporary platform 7. On 2 November, Henry Smith, MP for Crawley, joined senior members of the project team and partner representatives on site to see the huge achievements so far and the first services through the reopened platform 7. Platforms 5 and 6 are now out of use and demolition works have started on the overbridges. The platforms are due to return to operation in May 2022 with the completion of platform works. The project is on track to complete in 2023. In recent weeks the Gatwick project site office opened with appropriate Covid-19 measures in place. This provides increased capacity for the team in addition to the individual welfare cabins which have been in use since the start of the pandemic.

## Environment

During the fourth quarter we continued our core noise, air quality, water quality, waste and biodiversity stewardship programmes, and continued to meet our s106 Obligations.

In November 2020, Gatwick was invited to participate in the Government's **Sustainable Aviation Fuels Delivery Group** which is part of the Jet Zero Council.

In December 2020, we participated in the annual meeting of the **Joint Local Authorities Group on Air Quality**. Gatwick provided an update on the 2020 air quality monitoring programme, continuation of FEGP provision, forward planning on electric infrastructure, and policy dialogue on sustainable aviation fuel.



The end of October saw the completion of works by Protech Engineering to **re-net the old lagoon**. The lagoons are critical to how the airport manages water levels and flooding around the airport and the treatment of pollutants that are produced during the winter months from de-icing.

The lagoons also represent a risk for our wildlife management procedures as uncovered watercourses can attract flocks of large birds. The lagoon has been re-

netted to discourage waterfowl from gathering in this area, which is under the flight path. Heavy rains were a

challenge, but the use of tracked cherry pickers allowed the team to complete the installation which included replacing 66,000m<sup>2</sup> of netting and over 90,000 hog rings to fix the net to the cables.



Gatwick airport is home to one of under 100 breeding pairs of **Black Redstarts** in the UK and our Biodiversity Advisor and Gatwick Greenspace colleague were lucky enough to spot the male near Ashdown house just before Christmas. At a glance this little bird could easily be dismissed as a robin but with so few in the UK, getting a few pictures was a very positive end to 2020.

## Airspace & Noise

The first meeting of the **Noise Management Board Executive Board (NEX)** took place on 21 October. This was originally scheduled to take place in March; however, it was postponed due to the impact of Covid-19. The NEX was attended by representatives from easyJet, NATS, ANS, GATCOM, NaTMAG, GAL, CAA, DfT and the NMB Community Forum (NCF) (which had met in September). Representatives of the Independent Commission on Civil Aviation Noise (ICCAN) attended as observers. The focus of the meeting was to discuss a workplan of noise reduction initiatives. The meeting heard the thoughts and views of the NCF, following which the meeting discussed possible actions that the NMB could take to help address particular topics.

The fourth meeting of the **Noise Management Board Delivery Group (NDG)** took place on 14 November. This is the first time the group had met since March. The meeting was attended by representatives from easyJet, NATS, ANS, GAL and the CAA. The focus of the meeting was to discuss each of the noise reduction initiatives proposed by community noise groups and to begin developing SMART criteria in the context of the NMB's Guiding Principles and availability of industry resources in this challenging period. These discussions informed the creation of a draft logical framework (workplan) which has since been circulated to NMB members, with a request for comments by 4 January 2021.

The **Annual Airspace and NMB Public Meeting** took place virtually on 3 December. Gatwick provided business and airspace updates which were followed by briefings from the three independent Co-Chairs of the NMB – Graham Lake, Chair of the NDG; Warren Morgan, Chair of the NCF; and Jonathan Drew, Chair of the NEX. Questions were received in advance and during the live presentations. Over 80 participants joined the Webinar.



As part of its **Post Implementation Review (PIR)** of the Route 4 2012 airspace change the CAA required GAL to remove the temporary Route 4 satellite-based departure routes - RNAV1 Standard Instrument Departures (SIDs) - that were introduced on 26 May 2016. In accordance with the requirements set out in CAP 1912, GAL has developed a plan with our air traffic service providers, 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.

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 regulatory process it is not possible to predict the variations in aircraft track that may result.

The change is due for implementation on 25 February 2021. Nuances in the adjustment of the complementary conventional SIDs and the need for NATS and Eurocontrol systems adaption and testing drive the timeline. The related regulatory work has been completed. The relevant changes to the UK Aeronautical Information Publication were submitted for publication in November, in line with the planned timeline. Work is now under way on updating air traffic control systems and procedures and sharing the details of the change through the relevant training and communication channels.

### Noise & Track Keeping Performance Data

Parameter		Quarterly Performance	
		Q4 2020	Q3 2020
Track keeping performance (% on track)	▼	97.87%	98.42%
Core Night CDO (% achievement)	▼	83.97%	91.96%
Day/Shoulder CDO (% achievement)	▼	87.27%	92.47%
24 Hour CDO (% achievement)	▼	87.03%	92.43%
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 (%)	-	80/20	73/27

*The arrows show either an improvement or reduction in performance compared to the previous quarter and the red and green status shows the figures compared to the END 2011 baseline. The figures for CDO and track keeping have declined since the previous quarter; during this assessment period there was a significant reduction in the number of flights largely due to the national lockdown between 5 November and 2 December 2020. This performance data is shared with the airlines operating at the airport and the air traffic control service providers by Gatwick's Airspace Office as part of the process to help facilitate performance improvement.*

## Community



In 2019 Gatwick became a member of the **London Benchmarking Group (LBG)** to demonstrate its commitment to delivering, measuring and reporting on Corporate Community Investment. LBG provides a robust and credible framework which measures the real value and impact of corporate community investment to both business and society. The consistent approach applied by all LBG members facilitates benchmarking amongst peers, competitors and sectors.

In 2020 Gatwick submitted data for 2019 on its community contribution, for internal circulation among LBG members and achieved the Benchmark in December following verification.

Following the last session of our online community engagement events “**Gatwick keeping in touch with the community**”, feedback from attendees on the value of the events has been overwhelmingly positive. There is clearly value in maintaining this engagement programme with local community representatives and we will look to refresh and launch again in early 2021.

Following the successful launch of the Gatwick sponsored **EYE (Eco, Young and Engaged) Project** in 2019, the 2<sup>nd</sup> Gatwick Area EYE Eco-Summit was hosted virtually in November with the theme of alternative energy. Reaching out to schools and pupils across West Sussex to spread knowledge through learning and participating in sustainable issues, the Project works to assist young people and schools that want to make a difference to their environment. Gatwick Greenspace Partnership who would usually run face to face workshops through the day prepared an online mini-meadow creation workshop helping them to engage with multiple schools even during lockdown.

We have been supporting the **Sussex Heritage Trust** and its annual Awards for 6 years as the platinum sponsor. The Awards are designed to recognise and reward the highest quality conservation, restoration and good design of newly built projects, while encouraging the use of traditional skills and crafts. For their virtual ceremony this year we provided a video of Bronwen Jones, Development Director talking about our sponsorship and the importance of keeping the Heritage of Sussex alive for future generations.

Gatwick's sponsorship of the **Crawley Community Awards** meant that local heroes had their chance to be recognised, including People & Wildlife Officer, Tom Simpson of the Gatwick Greenspace Partnership for his work for the environment.

## Local Economy

We have continued to actively engage with local authorities, business groups and regional economic partnerships to help support collaborative efforts to drive **economic recovery**. Our focus has been on understanding the issues; sharing insight; and supporting action wherever we can. Ongoing engagement and discussion is focused around building back better and stronger, with local and regional stakeholders adopting similar overarching approaches to the current economic challenges.

The work in this quarter has included engagement with the following stakeholders:

- Crawley Local Economic Recovery Task Force and Town Deal Executive Board (and Skills Sub Group)
- West Sussex County Council draft Economic Reset plan workshops
- Surrey County Council's Post-Covid Recovery report launch with University of Surrey
- Coast to Capital LEP and Skills 360 Board
- Gatwick Diamond Initiative and Institute of Directors
- Gatwick Diamond Business
- Manor Royal BID
- We have participated in events with HSBC, Develop Croydon and Sussex Chamber of Commerce, sharing updates on Gatwick and understanding key issues for local businesses
- In collaboration with Costain, Network Rail, Coast to Capital LEP and the FSB, Gatwick hosted a virtual supply chain event for local businesses around potential opportunities arising from the Gatwick Station Project.
- We continue to engage with local partners representing the hard-hit visitor economy across Sussex, Surrey and Kent together through leading the Gateway Gatwick partnership

We have been pleased to support work by the DWP as they progress development of a dedicated employment support hub at the airport. Unite have also created an online community hub, signposting those recently unemployed or at risk to a wide range of resources. Both services will provide vital support to both airport workers and people impacted in the wider community.

**GATCOM****21 JANUARY 2021****DFT CONSULTATION: NIGHT FLIGHT RESTRICTIONS  
PROCESS FOR GATCOM'S CONSIDERATION****REPORT BY SECRETARIAT****SUMMARY**

This paper gives details of the DfT's stage 1 consultation on the night flights restrictions and the suggested process for considering GATCOM's response to the consultation. GATCOM is asked to agree the proposed process set out in paragraph 2.3.

**1. INTRODUCTION**

1.1 On 2 December the Government published [stage 1 of its consultation on the night flights regime](#). The stage 1 consultation covers:

- **Consultation on a proposal to maintain the existing night flights regime at designated airports for 2 years, from October 2022 to October 2024** - This would mean that the existing movements limits (3,250 Winter Season & 11,200 Summer Season) and noise quota allowances (1,785 Winter Season & 5,150 Summer Season) in place at Gatwick remain unchanged between October 2022 and October 2024. The existing night noise objective would also continue to apply to the night period (23:00 to 07:00). The only change as part of the proposed extension is that the DfT is proposing to place an operational ban on QC4 rated aircraft movements between 23:30 and 06:00.

The two year's extension will allow time for the impacts of the pandemic on the aviation industry to be understood and for evidence to emerge that can support longer-term policy changes. The DfT needs to publish its decision on the proposed extension in Summer 2021.

- **Revising the night flight dispensation guidance** – following the DfT's review of the criteria for dispensations, whilst the Government does not have significant concerns relating to how airports have used the process for dispensations, it believes the dispensation process could be more transparent and is proposing to refine the government's guidance and future AIP, to provide better clarity through:
  - greater scrutiny at the airport's noise and track keeping group (at Gatwick this is NATMAG)
  - provide guidance to airports on the information it expects them to share with the public, including a proposal that they publish this data on their website
  - implement periodically reviews of night flight dispensations, to assess compliance as well as opportunities to further improve the process. This could be commissioned from the Independent Commission on Civil Aviation Noise (ICCAN) or the Civil Aviation Authority (CAA).

The DfT will use responses to revise the guidance for airport operators and will publish the revised guidance before October 2022.

- **The structure of the night flight restrictions at the designated airports beyond 2024** – the Government is seeking views and evidence on the potential options for a future regime in the longer-term. The proposals put forward for consideration include: length of the regime, the QC system categories, exemptions and baseline, the night quota period, future movements and noise quotas, unused allocations during seasons and carry over limits, the national noise and night noise policy, and airport designation.

## Agenda Item 6b

The DfT has advised that responses to this part of the consultation will not be considered as part of the intended October 2022 to October 2024 regime, but will help to provide the Government with considerations for the night flights regime beyond October 2024.

1.2 The consultation period runs until 3 March 2021. There are 77 consultation questions which are reproduced in Appendix 1 for information. A representative from the DfT will give an overview of the consultation proposals at the meeting. This will give members' an early opportunity to ask questions about the stage 1 proposals.

1.3 The Government aims to publish the stage 2 consultation in 2022 which will set out firm proposals for the designated airports beyond 2024.

## **2. PROCESS FOR GATCOM'S CONSIDERATION**

2.1 The question of the night operations at Gatwick is a sensitive matter for the Committee to address given the differing, and often conflicting, views across GATCOM's membership on the Government's night flights policy and regime. Over the years GATCOM has acknowledged that some member organisations wish to see a complete ban on night flights, others wish to see a much tighter night flights regime to bring about an improved night noise climate for local communities, and others who wish to see an active night flights market to boost economic growth, enhance global connectivity and markets served as well as offering greater choice for passengers.

2.2 In developing GATCOM's response to the consultation there is a need for all members to have mutual respect for the varied and differing views across its membership. GATCOM's aim in responding to the consultation will be to strike a fair balance between protecting local communities from excessive aircraft noise and the associated health impacts and the needs of the industry and businesses where they are of benefit to the regional and national economy. It is important that any future regime results in a continual improvement to the night noise climate through a combination of measures.

2.3 Given the importance of this consultation and the need for GATCOM member organisations to consider the detail of the proposals within the timeframe of the consultation period it is suggested that the following process for consideration be agreed.

21 January – GATCOM:

- DfT presentation outlining the consultation
- Agree process for consideration

3 February P.M. – GATCOM workshop for all GATCOM members and support officers:

- GAL Presentation on usage of existing regime and any significant issues for consideration from the GAL perspective
- Member discussion on their organisations' views
- Identify common themes for inclusion in suggested GATCOM response

25 February P.M. - Special meeting of GATCOM. One item meeting to consider and agree the Committee's response to the night flights stage 1 consultation.

## **RECOMMENDED**

That the process for agreeing GATCOM's response as set out in paragraph 2.3 above be agreed.

**PAULA STREET**  
**GATCOM SECRETARIAT**

**DFT NIGHT FLIGHTS CONSULTATION  
FULL LIST OF QUESTIONS**

Questions 1 to 5 ask for personal details, organisation details, region of the UK and local airport.

Q.6 - Do you agree with our October 2022 to 2024 night noise objective for the designated airports?

Q.7 - Do you agree with how our October 2022 to 2024 draft noise objective for the designated airports will be measured?

Q.8 - Do you agree that we should maintain the existing restrictions for two years from October 2022 to October 2024?

Q.9 - What would be the impacts to you should the government maintain the existing restrictions for two years, from October 2022 to October 2024 (provide evidence to support your view)?

Q.10 - What would be the impacts to you should the government allow the night flight restriction in place at the designated airports to lapse (provide evidence to support your view)?

Q.11 - Do you agree we should ban QC4 rated aircraft movements from operating at the designated airports between 23:30 and 06:00 from October 2022?

Q.12 - Provide evidence to support your view.

Q.13 - What are your views on the:

- findings of the night flight dispensation review?
- proposals for the night flight dispensation review?

Q.14 - Should disruption due to local weather qualify for dispensations?

Q.15 - Should disruption due to en-route weather qualify for dispensations?

Q.16 - Should disruption due to foreign airport weather qualify for dispensations?

Q.17 - Should disruption caused by ATC industrial action qualify for dispensations?

Q.18 - Should disruption caused by industrial action by airport staff qualify for dispensations?

Q.19 - Should disruption caused by industrial action by airline staff qualify for dispensations?

Q.20 - Should network capacity delays qualify for dispensations?

Q.21 - Should delays caused by serious criminal or terrorist activity that affect multiple flights qualify for dispensations?

Q.22 - Should cumulative delays qualify for dispensations?

Q.23 - Should dispensations be permitted for flights delayed to the NQP due to a medical emergency that has passed?

## Agenda Item 6b

Q.24 - Should dispensations be permitted for flights delayed to the NQP due to a police emergency (for example a disruptive passenger) that has passed?

Q.25 - Should dispensations be permitted for the repositioning of emergency service (including medical transplant) aircraft?

Q.26 - Should dispensations on the basis of reducing carbon emissions be permitted?

Q.27 - Should pre-emptive dispensations be permitted?

Q.28 - Should dispensations be granted for information technology failures?

Q.29 - Supply any further views or evidence on the guidance allowing airport operators to grant dispensations you may have?

Q.30 - What are your views on government dispensations overall (provide evidence to support your view)?

Q.31 - What length should the night flight regime beyond 2024 be?

Q.32 - How do you think the length of regime will affect you (provide evidence to support your view)?

Q.33 - Do you think that QC is the best system for limiting noise at the designated airports?

Q.34 - What do you think are the:

- advantages of changing to a new system?
- disadvantages of changing to a new system?

Q.35 - Do you have evidence of other noise management regimes being used elsewhere and how they compare with the current system?

Q.36 - Should we introduce an additional QC category for quieter aircraft in the longer-term?

Q.37 - Should the government reintroduce an exempt category?

Q.38 - Please provide evidence to support your position.

Q.39 - Do you think we should re-baseline the night quota system in the longer-term?

Q.40 - What factors should we consider when anticipating how to best future proof a re-baselined QC system?

Q.41 - What costs, if any, would you anticipate in re-baselining the QC system?

Q.42 - Would you be impacted if the NQP was extended to 23:00 to 07:00?

Q.43 - Provide evidence to support your view.

Q.44 - Do you think night flights in certain hours of the NQP have a greater impact on local communities than other times of the NQP?

Q.45 - Provide evidence to support your view.

- Q.46 - Would a mechanism that disincentivises aircraft movements in periods of the night that are more sensitive for communities impact you (provide evidence to support your view)?
- Q.47 - Provide evidence to support your position
- Q.48 - What would be the impact on you if QC4 rated aircraft movements were banned between 23:00 and 07:00 after October 2024?
- Q.49 - What would be the impact on you if a scheduling ban was placed on QC2 rated aircraft movements between 23:30 and 06:00 after October 2024?
- Q.50 - What would be the impact on you or your business if a scheduling ban was placed on QC2 rated aircraft movements between 23:00 and 07:00 after October 2024
- Q.51 - If bans are introduced should the implementation be staged?
- Q.52 - Please provide evidence to support your position.
- Q.53 - In a future regime how should we manage the number of aircraft movements (detailing the airport or airports relevant to your view)?
- Q.54 - In a future regime how should we manage an airports' noise allowances (detailing the airport or airports relevant to your view)?
- Q.55 - Should we remove the movement limit and manage night flights through a QC limit only?
- Q.56 - Provide evidence to support your view.
- Q.57 - Should we introduce a ring-fencing mechanism to ensure night slots are available for:
- Q.58 - Provide evidence to support your view.
- Q.59 - Should an airline be able to use unused allowances later in the season?
- Q.60 - If the government decided that unused allowances should be returned to the airport's pool, what would be the impacts on:
- communities?
  - airports?
  - airport users?
  - airlines?
  - business in and around airports?
- Q.61 - Do you agree or disagree that the current carry-over process benefits you?
- Q.62 - Provide evidence to support your view.
- Q.63 - What changes, if any, would you like to see to the carry-over process and how would this impact you?
- Q.64 - How fair a balance between health and economic objectives do you think our current night flight approach is?
- Q.65 - What are your views on the health impacts of aviation noise at night, including potential impacts on different groups in society (provide evidence to support your view)?

## Agenda Item 6b

Q.66 - What are your views on the economic value of night flights, including the potential value on different businesses and aviation sectors (provide evidence to support your view)?

Q.67 - What are your views on changes to aircraft noise at night as result of the COVID-19 pandemic (provide evidence to support your view)?

Q.68 - In your opinion what are the advantages or disadvantages that the emergence of new technology will have in relation to night noise from aircraft within the next 10 years (provide evidence to support your view)?

Q.69 - Should we include a reference to night noise when we publish a revised aviation noise objective?

Q.70 - What factors relating to night noise should we include if we do introduce a noise reference in our revised aviation noise objective?

Q.71 - Should the government set criteria for airport designation?

Q.72 - What do you think are the:

- advantages to the government setting criteria for airport designation?
- disadvantages to the government setting criteria for airport designation?

Q.73 - What factors, if any, do you think we should consider when setting criteria for designation?

Q.74 - How should any criteria for designation be agreed?

Q.75 - What impact, if any, do you think the designation of an airport have on:

- communities?
- airports?
- airport users?
- airlines?
- business in and around airports?

Q.76 - What impact, if any, do you think the de-designation of an already designated airport (Heathrow, Gatwick, Stansted) will have on:

- communities?
- airports?
- airport users?
- airlines?
- business in and around airports?

Q.77 - Any other comments?

**GATCOM 21 JANUARY 2021**

**UPDATE ON PROGRESS OF THE ENVIRONMENTAL NOISE DIRECTIVE NOISE ACTION PLAN**

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**PREAMBLE**

**Whereas:**

- on 27 July 2020 a document titled '*Environmental Noise Directive Noise Action Plan 2019-2024, Mid-Year Status Report, V.2.0*' dated 20 July 2020 was provided in advance to members of the Noise and Track Monitoring Advisory Group (NATMAG) setting out the progress relating to the implementation of action plan actions within the extant Environmental Noise Directive Noise Action Plan for Gatwick Airport 2019-2024;
- a meeting of the NATMAG was held on 6 August 2020;
- on 19 August 2020 correspondence was provided to a number of parties including the Chair of the NATMAG from the Gatwick Area Conservation Campaign (GACC) challenging the content of the said '*Environmental Noise Directive Noise Action Plan 2019-2024, Mid-Year Status Report, V.2.0*';
- the GATCOM Steering Group advised on 24 September 2020 that the issues raised by the Gatwick Area Conservation Campaign should be raised initially at the November meeting of the NATMAG as the forum with the responsibility for monitoring the noise action plan and that the outcomes from the next meeting and any actions be reported to the next GATCOM Steering Group;
- Gatwick Airport Ltd produced a response, '*GAL END NAP Response to GACC 211020*' which was provided to members of the NATMAG on 23 October 2020 in advance of its meeting on 5 November 2020;
- on 27 October 2020, the Chair of the Gatwick Area Conservation Campaign wrote to the Chair of the NATMAG to acknowledge the production of the '*GAL END NAP Response to GACC 211020*' document and to advise that "*in the great majority of cases where there are disagreements between us, we continue to believe that GAL's assessment is not an accurate representation of progress made in delivering the NAP*".
- on 4 November 2020, the Local Authority representatives who sit on the NATMAG on behalf of the Gatwick Airport Consultative Committee provided an overview of their opinion of the reported progress from Gatwick Airport Ltd as well as the views expressed by the Gatwick Area Conservation Campaign;
- a meeting of the NATMAG took place on 5 November 2020 where the multiple views relating to the reported progress in the '*Environmental Noise Directive Noise Action Plan 2019-2024, Mid-Year Status Report, V.2.0*' were discussed. It was agreed that GAL schedule a meeting with the Local Authority representatives to discuss their opinion of the reported progress; this meeting being necessary due to the timescales in providing their opinion in advance of the NATMAG;
- a meeting took place at the request of the Chair of the NATMAG with the Local Authority representatives, the Secretariat and Lead & Deputy Lead Members for Noise of GATCOM and GAL on 24 November 2020 where GAL was able to set out the background for the existing reporting process, format and rating methodology as well as to discuss proposals for evolving the process, format and rating methodology based on feedback about the existing report; and

## Agenda Item 8a

- agreement having been reached on the resolution of the views expressed by the Gatwick Area Conservation Campaign, a method for selecting action plan actions for implementation in a given year and a new reporting process and timescale that the December 2020 meeting of the GATCOM Steering Group be updated in full regarding this important development.

## RESOLUTIONS

### It is therefore resolved that:

- that the *'Environmental Noise Directive Noise Action Plan 2019-2024, Mid-Year Status Report, V.2.0'* as provided to the August 2020 meeting of the NATMAG be withdrawn and replaced by an annual report covering the year of 2020;
- members of the NATMAG be provided by GAL with a suggested list of action plan actions to be delivered in 2021;
- members will give due consideration to the suggested action plan actions for delivery in 2021 and shall provide GAL with a final list no later than 25 January 2021;
- the revised process for selection of action plan actions, reporting and engagement as set out in the annex to this document be adopted with immediate effect;
- the processes as set out above remain in place for the duration of this action planning period and any changes thereto be subject to agreement of Members of the NATMAG; and
- the Chair of the NATMAG to engage with the Department for Environment, Food and Rural Affairs and the Department for Transport to advise of the challenge to the reported progress in the *'Environmental Noise Directive Noise Action Plan 2019-2024, Mid-Year Status Report, V.2.0'*, this proposed evolution of the process and to seek guidance, should it be deemed appropriate, to refine the wording of certain action plan actions contained within the Environmental Noise Directive Noise Action Plan 2019-2024 for Gatwick Airport.

## LEE HOWES

**AIRSPACE AND ENVIRONMENTAL PERFORMANCE MANAGER, GATWICK AIRPORT LTD  
CHAIR OF THE NOISE AND TRACK MONITORING ADVISORY GROUP**

### For circulation to:

All Members of the Gatwick Airport Consultative Committee Steering Group  
All Members of the Noise and Track Monitoring Advisory Group  
The Chairs of the Noise Management Board Community Forum and Executive Committee  
Tim Norwood, Chief Planning Officer, Gatwick Airport Ltd

## **Process relating to the selection, monitoring and reporting of the action plan actions contained within the Environmental Noise Directive Noise Action Plan 2019-2024 for Gatwick Airport.**

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### **INTRODUCTION**

The Environmental Noise Directive Noise Action Plan 2019-2024 for Gatwick Airport (hereafter referred to as the END NAP) was formally adopted by the Parliamentary Under Secretary of State for the Environment on 11 February 2019, as required by the Environmental Noise Directive and the Environmental Noise (England) Regulations 2006 (as amended).

In its “Guidance for Airport Operators on how to revise Noise Action Plans under the Environmental Noise (England) Regulations 2006 (as amended) of July 2017”, DEFRA notes, in paragraph 3.8 that:

*“Airport Operators may wish to agree to carry out an informal review of the progress being made on the implementation of the Action Plan as part of their continuing engagement with the local airport consultative committee or other stakeholders. The process and timing for any informal review should be jointly agreed between the Airport Operator and the committee, or other stakeholders, as appropriate. Such reviews could form part of any regular environmental reporting that is already undertaken.”*

At Gatwick Airport, in common with the other two designated airports, there is dedicated forum for matters relating to aircraft noise. At Gatwick Airport this is the NATMAG, a number of members of which are appointed by GATCOM. One of the responsibilities of NATMAG is oversight, on behalf of GATCOM, of the implementation of the NAP.

During the consultative period of the draft NAP, it was suggested that in order to create a ‘living document’ approach a number of action plan actions be selected each year to form the Noise Action Plan Workplan. It was anticipated that these action plan actions be delivered under the supervision of the NATMAG. This approach was taken to create greater transparency of process and public confidence in the application of the action plan actions within the NAP.

For the February 2019 meeting of the NATMAG a paper, titled “DRAFT Environmental Noise Directive 2019-2024 Noise Action Plan - 2019 Noise Action Plan Workplan” was prepared. This set out the proposed action plan actions to be implemented under the scrutiny of NATMAG. This document also sets out how progress relating to the implementation of the action plan actions would be communicated:

*“Gatwick Airport Ltd will provide to updates the quarterly meetings of the Noise and Track Monitoring Advisory Group. These updates may be in the form of reports, verbal briefings, presentations or papers [emphasis added] that will enable the reader [member] to have an understanding of the progress of a particular Action Plan Action.*

*The minutes (publicly available) of the Noise and Track Monitoring Advisory Group will contain a summary of these updates for the benefit of interested members of the public who may wish to familiarise themselves with the implementation of the Environmental Noise Directive 2019-2024 Noise Action Plan.*

*An annual END Noise Action Plan Progress Report will continue to be published, presented to the Noise and Track Monitoring Advisory Group and the Gatwick Airport Consultative Committee and uploaded to the Gatwick Airport noise webpages.”*

## **PURPOSE**

The purpose of this document is to formalise:

- The timing of :
  - The selection of action plan actions to be implemented in a given year.
  - The production of a draft NAP annual report detailing performance in the previous annual monitoring year.
  - The completion of the NAP annual report.
  - Consideration of quarterly monitoring of progress.
- And the process relating to:
  - Receiving NATMAG member feedback relating to the draft NAP Annual Report.
  - The consideration of all feedback received and incorporation into the draft NAP Annual Report.
  - The finalisation of the draft NAP Annual Report and presentation to GATCOM.

## **THE TIMESCALES AND PROCESS RELATING TO THE SELECTION OF ACTION PLAN ACTIONS FOR IMPLEMENTATION UNDER THE SCRUTINY OF NATMAG IN ANY GIVEN YEAR.**

- **Prior to the November NATMAG meeting**
  - Suggested action plan actions for delivery under the scrutiny of NATMAG in the following year to be provided by GAL to all members of NATMAG 3 weeks in advance of the November meeting in a given year.
- **Prior to the November NATMAG meeting.**
  - All members of NATMAG are encouraged to provide any initial feedback on the suggested action plan action to GAL in advance of the NATMAG meeting where possible to assist in allocating appropriate time in the meeting to discuss member priorities where there are differences of opinion.
- **At the November NATMAG meeting.**
  - The list of action plan actions for delivery during the following year are agreed at NATMAG; GATCOM and the Noise Management Board Executive Committee are informed of the agreed plan for which actions are being progressed during the subsequent year via the 'Key Messages' channel.

## **THE PROCESS RELATING TO THE REPORTING OF PROGRESS OF ACTION PLAN ACTIONS SELECTED FOR DELIVERY UNDER THE SCRUTINY OF NATMAG**

A meeting of the Local Authority Officer and Member representatives of NATMAG, the Secretariat to GATCOM and GAL on 24 November 2020 was held to discuss how to provide greater external visibility of END NAP progress. It was agreed that the means through which progress of the action plan actions will be reported will change.

Rather than selecting specific activities and providing a detailed presentation at NATMAG a 'cross-plan' update report will be provided. Each action plan action selected for implementation in a given year will be reported in detail to each of the quarterly NATMAG meetings. In addition, any action plan actions 'carried-over' from a previous year will also continue to be subject to this process.

It is proposed that for the purposes of quarterly reporting, a different format will be adopted in which updates can be captured for each action plan action for the entirety of the project or the NAP reporting period of 2019-2024 if necessary. This could take the form of a Microsoft Excel document that is regularly updated.

The benefits of such an approach are anticipated to be a full audit trail of reported updates in a single report thus providing greater transparency of the progress that is reported. These aggregated updates can then form the basis of the annual report for the reporting year.

## **REPORTING OF ALL OTHER ACTION PLAN ACTIONS**

The action plan actions that are:

- Ongoing in nature.
- Have been completed in previous years.
- Take place on an annual basis.
- Are scheduled for implementation in later years.

These will be reported on an annual basis to NATMAG and GATCOM in the NAP Annual Report. The action plan actions that have either been completed in previous years or are scheduled for implementation in future years will continue to be reported against in case there are any further updates relevant to the action plan action.

## **THE PROPOSED TIMESCALES AND PROCESS RELATING TO THE FUTURE PRODUCTION OF THE NAP ANNUAL REPORT.**

- **Prior to the end of the year**
  - GAL will produce a draft NAP Annual Report by the end of December in any given year. In the normal course of the process this draft report will be provided to the members of NATMAG one full month prior to the meeting scheduled for February of the year following. This report will include placeholders for those elements that are not available for inclusion in the draft, for example the CAA's Annual Noise Exposure Contour Report. Given the impacts of the pandemic and the late changes to the reporting process it is not possible for the proposed timeline to be adhered to for this round of reporting, however, every effort will be made to provide NATMAG members with a draft report ahead of the February meeting.
- **Prior to the February meeting of NATMAG**
  - Any interested parties will have the ability to provide feedback relating to the draft NAP Annual Report to the GATCOM Secretariat (or their relevant GATCOM representative should that be preferable) prior to the meeting so that GATCOM's NATMAG members can be advised of issues of concern or difference of opinion. The process will require that the assessment of GAL's reported progress by GATCOM's NATMAG members be provided to GAL in a timely manner prior to the meeting of NATMAG in order that GAL may give due consideration to the assessment to enable an informed discussion at the February meeting of NATMAG. However, for this reporting year, given the delay in producing the report NATMAG members feedback would be welcomed following the February NATMAG.
- **At the February meeting of NATMAG**
  - GAL will provide its response to the GATCOM NATMAG members' assessment of the reported progress and update the draft NAP Annual Report where appropriate. Should there be a disagreement between GAL and that assessment then the draft NAP Annual

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Report will include a narrative from GAL setting out the rationale behind the difference in views.

- **Prior to the GATCOM Steering Group meeting**
    - The draft NAP shall be updated to include the latest Noise Exposure Contour Report as provided by the CAA and the draft report issued to the GATCOM Steering Group and an update provided by GAL.
    - The outcomes from the GATCOM Steering Group meeting will be reported to GATCOM for endorsement.
    - In the ordinary course of the process this would be scheduled for the March GATCOM Steering Group and the April GATCOM meeting but in this reporting year a delay is anticipated.
  
  - **After endorsement at the GATCOM meeting**
    - The NAP Annual Report shall now be deemed to be completed and shall be considered to be in its 'final' status and as such be published to the GAL website and circulated to all members of GATCOM, NATMAG and the Noise Management Board.
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## LEE HOWES

**AIRSPACE AND ENVIRONMENTAL PERFORMANCE MANAGER, GATWICK AIRPORT LTD  
CHAIR OF THE NOISE AND TRACK MONITORING ADVISORY GROUP**

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# GATCOM

21 JANUARY 2021

## END NOISE ACTION PLAN 2019-2024 – NATMAG’S SUGGESTED LIST OF ACTIONS TO PROGRESS IN 2021

### REPORT BY SECRETARIAT

#### 1. Introduction:

1.1 GATCOM has a role in monitoring the airport’s Environmental Noise Directive (END) Noise Action Plan (NAP). The Committee agreed with Gatwick Airport Limited (GAL) in 2013 that regular monitoring of GAL’s progress in taking forward the actions should be undertaken by GAL’s Noise and Track Monitoring Advisory Group (NATMAG) quarterly with an annual report to GATCOM (with exception reporting in between if needed).

1.2 The current [END Noise Action Plan 2019-2024](#) was formally adopted by the Parliamentary under Secretary of State for the Environment on 11 February 2019. GAL’s NAP is one of the most comprehensive NAPs in England with a total of 53 specific actions addressing night noise, aircraft arrivals, aircraft departures, as well as a wide range of other initiatives to secure quieter fleets and improved operational performance. The Government sees the END NAP process as a key driver for airports to manage and mitigate the impact of aircraft noise in their area and view them as “living documents”.

1.3 As reported to GATCOM in April 2019, GAL anticipated that 14-15 actions would be selected each year to be delivered with the intention that by the end of 2024 all 53 actions will be delivered.

1.4 The process for assessing GAL’s progress on delivering NAP actions has recently been reviewed and the new process is set out at item 8(a) for GATCOM’s approval.

1.5 As part of GAL’s new process it has provided members of the NATMAG a suggested list of action plan actions to be delivered in 2021. GATCOM’s NATMAG members have considered GAL’s suggested priorities and is now seeking GATCOM’s endorsement on the list to be finalised with GAL.

1.6 The suggested list of actions, GAL’s specific activities to deliver those actions and GATCOM’s NATMAG members’ comments are set out in the table below. GATCOM’s NATMAG members have also suggested the NATMAG meetings at which progress on each of the actions should be reviewed. GATCOM is asked to endorse the list of END NAP actions for GAL to deliver in 2021 and the suggested timings of NATMAG’s review of progress.

1.7 In addition to the list of actions for 2021, the GATCOM Steering Group in considering GAL’s reported status made over 2019 and the outcomes from the subsequent assessment of the environmental and amenity groups’ representative detailed analysis has recommended that:

- the inclusion of a mid-term review of overall progress made by GAL in delivering the actions of the NAP to be reported to NATMAG in September 2021;
- a “year four” review of actions still requiring attention in the last year of the period covered by the NAP be undertaken; and
- a process flow chart be produced showing the timeline for monitoring which should be appended to the new process to provide further clarity.

1.8 GATCOM is therefore asked to endorse those recommendations which will ensure that the delivery of all NAP actions are monitored to ensure all are on track to be delivered over the life of the plan.

**RECOMMENDED:**

- (1) That GATCOM endorse the list of END NAP actions for GAL to deliver in 2021 and the suggested timings of NATMAG’s review of progress.
- (2) That the recommendations of the GATCOM Steering Group as set out in paragraph 1.7 above be endorsed and agreed.

**PAULA STREET  
SECRETARIAT**

Action	Action	GAL’s Specific Activity (if appropriate)	GATCOM NATMAG member comments
5	In conjunction with our airline partners we will seek to re-introduce, by the end of this Noise Action Plan period a programme that will rank our airline partners in relation to their overall performance for a range of noise and any other appropriate topic potentially including, but not limited to metrics such as compliance with abatement techniques, fleet age, engine fit and passenger loads per km.	Introduction of the report in Q1 2021 (but looking back into Q4 2020). This will be supported by a standard operating procedure for engagement with airlines. It will be useful for NaTMAG to track the process in its first year. It is anticipated that the metrics (and the supporting Standing Operating Procedure for airline engagement) will be evolved and expanded over time following an evaluation of the new system and through	<p>Agreed priority for 2021.</p> <p><b>ACTION PROGRESS REVIEW:</b> November NATMAG meeting - which will provide a full year’s performance.</p> <p><b>COMMENT:</b> The Airline Noise Performance Table is in preparation.</p> <p>Community groups would like to see additional metrics used to measure</p>

		engagement with NaTMAG and the NMB.	performance. GAL has indicated that metric used will be evolved and expanded over time.  It is suggested that GAL share the draft outline of the table and the metrics being used with NATMAG at its February Meeting.
9	We will implement a voluntary ban on operations of Quota Count 4 aircraft within the core night period by the end of 2022.	The DfT is likely to consult on a mandatory QC4 ban in their 2022 update to the night flight restrictions. We will try to establish if it is possible to introduce a voluntary QC4 for the summer season 2021, however, the requirements for consultation is likely to mean implementation is not possible until winter 2021.	Agreed priority for 2021.  <b>ACTION PROGRESS REVIEW:</b> February NATMAG meeting.  <b>COMMENT:</b> To express the need for GAL to introduce the voluntary ban on QC4 rated aircraft at the earliest possible time. There are currently no regular users of QC4 rated aircraft at Gatwick but GAL is still required to consult with airlines in advance of introducing the ban. It is also linked to the slot allocation process. All the preparatory work and consultation would need to be completed by February to achieve implementation for the summer season 2021 which commences in March.
15	In conjunction with Sustainable Aviation, Gatwick Airport will identify a low noise arrival procedure which will capture Low Power Low Drag measures and result in a metric which will supplement	Production, endorsement and publication of the LNAM final report. Validation of the LNAM and publication of a validation report. Present the report and validation	Agreed priority for 2021.  <b>ACTION PROGRESS REVIEW:</b> November NATMAG meeting.

	<p>Continuous Descent Operation as an additional measurable target.</p>	<p>results to Sustainable Aviation to seek pan-industry endorsement and agree next steps for roll out of the metric.</p>	<p><b>COMMENT:</b> This is a Noise Management Board (NMB) initiative and is a priority for community groups, although the environmental and amenity groups' representative has questioned the appropriateness of including this action given the NMB has yet to agree its work plan. Nonetheless, much work has been undertaken on this project and should therefore be progressed to a conclusion as soon as possible.</p>
<p>17</p>	<p>We will implement agreed Noise Management Board Workplan solutions that are intended to reduce the noise impact of arriving aircraft.</p>	<p>Activities in support of delivering this action include the work to develop and deliver the range of initiatives that form the agreed NMB Workplan. These projects include, but are not limited to: the development of a Low Noise Arrival Metric; a study around optimised Undercarriage Deployment; the rollout of the Reduced Night Noise trial (which although a priority is subject to external dependencies); and the development of our airspace change in support of the Future Airspace Strategy Implementation - South programme. Not all of these activities will complete in 2021 but will require significant GAL effort and resource and input from NATMAG and NMB stakeholders to take forward.</p>	<p>Agreed for review in 2021.</p> <p><b>ACTION PROGRESS REVIEW:</b> May NATMAG meeting.</p> <p><b>COMMENT:</b> Given the NMB's work plan has yet to be agreed it is suggested that at the May meeting of NATMAG the Group receives an update on NMB agreed priorities and identifies if there are implications for GAL's resource in taking forward other NAP actions</p>

22	We undertake to explore opportunities to remove the altitude restrictions on departure routes intended to reduce the noise impact of departing aircraft.	Study the noise impact of continuous climb for departures enabled during the quiet skies period of the pandemic to measure noise impacts and compare to the pre-pandemic aircraft departure climb profiles (ie typical as per 2019) to understand better the noise benefits that might be generated by Continuous Climb Operations through design (ie through FASI-S).	Agreed priority for 2021. <b>ACTION PROGRESS REVIEW:</b> February NATMAG meeting.  <b>COMMENT:</b> NATMAG has already identified the need to develop an understanding of the impact of aircraft climbing more quickly on departure as a result of the reduced level of aircraft activity around Gatwick to inform FASI-S project and also as part of Gatwick "building back better".
31	In conjunction with the Noise Management Board we will explore innovative methods to reduce both inbound and outbound aircraft noise levels.	Conduct a review of landing gear deployment trials for arriving aircraft and/or studies at other UK and international airports. Prepare a report and present findings to Sustainable Aviation and NMB/NaTMAG. [Could be merged with action 17]	Agreed for review in 2021. <b>ACTION PROGRESS REVIEW:</b> May NATMAG meeting.  <b>COMMENT:</b> Given the NMB's work plan has yet to be agreed it is suggested that at the May meeting of NATMAG the Group receives an update on NMB agreed priorities and identifies if there are implications for GAL's resource in taking forward this and other NAP actions.
32	We will ensure that our Noise and Track Keeping (NTK) systems are suitable, relevant and reliable, providing updates as appropriate.	Potential improvements for 2021: 1. WebTrak - enhance the map overlays available for better public awareness: such as STARs, SIDs, Nav aids, noise contours, Noise Insultation	Agreed priority for 2021. <b>ACTION PROGRESS REVIEW:</b> Parts 1 & 2 - February NATMAG meeting

		<p>Scheme boundaries, holding stacks, track density diagrams, or maps illustrating typical 24-hour periods of easterly and westerly operations.</p> <ol style="list-style-type: none"> <li>2. WebTrak - provide a Glossary of Key Terms together with answers to frequently asked questions.</li> <li>3. NTK System (ANOMS) - Implement low noise arrival metric in line with the NMB work plan to enable production of reports.</li> </ol>	<p>Part 3 - provisionally August NATMAG meeting (or November meeting depending on progress)</p> <p><b>COMMENT:</b> NATMAG has been very involved in the implementation of the WebTrak system and continues to review ways in which the system can evolve to provide data and other information as trends emerge and new noise abatement measures come on forward e.g. including new performance metrics such as the low noise arrival metric when implemented.</p>
<p>47</p>	<p>We will continue to support the existence of, and engage with a Noise Management Board, the workplan and meeting papers, which will be adequately published to our other noise governance groups and online.</p>	<p>Review of the Noise Information Booklet (for home buyers/residents) as recommended by NaTMAG. [Could be merged with action 17]</p>	<p>Agreed priority for 2021.</p> <p><b>ACTION PROGRESS REVIEW:</b> May NATMAG meeting.</p> <p><b>COMMENT:</b> But suggest GAL's scope of activity associated with progressing this action is broadened to ensure appropriate linkages between the various noise groups and information sharing between the groups and wider community (as appropriate) are effective, are shared with all parties to avoid duplication of effort. It is important for all interested parties to know how information will be disseminated.</p>

52	<p>We will participate in all activities relating to 'LAMP2' – the redesign of the London Terminal Manoeuvring Area (LTMA) and en-route airspace to eliminate chokepoints, alleviate areas of intensive aircraft concentrations, reduce the number of people affected by noise and to create a structure that has capacity to accommodate forecast traffic levels beyond 2040.</p>	<p>If funding is agreed, GAL will need to: commission the relevant resources; re-initiate the process from the most appropriate point; and evolve our plans to develop and complete the Stage 2 of the airspace change process by March 2022.</p> <p>This is required to take into account the regulatory guidance on the airspace change process published in October 2020; the revision to the Airspace Modernisation Strategy (which will be consulted upon by CAA); and on the basis of the Airspace Modernisation Master Plan which will set the timetable for change. This will be complex, time consuming and resource intensive, however, the potential benefits of FASI-S are key to reducing noise impacts in the future.</p>	<p>Agreed priority for 2021.</p> <p><b>ACTION PROGRESS REVIEW:</b> August NATMAG meeting.</p> <p><b>COMMENT:</b> The re-start of the airspace modernisation programme is viewed as a priority by all parties.</p>
53	<p>Ensure that local communities are informed about LAMP 2 plans and the progress and airport plans for the integration of Gatwick specific departure and arrival procedures.</p>	<p>If funding is agreed, GAL plans to develop and complete the Stage 2 of the airspace change process by March 2022. This will be a priority and require extensive engagement throughout 2021 in developing the range of airspace options necessary as part of the ACP process. We would expect to develop and run a series of workshops in 2021 to brief and prepare members for FASI-S by taking them through the Airspace Modernisation Strategy (which is</p>	<p>Agreed priority for 2021.</p> <p><b>ACTION PROGRESS REVIEW:</b> August NATMAG meeting.</p> <p><b>COMMENT:</b> The re-start of the airspace modernisation programme is viewed as a priority by all parties.</p>

being consulted upon in 2021), and the Master Plan but probably most importantly we can use a workshops to shape our FASI-S Stage 2 engagement plan, allowing community representatives and councils to directly influence how we plan to engage, over what time line and what materials we might use. This will be a significant activity requiring a large proportion of GAL resource.