

Public Document Pack

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16 April 2021

Gatwick Airport Consultative Committee

A virtual meeting of GATCOM will be held at **2.00 pm** on **Thursday, 22 April 2021**.

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

A limited number of places are available for members of the public to observe the virtual meeting on a first come, first serve basis. To register your interest to observe the meeting please contact the GATCOM Secretariat by no later than close of business on 20 April secretary@gatcom.org.uk.

Agenda

- 2.00 pm
1. **Apologies for Absence**
 2. **Minutes** (Pages 5 - 16)
 - a) To confirm the minutes of the meeting of GATCOM held on 21 January 2021.
 - b) To confirm the minutes of the Special Meeting of GATCOM held on 25 February 2021.
 3. **Reports from Sub-Group and Other Meetings** (Pages 17 - 44)

To discuss the key messages and recommendations arising from the meetings of:

 - GATCOM Steering Group – 1 April 2021 – report by Chairman (Appendix 1)
 - Passenger Advisory Group (PAG) – 24 March 2021 – Report by PAG Chair (Appendix 2)
 - GAL's Noise and Track Monitoring Advisory Group

(NATMAG) – Report by GATCOM’s Lead Member for Noise (Appendix 3)

- Noise Management Executive Board (NEX) – 10 March – Chair of NEX to report (notes of the meeting at Appendix 4)

AIRPORT GROWTH, OPERATIONS & PERFORMANCE

2.20 pm

4. **Gatwick's Growth Plans**

(a) **Northern Runway Development Consent Order process** (Verbal Report)

Susannah Guest, Planning Inspectorate, to give a presentation on the various stages of the DCO process and opportunities for interested parties to engage in the process.

(b) **Growth at Gatwick Airport** (To Follow)

The Secretariat’s paper sets out for GATCOM’s consideration a “Statement of Facts” on Government aviation policy and the planning processes that relate to growth at Gatwick and three questions raised by the Environmental and Amenity Groups that they wish GATCOM to consider.

3.30 pm

5. **Chief Executive Officer's Report** (Pages 45 - 54)

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

3.45 pm

6. **Recovery of Operations & Global Travel Taskforce** (Pages 55 - 58)

Tim Norwood, Director of Corporate Affairs, Planning and Sustainability, GAL to give an overview of GAL’s work in contributing to the work of the Global Travel Taskforce (GTT). A copy of the DfT’s Press Release issued on 9 April giving details of the GTT’s recommendations is attached.

AIRSPACE

4.05 pm

7. **DfT Consultation: Night Flight Restrictions** (Pages 59 - 80)

The Secretariat’s paper sets out for consideration the suggested draft GATCOM response to the second part of the DfT’s consultation relating to questions 13 onwards on a future night flights regime post 2024. The Committee is asked to consider and agree the response.

INTERNAL MATTERS

- 4.45 pm 8. **GATCOM Indicative Work Programme 2021/22** (Pages 81 - 84)

The Secretariat's paper sets out for consideration and agreement GATCOM's draft Indicative Work Programme for 2021/22.

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

- a) To note the next meetings of GATCOM and its sub-groups are scheduled to take place as follows:
GATCOM Steering Group - Thursday 24 June 2021 at 10:00 a.m.
Passenger Advisory Group - Thursday 17 June 2021 at 1:30 p.m.
GATCOM – Thursday 15 July 2021 at 2.00 p.m.
- b) To note that the next meeting of GAL's Noise and Track Monitoring Advisory Group (NATMAG) is scheduled to take place on Thursday 13 May at 10:00 a.m.
- c) To note the next meeting of the Noise Management Executive Board is scheduled to take place on 15 June 2021.

Anticipated finish time of meeting: 5.00pm

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 21 January 2021 by videoconference.

Meeting held with pre-booked public attendance of 9 persons to observe proceedings.

Present:	Tom Crowley (Chairman)
Jeff Alexander	Gatwick Diamond Business
Peter Barclay	Environmental and Amenity Groups
Helyn Clack (Vice Chairman)	Surrey County Council
Jonathan Drew	Chair, Gatwick Noise Management Executive Board
Carolyn Evans	Charlwood Parish Council
Malcolm Fillmore	Rusper Parish Council
Mike George	Horley Town Council
Stephen Hillier	Mid Sussex District Council
Angie Hills	ABTA
Alex Horwood	Reigate and Banstead Borough Council
Alan Jones	Burstow Parish Council
Stephen Jones	London Chamber of Commerce and Industry
Liz Kitchen	Horsham District Council
Bob Lanzer	West Sussex County Council
Chris Larkman	Which? representative
Liz Lockwood	Tandridge District Council
Hugh McConnellogue	Airline Operators Committee (AOC)
Michael Payne	Kent County Council
Caroline Salmon	Mole Valley District Council
Rupert Simmons	East Sussex County Council
Samantha Williams	Chair, Passenger Advisory Group

In attendance:	
Stewart Wingate	Chief Executive Officer, GAL
Tim Norwood	Director of Corporate Affairs, Planning and Sustainability, GAL
Andy Sinclair	Head of Airspace Strategy and Engagement, GAL
Alison Addy	Head of External Engagement & Policy, GAL
Arlette Anderson	EHS Director, GAL
Sally Lappage	Crawley Borough Council
Anthony Masson	Crawley Borough Council
Brian Cox	Independent Technical Adviser
Tim May	Department for Transport
Gary Marshall	Department for Transport
Robin Clarke	NATS
Vicki Hughes	ANS
Paula Street	GATCOM Secretariat
Lisa Sampson	GATCOM Secretariat

Apologies for absence were received from:

Jonathan Sharrock (Coast to Capital Local Economic Partnership), Gurinder S. Jhans (Crawley Borough Council), Katie Nurcombe (Coast to Capital Local Economic Partnership).

Minutes of the last meeting

101. Resolved – That the minutes of the meeting held on 15 October 2020 be approved and that they be signed by the Chairman.

Influencing Build Back Better at Gatwick

102. The Chairman highlighted that GATCOM's letter to the Minister for Aviation was sent on 2 December and a response is awaited.

103. Jonathan Sharrock, Chief Executive – Coast to Capital Local Enterprise Partnership, was unfortunately unable to attend the meeting at short notice, however a [link](#) to the LEP's video on its Building Back Stronger, Smarter, Greener Strategy will be shared with GATCOM. He will be invited attend a future meeting to outline the Strategy.

Reports from Sub-Group and Other Meetings

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

GATCOM Steering Group – Chairman's Report

105. The Chairman of GATCOM introduced his report and highlighted key points, including:

- On behalf of GATCOM the Steering Group agreed and submitted GATCOM's response to the Independent Commission for Civil Aviation Noise (ICCAN) consultation on its emerging view on the future of aviation noise management.
- GATCOM's initial views were submitted to the Civil Aviation Authority (CAA) on its approach to updating the economic regulation of Gatwick Airport Limited (GAL).
- The Steering Group's recommendation on the proposed offer of membership for the two vacant seats for business/economic interests and for airlines interests following the earlier review of its membership.

106. Resolved – That the Sussex Chamber for Commerce and BAR UK be formally offered membership of GATCOM with immediate effect.

Passenger Advisory Group (PAG) – Chair's Report

107. The PAG Chair introduced her report and highlighted key points, including:

- On-going engagement with GAL during the pandemic to monitor and enhance the passenger experience of travelling through the airport.
- The outcome of the CAA's Accessibility Annual Monitoring Report which rated Gatwick as "good" and demonstrated GAL's continued commitment to improving the experience for passengers requiring special assistance. Further measures are planned to aim to achieve a "very good" rating for 2021.

108. GATCOM welcomed the Covid screening centre operated by ExpressTest which opened on 30 November in the South Terminal's Long Stay Car Park. Members reported positive feedback on the use of the facility and commended GAL's efforts in supporting passengers and the community during a challenging time.

109. Resolved – That:

- 1) GATCOM endorses and commends GAL's continued effort to improve the special assistance services; 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.

Noise and Track Monitoring Advisory Group

110. GATCOM's Lead Member for Noise introduced his report and highlighted key points, including:

- Changes to the distribution of traffic over recent months due to the lower number of aircraft movements and less conflicting traffic in the surrounding airspace. For many communities the quieter airspace and changes in flight profile due to the Covid pandemic had brought a positive impact on usual noise levels experienced, however there were some complaints from areas where the distribution of traffic was different to the historic distribution albeit, particularly for departures, the aircraft were at higher altitudes. NATMAG will keep this under review.
- Concern regarding the number of go-arounds despite the reduction in air traffic movements. This will be referred to Gatwick's Flight Operations Performance and Safety Committee (FLOPSC) for monitoring and improvement.
- Some continuing issues with joining point performance which will be considered by the Airspace Office and monitored by FLOPSC.
- 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.

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

111. The Chair of NEX introduced his report and highlighted key points, including:

- The NMB Logical Framework (work plan) is being developed with input from the NMB Community Forum (NCF), NMB Delivery Group and NEX. Feedback from the NMB and GATCOM members regarding the format, priorities identified, and questions around target timing will be considered at an NMB Workshop on 10 February. The workshop will seek to agree a simpler and user-friendly format which could be easily understood by the layperson.
- Once the Logical Framework is agreed the NMB's focus is on making real progress on noise reduction as Gatwick builds back business in 2021.

112. The Chairman welcomed the NEX Chair's membership of and input to GATCOM, along with the NCF Chair, as a very positive development. GATCOM will work closely with the NMB as it prepares and implements its work programme and will help support its work in other ways such as when it becomes necessary to lobby Government and other stakeholders on important policy and other issues.

Chief Executive Officer's Report

113. 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). Mr Wingate highlighted key updates and information, including:

- The impact of the Covid pandemic continues to significantly affect Gatwick's traffic and passenger numbers with many operations temporarily suspended or reduced to skeleton services during the national lockdown. South Terminal

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remains closed to flights with all airlines operating out of North Terminal; with such unprecedented low volumes of passengers only a limited number of facilities are available throughout the North Terminal. GAL's focus remains on maintaining health and safety with good sanitation and service levels.

- Norwegian has recently announced it will not resume its long-haul operation from Gatwick, resulting in a further 1,100 job losses at the airport, although its short haul will continue.
- GAL's business re-structure was completed in November with the airport company's workforce reduced by almost 50% to 1800 people in order to protect the business. The on-going pandemic is creating much anxiety for all at the airport, however the team are concentrating on making the business sustainable and have secured a combined borrowing amount of £550million to maintain liquidity. GAL's capital investment programme has been significantly reduced as a result of the pandemic with all but essential projects remaining paused.
- GAL anticipate that increased Covid testing and vaccination roll out will offer confidence and resilience to the travel industry, and support the opening of the Covid screening centre in the South Terminal's Long Stay Car Park. GAL has also offered, without charge its South Terminal facilities as a mass vaccination centre for the locality.
- Work has resumed on preparing GAL's application for the Development Consent Order (DCO) to bring into routine use its northern (standby) runway for some aircraft departures. GAL has outlined to local authorities its indicative timetable leading to the launch of the formal consultation in late summer 2021; responses will then be considered and the DCO application finalised for submission to the Planning Inspectorate in 2022.
- The Supreme Court judgement in December on the Airports National Policy Statement (NPS) confirmed that NPS has legal status again and ruled that decisions taken on planning applications for airport growth must be considered against the prevailing climate change policy and targets in force at the time of the application, which is a significant point of clarification for UK airports.

114. GATCOM thanked GAL for the regular updates on the rapidly changing circumstances at Gatwick over the past few months. GAL's work in continuing to support the response to the pandemic, supporting employment initiatives in the region, and its best endeavours to keep the airport operational and sustainable in extremely challenging times was commended.

115. GATCOM further supported GAL's work in opening the Covid screening centre located in the South Terminal Long Stay Car Park and its offer of the South Terminal facilities for a Covid vaccination centre.

116. A Member commented that it would be understandable given the current financial situation if GAL cannot financially support local authorities to input into the DCO process for the northern runway project and sought reassurance that Kent County Council will still take part in the engagement. GAL confirmed they had recently met local authorities to discuss an approach to funding and will be preparing a draft Planning Performance Agreement (PPA) for the local planning authority and local highway authority to help provide funding for project engagement during 2021. In addition GAL confirmed that the local authorities, including Kent CC, will continue to be invited to topic working group meetings and that the aim was to enable PPA funds to be allocated at the discretion of the local planning and highway authority to support that process.

117. There was discussion on GAL's Forecourt Drop Off Charging proposals. GATCOM echoed PAG's concerns that there had been insufficient engagement or consultation with passengers ahead of the decision, and that the proposal may not meet the needs

of families travelling with young children. Further concerns were expressed regarding local resident use of drop-off for the railway station, particularly in relation to neighbouring areas to the east and west of Gatwick for whom sustainable transport links are very poor, and the increased cost for local taxi services and courtesy transfer services offered by local guest houses. It was acknowledged that drop-off charges are now common practice at UK airports but GATCOM continues to have concerns about its introduction. It was commented whether GAL should refer to the charge as "Forecourt Charge", and members asked that the fee levied should be kept under regular review to ease the burden on users in this difficult financial time.

118. GAL confirmed that the detailed design of the Forecourt Charging proposal is almost complete and work is underway on the signage required to inform drivers of the new charges. Engagement has been undertaken with a wide range of stakeholder and interested parties to build their comments and concerns into the final scheme. GAL confirmed that Blue Badge holders will be exempt from charges, a local Commuter Scheme is being developed for people living close to the airport in areas where there is very limited public transport access and 2 hours free parking in the long stay car parks would be available. The scheme is due to launch in March 2021.

Department for Transport (DfT) Consultation: Night flight restrictions at Gatwick airport between 2022 and 2024 and future night flight policy

119. The DfT [presented an overview of the consultation](#) on the review of the night flights regimes at the three noise designated London airports (copy of presentation attached to the signed minutes). It was announced at the meeting that the DfT has extended the deadline for part of the consultation – questions 13 onwards relating to the night flights policy beyond 2024 will now close on 31 May 2021. The deadline for responses to consultation questions 6-12 relating to the proposed roll forward by two years of the current regime and the proposed ban on QC4 rated aircraft will still close on 3 March 2021.

120. GATCOM sought clarification as to whether the proposed ban of QC4 rated aircraft would also apply to flights granted dispensation to fly into the night period. The DfT confirmed that the granting of dispensations applied to all aircraft types irrespective of the noise classification.

121. The Chairman also sought clarification on whether the DCO proposals for the Northern Runway project will be factored into the DfT's consideration as part of the consultation on the future night flights policy beyond 2024. The DfT confirmed it was alive to this issue and advised that if other night restrictions formed part of the planning process then the DfT would need to ensure the two regimes and the future night flights policy were aligned and did not counteract each other.

122. In discussing the consultation proposals members raised the following points:
- The need to have a [list of the QC categories](#) by aircraft type to help understand the noise classification of aircraft fleets operating at Gatwick [*subsequently provided to members*].
 - As it would take several years for traffic levels to return at Gatwick due to the Covid pandemic it was questioned whether in the short-term there should be a reduced movements limits in order to make the regime meaningful. The DfT advised that with the great uncertainty around trying to predict the level of activity as the industry recovers from the pandemic, and given the need for the Government to make a decision this year to enable airlines to effectively plan for October 2022 when the current regime expires, that there was not time to undertake the further detailed analysis which would be required.
 - If night flights were banned what impact would be seen to ticket prices.

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- Whether the noise disturbance and impact on health verses the economic benefit is reasonable. It was suggested that further information and evidence be provided on the effect of night flights and noise on health. There was a need to have information/analysis of where people are flying, why they are flying on night flights, and the need.
- Queried why the number of Gatwick's movements in the summer is excessive. The DfT confirmed that the same movements limits have been in place for a number of years, and that this reflects Gatwick's business model and accommodates the peak summer period.

123. GATCOM considered the Secretariat's report and amended process for considering the Committee's response to the consultation (copies attached the signed minutes). The Committee agreed that a Special Meeting of GATCOM should be held on 25 February to consider and agree GATCOM's response to consultation questions 6-12. This should be followed by a Workshop for all GATCOM members and support officers only to explore member organisations' initial views on the night flights policy post 2024, the dispensations criteria review, and to identify common themes to help form the basis of a suggested GATCOM response to consultation Questions 13 onwards. GAL confirmed that as part of its presentation to the Special Meeting on the usage of the current scheme it will also cover the benefits of the current scheme and the points raised by members.

124. The Chairman recognised the differing and conflicting views about the need and benefits of night flights at Gatwick and highlighted that GATCOM's response to the consultation would need 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. Furthermore, given the wide and disparate views across GATCOM's membership the Committee was not in a position to support or oppose night flights at Gatwick but will instead need to find common ground to seek to minimise the impacts of night flights. The points raised by members will be explored in more detail at the GATCOM members' Workshop.

125. Resolved – That the recommended process for agreeing GATCOM's response set out in amended paragraph 2.3 of the Secretariat's report be agreed.

Crawley Borough Council Local Plan Update

126. Sallie Lappage and Anthony Masson, Crawley Borough Council (CBC), provided an update on the council's current Local Plan consultation and the key draft policies relating to Gatwick airport (copy of presentation attached to the signed minutes). Key points were highlighted, including:

- The Local Plan is currently out for a 6 weeks consultation until 5pm on 17 February 2021. The intention is to review the Plan every five years up until 2037.
- The safeguarding of land for Gatwick impacts upon the ability to provide additional employment space. Whilst safeguarding for airport operational facilities has been reinstated in the Local Plan proposals an employment land opportunity has been identified to the east of the airport.
- The proposed Plan aims to include sustainable transport and takes account of Gatwick's surface access policy. The existing airport approach will be retained and clarified.
- Amended technical standards for aviation development and noise will be included based on the noise contours for the southern runway and those in the Gatwick Master Plan. CBC will continue to consult GAL on any aspect of the Local Plan

that will affect the DD5 aerodrome safeguarding policy relating to development building effects on aviation safety.

127. GAL confirmed that many of the comments it had raised in the first consultation on the draft Local Plan had been addressed. GAL particularly supports draft local plan policies DD5 and EC7. In respect of the revised policy GAT2 and new policy EC4, GAL was looking at this in detail to understand the implications of the change to the boundary of the safeguarded land and the impact the Gatwick Green Strategic Employment allocation would have on the safeguarded land for a possible future additional runway.

128. Members queried if the 6-weeks consultation period was thought to be adequate. CBC confirmed this is the minimum period for consultation required by the regulations.

129. The Chairman encouraged members and member organisations to engage with the consultation and respond directly to Crawley Borough Council should they have views they wish to contribute to the review of the Local Plan.

Environmental Noise Directive (END) Noise Action Plan (NAP) – Revised Monitoring Report Process and Work Plan Priorities 2021

130. GATCOM received GAL's paper outlining the revised process for monitoring progress on delivering the END Noise Action Plan Actions (copy attached to the signed minutes). GATCOM also considered a report by the Secretariat seeking GATCOM's endorsement on GAL's suggested list of actions to be progressed in 2021 (copy also attached to the signed minutes). Key information was highlighted, including:

- That Gatwick has been significantly impacted by Covid with work and projects paused so this should be borne in mind when reviewing the progress made over the past year.
- A thorough assessment of GAL's reported status set out in its mid-year 2020 END NAP progress report has been undertaken by GATCOM's NATMAG members alongside the detailed analysis undertaken by the environmental and amenity groups. This found that there were some actions progress where members agreed with the Environmental and Amenity Groups' view, there were some where they agreed with GAL's reported status and a couple where they had a different view altogether.
- GATCOM Steering Group agreed with the NATMAG members' view that the wording of some NAP actions was 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 had been achieved. GAL is in discussion with the DfT and Defra on ways to remedy the ambiguity.

131. GAL commented that the assessment of progress has been challenging but also useful and the revised monitoring process with a "living document" approach will provide greater transparency on the progress of actions. GAL will continue to work hard to deliver the NAP actions but the significant challenges the airport currently faces in light of the pandemic was highlighted which may affect some progress.

132. The environmental and amenity groups' representative had put forward in advance of the meeting additional recommendations suggesting that GATCOM ask GAL to ensure all actions are on track by August 2021 and if this is not possible then GATCOM should take additional steps including referring the matter to Defra to take appropriate action. The Committee did not however agree with the suggestion and it was commented that for GATCOM to pursue such an approach and to challenge

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unreasonably the progress made by the airport given the current crisis would not be appropriate.

133. Resolved – That GATCOM:

- 1) Endorses GAL's proposed revised monitoring and reporting process for the END NAP;
- 2) Endorses the list of END NAP actions for GAL to deliver in 2021 and the suggested timings of NATMAG's review of progress of those actions;
- 3) That the inclusion of a mid-term review of overall progress made by GAL in delivering the actions of the NAP be reported to NATMAG in September 2021;
- 4) A "year four" review of actions still requiring attention in the last year of the period covered by the NAP be undertaken; and
- 5) A process flow chart be produced showing the monitoring timeline to append to GAL new process document

Dates of next meetings

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

- GATCOM Steering Group – Thursday 1 April 2021 at 10.00am
- Passenger Advisory Group – Wednesday 24 March 2021 at 1.30pm
- GATCOM additional Special Meeting – Thursday 25 February at 2.00pm
- GATCOM - Thursday 22 April 2021 at 2.00pm

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

135. GATCOM noted the next meeting of GAL's Noise and Track Monitoring Advisory Group (NATMAG) on Thursday 4 February 2021 at 10.00am, and the next meeting of the Noise Management Board Executive Board (NEX) on Wednesday 10 March 2021.

Chairman

The meeting concluded at 4.36pm.

Minutes of the Special Meeting of the Gatwick Airport Consultative Committee (GATCOM) held on 25 February 2021 held by videoconference.

Meeting held with pre-booked public attendance of 10 persons to observe proceedings.

Present:	Tom Crowley (Chairman)
Jeff Alexander	Gatwick Diamond Business
Matthew Balfour - Substitute	Kent County Council
Peter Barclay	Environmental and Amenity Groups
Helyn Clack (Vice-Chair)	Surrey County Council
Rob Clare - substitute	Sussex Chamber of Commerce
Jonathan Drew	Gatwick Noise Management Executive Board
Carolyn Evans	Charlwood Parish Council
Malcolm Fillmore	Rusper Parish Council
Mike George	Horley Town Council
Angie Hills	ABTA
Alan Jones	Burstow Parish Council
Liz Kitchen	Horsham District Council
Bob Lanzer	West Sussex County Council
Chris Larkman	Which? representative
Liz Lockwood	Tandridge District Council
Hugh McConnellogue	Airline Operators Committee (AOC)
Caroline Salmon	Mole Valley District Council
Rupert Simmons	East Sussex County Council
Colin Stewart	BAR UK
Samantha Williams	Chair, Passenger Advisory Group

In attendance:	
Andy Sinclair	Head of Airspace Strategy & Engagement, GAL
Daniel Kominak	Airspace & Noise Programme Lead, GAL
Lee Howes	Airspace & Environmental Performance Manager, GAL
Goran Janovic	Regulatory Lead, GAL
Laura Boccadamo	Noise Management Initiatives Engagement Manager, GAL
Brian Cox	Independent Technical Adviser
Ian Greene	Department for Transport
Gary Marshall	Department for Transport
Paula Street	GATCOM Secretariat
Lisa Sampson	GATCOM Secretariat

Apologies for absence were received from:

Anna Christie (Sussex Chamber of Commerce), Stephen Hillier (Mid Sussex District Council), Alex Horwood (Reigate & Banstead Borough Council), Gurinder Jhans (Crawley Borough Council), Katie Nurcombe (Coast to Capital Local Economic) and Michael Payne (Kent County Council).

Department for Transport (DfT) Consultation: Night flights restrictions at Heathrow, Gatwick and Stansted airports

136. The Chairman explained that the Special Meeting had been arranged for GATCOM to consider and agree the Committee's response to the first part of the DfT's consultation on the night flight restrictions for Gatwick, specifically consultation

questions 6-12 relating to the proposal to roll forward by two years the current night flights regime to 2024 and the proposal to ban the operation of QC4 aircraft (the noisiest aircraft types) flying at night. He acknowledged that the question of night flights at Gatwick is an important and highly sensitive matter which attracts a diverse, as well as conflicting, mix of views on which GATCOM will need to seek an agreed approach. The Committee was not in a position to either support or oppose night flights at Gatwick and that there was a need to have mutual respect for different views. He also pointed out that in developing a GATCOM position a level compromise will need to be agreed and he encouraged all member organisations to submit their own response to the consultation direct with the DfT.

Usage of existing regime at Gatwick

137. Andy Sinclair, Head of Airspace Strategy & Engagement, GAL presented an overview of the usage of the existing movements limits and noise quota over the period covered by the existing regime, dispensations granted, the routes served by night flights and the importance of night flights at Gatwick (copy of [presentation slides](#) attached to the signed minutes). Mr Sinclair explained the definitions of the night period (23:00 – 0700) and the night quota period (23:30 – 06:00); the usage of the limits and quotas for the Summer season and the Winter Season; the administration and monitoring of the current regime; the process for and the number of dispensations granted and how the percentage of dispensations granted varied between the seasons; and the benefits and impacts of night flights, including the reductions achieved in the area contained within the night noise contours.

138. No points for clarification were raised by members following the presentation.

GATCOM response to Questions 6 to 12 of the consultation

139. The Secretariat's paper setting out a suggested draft GATCOM response to consultation questions 6 to 12 relating to the government's proposal to roll forward the existing regime by two years to 2024 and the proposal to ban the operation of QC rated aircraft in the night period was considered (copy attached to the signed minutes).

140. Mrs Street advised that detailed comments on the Secretariat's suggested response had been received from the Environmental and Amenity Groups' representative. These had been circulated to all members for consideration in advance of the meeting (copy attached to the signed minutes).

141. Mr Greene, DfT, explained that the Government's proposed rollover allows time between now and 2024 to undertake and consult on a comprehensive review of the existing night flights policy. To enable a new regime to take effect from October 2024 would require the Government to announce new restrictions in July 2023 to enable the industry to plan for a changed regime. Between now and July 2023 the DfT is gathering evidence, will undertake full analysis and develop an understanding of the long term effect of the pandemic on the aviation industry and will then need to undertake a further 3 month consultation on detailed proposals for changes to the regime. It was not possible to undertake all this work and announce a new regime by October 2022 when the current regime would expire.

142. Members noted the current situation and the DfT's programme of work. However, whilst a few members indicated their support for the proposed roll forward of the existing regime and the suggested response, the majority of members expressed disappointment that the DfT had proposed another roll forward of the regime and were deeply concerned that there had been no fundamental review of the night flights regime since 2006. There was much concern that a roll forward would not encourage the

industry to take the opportunity to build back better from the pandemic and it was feared that as the airport recovers over the next few years the status quo will return. A member pointed out that in Summer 2020 the small recovery saw the night flights increased to 16% of total flights operated at Gatwick which in normal times night flights comprised around 6% of total flights. It was difficult for communities to accept the Government's justification for the proposed roll forward by a further 2 years. The majority of members were of the view that the Government should instead consider putting in place interim restrictions over the next 2 years to better reflect the current operation of the airport as it recovers from the pandemic.

143. There were also some members who sought a ban on night flights at Gatwick and nationally.

144. During the discussion members also raised the following points:

- The Movements Limits and Noise Quotas need to be lowered to the same level as those at the other designated airports.
- GATCOM should seek interim restrictions over the next 2 years to better reflect the current operation of the airport as it recovers from the pandemic.
- The need to consider introducing at Gatwick a quiet period at night such as between the hours 0130-0530.
- There was scope now to lower the existing Noise Quotas.
- There was a need to address the underuse of the Winter season movements limits and noise quotas now.
- Airlines needed to review their business model and the number of rotations they planned to help reduce the need for the number of flights in the night quota period as these had the greatest impact on sleep disturbance and health.
- The need for more emphasis on the health impact of night flights to be included in the GATCOM response.
- Summer months night flights cause most disturbance when residents wish to have windows open at night.
- The need to commence now an assessment of the benefits and costs of night flights so the analysis can inform the Government's Stage 2 consultation on a new regime post 2024.
- The need to clarify the response to question 8 relating to the need to properly assess the impact of the loudest individual noise events at night.
- Passengers should pay more for night flights.
- The need for greater recognition in the GATCOM response that the economic recovery from the COVID-19 pandemic was critical for airport, tourism, hospitality and associated trades as well as creating innovation and attracting new industries. It was vital not to downplay the importance of economic recovery.
- Do not advocate using activity in 2020 as part of any averaging of usage of the regime at Gatwick.

145. In concluding the discussion the Chairman advised that the key points raised by members as set out above would be reviewed against the suggested draft response to ensure the points are captured and revised where new points have been raised or different emphasis is needed. Given the deadline for responses to this part of the consultation, the final draft response would be agreed in liaison with the Chairman, Vice-Chair and GATCOM's Lead member for Noise prior to submission. There were no dissenting comments from members on this approach other than the Environmental and Amenity Groups' representative requesting to be involved in agreeing the final response. This request was not agreed by the Chairman as all member organisations would need to be offered the same opportunity and there was not time available to further consult all members before the deadline of 3 March.

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146. Resolved – That

- 1) GATCOM adopts a position that it neither supports nor opposes the principle of night flights at Gatwick; and
- 2) Subject to the inclusion of the points raised at the meeting, the Secretariat agrees the final response with the Chairman, Vice-Chair and GATCOM's Lead Member for Noise for submission to the DfT by the consultation deadline of 3 March 2021.

Chairman

The meeting concluded at 3.15 p.m.

GATCOM

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GATCOM STEERING GROUP – MATTERS CONSIDERED

REPORT BY CHAIRMAN

This paper summarises the matters considered by the GATCOM Steering Group at its meeting on 1 April 2021.

1. Recovery of Operations

1.1 The Steering Group had a full discussion on GAL's work and the issues to be addressed as part of the recovery of operations and in helping economic recovery of the region.

Current Operation

1.2 GAL [presented](#) a comprehensive update on current operations at the airport between January and March 2021 and its work in supporting the wider recovery of the regional economy. During the national lockdown, traffic levels remain very low with typically between 10-20 aircraft traffic movements (ATMs) per day and passenger throughput between 1000-2000 passengers per day - a decrease of around 96%. GAL continues to handle Royal Mail and other cargo services, including receiving flights carrying vaccine supplies. The number of passengers continuing to travel through the airport was questioned given the Government's international ban on non-essential travel. GAL confirmed that there were various reasons why people could travel internationally for essential purposes including for work and that some jobs qualified for exemptions for certain travel related requirements. GAL agreed to try to establish the reasons passengers were travelling through Gatwick.

1.3 GAL's ability to attract new airlines to take up slots handed back as a result of the Government's slot suspension rules was discussed. GAL advised that airlines were able to hand slots back to the slot pool but that newly allocated slots would not attract the historical use privileges ("grandfather rights"). GAL is hoping that there would be a resumption of the 80/20 rule for the winter 2021 season.

1.4 Reduced airport operations continue to impact on the local economy with the latest parliamentary data for Jan 2021 indicating that people claiming unemployment benefit continued to increase across all areas around the airport including East Surrey, Horsham, Mid Sussex, Mole Valley, Reigate as well as Crawley with those aged 16-24 being hardest hit. GAL is continuing to work with Government and has welcomed the extension of the furlough scheme to the end of September enabling GAL to retain as much of the workforce as possible. About 60% of GAL's workforce continue to remain on furlough at the current time. The Steering Group acknowledged the challenging times and hardship that many people were facing.

1.5 The need to build back a truly sustainable aviation sector is a position that many interests around Gatwick supported and who believed that a strong aviation sector and airport was central in driving forward the build back better agenda through greener technologies and operations helping to realise not only economic benefits but also the social and environmental benefits. It was emphasised that many businesses invest in the Gatwick Diamond area because of the connectivity provided by the airport which was of key importance in attracting and retaining investment.

GAL's Recovery Work

1.6 Despite the extremely challenging times for GAL and the aviation industry more generally, GAL is supporting the Government's core pillars as advocated in the Government's "Build Back Better" plan for growth. GAL is and will continue to invest in infrastructure, skills and innovation in order to help to deliver the Government's Levelling-Up agenda, the transition to Net Zero, and its vision for a Global Britain. GAL gave examples of how it is supporting the governments agenda including specifically:

- Proceeding with its DCO application to bring into routine use the Northern Runway which will help generate an estimated additional £2bn in the regional economy and the ability to help provide new jobs.
- Contributing £37m to the £150m redevelopment of the Railway Station. Work on this important project of wider regional benefit continues to make good progress.
- Despite pausing a number of its capital investment projects, continuing to invest around £3m per month in airport facilities and infrastructure. GAL remains committed to looking at how and when it can return to its traditional levels of capital investment to help with the recovery of local economy.
- Supporting 16 engineering apprenticeships this current financial year and is working together with the Coast to Capital LEP and colleges on an education and skills programme across the region. It is also supporting Chichester College's bid for a Crawley University Centre to a develop higher technical education offer with a focus on STEM skills and advanced engineering sector.
- Restarting the "Learn Live" events which broadcast to classrooms across the UK about career opportunities at the airport.
- Continuing to support Gatwick Greenspace Partnership, which includes delivery of education activity.

1.7 GAL's work and commitment is commended although a few members expressed disappointment that GAL is continuing to pursue the DCO application for Northern Runway project. GAL advised that the Master plan consultation response indicated that over 66% of those who responded believed that the airport should continue to make best use of its existing facilities including the northern runway. GAL fully recognised the need to balance the environmental impacts with the economic benefits the project would bring.

1.8 The employment, skills and retraining challenges are of key interest to members, and recognising the work of many other organisations which complement GAL's efforts. The Steering Group wish to know more about GAL's work in supporting training and skills. This will be a topic of future discussion at GATCOM.

Restarting International Travel

1.9 The restart of international travel at the earliest possible time is a key focus for Gatwick and GAL is actively participating in the work of the Government's Global Travel Taskforce which is considering a range of issues on how to restart international travel in a safe, risk-based way. Along with others, GAL has proposed a simple traffic light system to help resume travel on 17 May and remove/reduce quarantine requirements. The passenger experience is also a key focus as there is a need to manage and minimise queues not only at the border but also at check-in and security. GAL confirmed that it was the Government who arrange the designated quarantine hotels for those entering the UK from red list countries. The requirements and approach to resume international travel needs to be internationally agreed. GAL continues to press the Government to work with Europe and USA and other international bodies such as the WHO and IATA to agree an international standard for global travel.

1.10 The complexity of the restart programme for the industry was highlighted. Airlines are working closely with air traffic controllers across Europe to help best predict the levels of service required as operations resume. There will be a need to retain as much

flexibility in the system as possible to respond to all the challenges and the constantly changing health situation across the globe. It is also essential that airlines, handling agents, accessibility providers and other aviation support services had realistic lead-in times to enable crew and other staff to be brought back into operation in a compliant and prepared way, recognising that many staff had been on furlough for months or had left the business. The airport's preparedness to manage the return of travel is a key focus of GATCOM's Passenger Advisory Group (PAG) who are having proactive and constructive engagement with GAL on issues to be addressed including retraining of staff, the availability of food and beverage outlets, seating capacity, and changes to service provision as a result of ensuring a COVID safe environment is provided to passengers.

1.11 The need for proactive communications to rebuild passenger confidence to travel again and making Gatwick their airport of choice was highlighted. GAL confirmed that it was looking to have strong and informative communications across all channels and social media. GAL will report on its approach to external communications at the next meeting.

Forecourt Charging

1.12 The Steering Group fully supported the work of PAG in looking at the passenger experience of the forecourt charging arrangements. PAG has continued to have positive and constructive engagement with GAL and many suggestions put forward to improve the operation and signage for the new arrangements have been taken on board by GAL.

1.13 However, PAG remains concerned about the confusion for drivers on the approach roads to the forecourt as PAG believes the non-pay 'alternative route' through the NT short stay car park barrier system is counter intuitive and has potential to result in many passenger complaints to GAL. The red route scheme was also not in place at the time of implementing the scheme and there was concern that the safety assessments would be undertaken after the scheme's implementation. GAL confirmed that the red route scheme will be introduced very soon and that it will keep under constant review the operation at various locations to ensure that people do not abuse the system through the use of CCTV and mobile units to understand passenger behaviours.

1.14 GAL also clarified the scheme's exemptions for blue badge holders and the local commuter scheme from certain postcode areas where there is not alternative public transport alternatives available and the ability for airport staff to apply for an exemption. It was also emphasised that free 2 hour drop off/pick up in long stay car park was available.

2. DfT Consultation: Night Flights Policy & Restrictions - GATCOM's suggested response to consultation questions 13 onwards

2.1 Following the discussion at GATCOM's Workshop held for members and support officers on 25 February, the Steering Group gave initial consideration to GATCOM's approach and a suggested draft response to the second part of the DfT's night flights consultation. As GATCOM will appreciate the question of night operations at Gatwick evokes many strong and opposing views across GATCOM's membership from those wishing to see a complete ban on night flights, those wishing to see changes in the regime to bring about continued improvement in the night noise climate and to reduce the health impacts for those who suffer sleep disturbance, to those who wish to see the current regime continued to facilitate night operations and global trade into the future.

2.2 All GATCOM members were given the opportunity to consider the initial draft response to feed into the Steering Group's discussions. It was clear from those comments received there remains a diverse range of views on the approach to be taken by GATCOM and that many changes were needed to the suggested draft response. The general view

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of the Steering Group was therefore that GATCOM should submit a themed GATCOM statement reflecting a better balance of the environmental, economic and airline interests.

2.3 In addition there was a need to highlight the paucity of evidence on the economic benefits of night flights at Gatwick. The DfT's commissioned Systra Report issued in 2017 illustrated that the night flights regime could have significant economic impacts on airports, airlines, passengers and public accounts. The Systra Report whilst helpful, does not however address the wider economic impact of night flights on GDP, employment or wider knock-on effects. The aviation industry stakeholders have recently commissioned new research to capture the role of, and societal and economic benefits derived from, night flights but the results of that study will not be available in time for the Committee to consider as part of its response. It is important therefore for there to be either place markers in GATCOM's response or for reference to be made about that study.

2.4 The Steering Group acknowledges that the various aspects and implications of potential changes to the regime was a highly complicated and complex matter and that whilst the industry was in a state of flux with many staff currently on furlough, time was needed by the industry to enable full consideration and analysis of the detail of the consultation.

2.5 The revised draft suggested GATCOM response is considered at item 7.

3. END Noise Action Plan (NAP) - Draft Progress Report 2020

3.1 GAL's new process, developed in liaison with GATCOM's NATMAG members, for reviewing and monitoring GAL's progress on delivering the NAP actions was agreed by GATCOM at its last meeting. As part of that new process NATMAG reviews GAL's draft END NAP annual progress report to confirm that GAL's reported status and to identify whether there are any errors, omissions or issues of ambiguity that need to be corrected with the outcomes of NATMAG's assessment being reported to GATCOM.

3.2 NATMAG's assessment of the draft END NAP Progress Report 2020 was undertaken at an extraordinary meeting on 17 March with the outcomes reported to the Steering Group. A copy of the report to the Steering Group is attached at Annex 1. It should be noted that at present around 40% of NAP actions are either paused, stopped, or are not on track due to the on-going impact of the pandemic on GAL's and the industry's usual business.

3.3 All members and GAL felt the new collaborative review process has been extremely helpful and productive and that GAL's change in the format of the status reporting methodology provided more clarity and transparency. Undertaking the assessment by way of an extraordinary NATMAG meeting to specifically to look at the progress reporting had worked well and should be used again for future reviews.

3.4 NATMAG's on-going monitoring process will continue throughout the year including the deep dive into a selection of actions, as agreed by the last meeting of GATCOM.

3.5 The Steering Group's recommendations to GATCOM are that:

- 1) GAL's new progress status rating methodology be welcomed and that NATMAG's suggestion to include a sub-division of the rating status "ongoing" to offer two options to reflect either "ongoing on track" and "ongoing off track" be supported;
- 2) GAL's draft Progress Report 2020 be endorsed; and
- 3) GAL's Conditions of Use document, which includes airport landing charges and differentials agreed each year with the airlines, be reported to GATCOM on an

annual basis to provide the opportunity to consider and review the effectiveness of the differential charging structure.

4. Airspace Updates

FASI-South

4.1 GAL reported that the Government has agreed to restart the airspace modernisation programme and has also agreed to fund initially work through financial year 2021/22. There is also a proposal for 2022/23 although no specific financial package has yet been allocated. GAL is planning to go back to the start of Stage 2 of the airspace change process which requires engagement on developing airspace options and initial assessments of those options. It was also noted that not all airports will re-start at the same stage of the process for this project, for example it is likely that Heathrow will re-start at Stage 1 due to expected changes to its airspace change proposal.

4.2 GAL also gave an update on other related policy changes relevant to the FASI-South project:

- the Air Traffic Management and Unmanned Aircraft Bill is currently going through parliament which will put in place the necessary legislation to allow Government to require airports to take forward the airspace modernisation programme.
- The CAA's review of the Airspace Modernisation Strategy which will be subject to public consultation later in 2021.
- The industry focussed Airspace Modernisation Master Plan is being developed through 2021/22 and is expected to be subject to public consultation later in 2022. This will be an important consultation as it will set out the airspace modernisation deployment plan.

4.3 The FASI-South project is an incredibly complex and technical matter on which all parties will need to engage. The need for independent technical support to be funded to assist local authorities/communities to enable them to proactively participate in the project at the appropriate time had been raised with Government.

Route 4 – Post Implementation Review

4.4 As previously reported 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. The change to revert the use of the route was implemented on 25 February with coded overlays. GAL is monitoring performance of the route but given very little traffic is currently using the route there is insufficient data to review track keeping conformance. NATMAG will review the data later in 2021. It was noted however that due to less congested airspace aircraft are climbing more quickly and as a result ATC are vectoring aircraft, once above the Noise Preferential Route, more efficiently onto destination routings resulting in different flight tracks.

Route 5 – Post Implementation Review

4.5 The CAA has completed its review of the feedback on the outcomes of its Route 5 Post Implementation Review (PIR). GAL has not had sight of the PIR report but is expecting the CAA's decision to be published in the coming months.

5. GATCOM Draft Indicative Work Programme 2021/22

5.1 Initial consideration was given to a draft indicative work programme for 2021/22. The Steering Group felt that whilst the draft programme covered a wide range of issues the following areas needed to be included:

- Build Back Better and assessment of growth proposals
- Update on emissions targets and performance including those relating to arriving and departing aircraft

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- Attracting and retaining investment in the Gatwick region including inward investment and the airport's role
- Airspace Modernisation and the review of the CAA's Airspace Modernisation Strategy in 2021 consultation and Airspace Modernisation Master plan in 2022
- The revised draft indicative Work Programme is considered at item 8.

RECOMMENDED

- 1) GAL's new progress status rating methodology be welcomed and that NATMAG's suggestion to include a sub-division of the rating status "ongoing" two offer two options to reflect either "ongoing on track" and "ongoing off track" be supported;
- 2) GAL's draft Progress Report 2020 be endorsed; and
- 3) GAL's Conditions of Use document, which includes airport landing charges and differentials agreed each year with the airlines, be reported to GATCOM on an annual basis to provide the opportunity to consider and review the effectiveness of the differential charging structure.

TOM CROWLEY
CHAIRMAN

GATCOM STEERING GROUP

1 APRIL 2021

END NOISE ACTION PLAN – DRAFT PROGRESS REPORT 2020 ASSESSMENT REPORT BY GATCOM’S LEAD MEMBER FOR NOISE & GATCOM SECRETARIAT

SUMMARY

At the last meeting of GATCOM a new process for monitoring GAL’s progress on delivering the actions of the END Noise Action Plan (NAP) was agreed. As part of the new process GAL issued a draft of the END NAP Progress Report 2020 for NATMAG’s initial assessment and GATCOM’s endorsement prior to its publication. NATMAG reviewed the draft Progress Report 2020 at a Special Meeting which took place on 17 March. This paper gives details of the outcomes of NATMAG’s consideration and other recommendations for the Steering Group’s consideration. The Steering Group’s views are sought on the suggested recommendations to GATCOM.

1. BACKGROUND

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 At the GATCOM meeting on 21 January GAL’s new process, developed in liaison with GATCOM’s NATMAG members, for reviewing and monitoring GAL’s progress on delivering the NAP actions was agreed. The new process is designed to give more visibility and public trust in GAL’s progress reporting. As part of the new process GAL’s draft Annual Progress Report is first assessed by NATMAG to confirm the reported status to help identify whether there are any errors, omissions or issues of ambiguity that need to be corrected. The outcome of that assessment together with the draft report is then reported to GATCOM for consideration and endorsement prior to GAL’s publication of the Progress Report.

1.4 NATMAG assessed the draft 2020 Progress Report at a Special Meeting on 17 March. The outcome of that assessment and recommendations to the Steering GATCOM are set out below. The Steering Group is asked to consider the outcome of the assessment and to make recommendations to GATCOM. GAL’s revised draft END NAP Progress Report 2020 is enclosed separately for the Steering Group’s review.

2. DRAFT 2020 PROGRESS REPORT ASSESSMENT

2.1 In response to NATMAG members’ feedback about GAL’s use of the traffic light colour designations; Red, Amber or Green (RAG) status rating not accurately reflecting the actual progress made, GAL has adopted a new status rating methodology. The new rating

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method includes more categories comprising "Completed or achieved"; "In Progress"; "Ongoing"; "Paused"; and "Stopped/Not started". NATMAG has welcomed this new rating methodology which provides much greater clarity to the progress reported. NATMAG has suggested a sub-division of the rating status "ongoing" to offer two options to reflect either "ongoing on track" and "ongoing off track". This would enhance transparency of the actual position of an action. GAL has agreed to look at how this can be used in the production of the END NAP's Mid-Term Progress Report which is due to be presented to NATMAG in September 2021.

2.2 In respect of the reported status of the various actions, as reported to the last GATCOM meeting one of the key conclusions from the previous NATMAG assessment of progress was that in some cases the wording of some of the NAP actions were ambiguous. GAL was asked to explore with Defra (and the DfT) whether minor modification to the wording of actions could be undertaken. The advice received was that the wording of the adopted END NAP should not be revised but instead GAL should explain the ambiguity of the action in the comments against status update in the Progress Report. This advice has been taken into account in NATMAG's assessment of the 2020 Progress Report.

2.3 The overall conclusion of NATMAG's assessment of the 2020 Progress Report was that it was a much clearer and accurate account of progress. NATMAG has suggested a few minor modifications to the wording of the status report against a few actions as a way of enhancing clarity and public understanding. There were however no significant issues that needed to be brought to the attention of GATCOM regarding the progress made over the first two years of the life of the END NAP.

2.4 In addition to assessing progress, NATMAG took the opportunity to explore other areas flowing from the END NAP actions that would merit further consideration by GAL through NATMAG and GATCOM or in the next periodic review of the END NAP. These areas included:

- Action 1 – "We will maintain a charging differential in our published airport charges which incentivises the use of aircraft with the best in class noise performance". NATMAG queried how GAL would measure the effectiveness of this action and whether a baseline could be included against which progress could be measured in future review of the END NAP. A combination of measures and metrics are currently used to track flight performance and improvement in the noise climate. GAL will however look to see if more information can be provided to determine the key drivers that influence airlines' scheduling and operations. The NMB is also looking at this and will involve NATMAG in the NMB's information gathering session.
- Action 3 – "We will review the landing fee differential at least every five years" NATMAG felt that there needed to be greater transparency and understanding of GAL's airport landing charges and differentials which are agreed each year with the airlines. It is suggested therefore that GAL be asked to report to GATCOM on an annual basis and as such should be an objective in GATCOM's annual work programme to review with GAL the effectiveness of the differential charging structure.
- Actions 8, 14, 17, 18 and 19 – wording of actions was highlighted as needing refinement/broadening of scope in the next periodic review of the END NAP which GAL has noted.

2.5 NATMAG will over the course of the year monitor progress of the priority actions being taken forward this year. The END NAP Mid-Term Review is to be considered in September 2021. NATMAG has agreed to hold a Special Meeting in September to fully assess the progress made and where additional focus may be needed to ensure that all actions are delivered over the last two years of the life of the NAP. This Review will also consider those actions which have already been completed/achieved to ensure that their aim is still having the desired effect and do not need revisiting to bring them back on track.

2.6 GAL has included in Annex B of the draft Progress Report 2020 a 15-Year Key Performance Indicator Table which tracks Gatwick's noise performance. This has been welcomed by NATMAG.

RECOMMENDED

That it be recommended to GATCOM that:

- a) GAL's new progress status rating methodology be welcomed and that NATMAG's suggestion to include a sub-division of the rating status "ongoing" two offer two options to reflect either "ongoing on track" and "ongoing off track" be supported;
- b) GAL's draft Progress Report 2020 be endorsed; and
- c) GAL's airport landing charges and differentials agreed each year with the airlines be reported to GATCOM on an annual basis and to provide the opportunity to consider and review the effectiveness of the differential charging structure.

MIKE GEORGE
GATCOM Lead Member for Noise

PAULA STREET
GATCOM Secretariat

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GATCOM

22 APRIL 2021

Passenger Advisory Group (PAG) - Report for the period January 2021 to 24 March 2021

Report by the Chair of the Passenger Advisory Group

1. COVID-19

1.1 PAG continue to work remotely due to the continuing effects of the Covid-19 pandemic and third national lockdown. Whilst this constrains our members from attending the airport first-hand, we are extremely grateful to the GAL team and Bronwen Jones (Development Director) for regularly updating me by virtual meeting so that I can keep PAG members informed of activities at Gatwick. PAG's working group meetings have resumed by virtual means on our normal schedule, with PAG remotely monitoring services and facilities to provide positive and constructive representation on behalf of passengers and act as Gatwick's critical friend.

1.2 Dependent upon the trajectory of the virus and national guidance at the time, we cautiously anticipate being able to begin some in-person activity at the airport in early summer 2021. When and what format this may take will of course be carefully considered, will take account of personal risk as well as social distancing guidelines, and will be agreed in collaboration with GAL.

2. OPERATIONAL MATTERS

2.1 Following the third national lockdown GAL continue to face great uncertainty on passenger numbers. The full effect on the airport of the pandemic was illustrated in GAL's stark annual results published in February, showing a £465.5m annual loss.

2.2 Members were encouraged to learn that a recent survey on attitudes to travel showed there is some evidence of pent-up demand for travel; it was noted however that a significant proportion of this demand is from pre-booked holidays in 2021 which were carried forward from 2020 so there is still uncertainty on what proportion of these trips will go ahead. Interestingly the survey also demonstrated that passengers main concerns were around the experience at their destination and whether they would face quarantine or restrictions on returning home, which is notable as their experience in the airport or during air travel were not prominent concerns.

2.3 The key characteristic of the summer 2021 season is uncertainty. PAG sought reassurance from GAL that plans are under consideration to manage future increases in passenger numbers once travel restrictions ease and passenger confidence returns. We were pleased to note that GAL is planning scenarios for differing variables in preparation for the summer and engaging with airlines to resume business safely. We were reassured that a close watching-brief will be kept over the coming months in relation to passenger levels and whether operations can continue in just North Terminal or whether South Terminal operations need to resume.

2.4 Key to future plans for aviation will be the recommendations from the Government's [Global Travel Taskforce](#) (GTT), which were published on 9 April. Evidence has been welcomed from the aviation and travel industries as well as Airport Consultative Committees, and GAL also contributed to the work of the GTT. There is wide support in the industry for a traffic-light system using a risk-based approach, with some advocating a regional or island-based risk designation; GAL supports this approach but stressed the

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need for advance warning of changes to be provided to airports and the travel industry in order to more effectively manage passenger volumes when risk levels change. We will discuss the outcomes of the GTT's report with GAL to consider how passenger facilities at the airport may need to change to accommodate increased travel, and to protect passenger health once travel restrictions are lifted. PAG will of course continue to advocate for passengers and provide support to GAL in this regard.

2.5 Looking to the future, we received an update on GAL's renewal of its economic licence conditions which, following a period of engagement and consultation over the last two years came into effect on 1 April for a period of four years. PAG was pleased that despite the significant change to the aviation market GAL had not sought to change its proposal submitted to the CAA prior to the pandemic which we welcomed as a positive indicator.

3. PASSENGER SAFETY & COMFORT

Airport Access Roads

3.1 PAG recently welcomed GAL's trial of a new pothole repair method on the airport's road system, especially those roads serving the car parks and terminals. A number of new potholes have been seen recently (not previously repaired) and GAL will address these. PAG and GAL both continue to monitor the quality of the airport access roads.

Forecourt Charging

3.2 We thanked GAL for continuing to engage regarding the forecourt charging scheme and for taking on board PAG's feedback to improve the passenger experience. The group's main concern is regarding road safety and we have made suggestions for improvement needed to the roadway run-in, signage, and design of the scheme at both terminals, and have emphasised the need to ensure the driver's journey is intuitive and consistent at both terminals. We understand that GAL expects to learn, improve, and work out problems as the scheme continues, however we have urged GAL to assess and make changes to the scheme's signage and issues at an early stage whilst passenger volumes are low. PAG has also highlighted the potential for negative passenger feedback, the resource needed to respond to complaints, and the need for greater publicity of the scheme. We will continue to monitor this.

Arrivals and Departures Passenger Processing

3.3 Airlines, handling agents, and Border Force are now required to check the extra travel documentation mandated by the UK Government for certain destinations as well as other forms for travel which means that e-gates at Border Control are closed and the process for check-in on departure is taking 40-60% longer. Due to the low level of passengers at present this additional delay is manageable, however it will not be sustainable once passenger numbers increase and could lead to queues and issues with maintaining social distancing in the summer which is of great concern. We await further advice from Government on what measures will be in place once restrictions to travel are lifted and encourage all parties to seek to improve the passenger journey.

3.4 Allied to the above, due to the extra documentation currently required for destinations and checking of forms for travel the airport continues to see passengers anticipating delays and therefore arriving extra-early for their flights. PAG highlighted the need for GAL to pro-actively communicate and manage passenger perception of how much time should be planned in their journey to travel through the airport's processes. The need to ensure social distancing can be maintained throughout the journey experience should also be considered such as minimising queues at check-in and security, the availability of sufficient seating in the international departure lounge (IDL) whilst many restaurant units remain closed, and PAG stressed the importance for any changes to be workable solutions for both the passengers and airport.

Security Queue Management

3.5 Gatwick's current queue management software for security is being replaced. Replacement systems that use technology to track individual movements within the terminal will be considered as these could provide better queue management and will provide an effective measure if face masks become an ongoing necessity for travel. Our working group will continue to engage with GAL on this project and provide input on the passenger experience. We also highlighted to GAL the need to closely manage queuing whilst the Core Service Standards scheme continues to be suspended, particularly when travel restrictions are relaxed and passenger numbers increase.

Special Assistance Service

3.6 GAL confirmed that the contractor for this important service, Wilson James, continues to operate the scheme well in difficult circumstances. PAG is however concerned that as a result of GAL's restructure there is not now a dedicated GAL person overseeing the special assistance contract and facilities, service quality, and day to day operation of this very specialised area of the business. GAL has made significant improvements to the provision of this service in recent years and there is a need to ensure that the high level of service is retained and further improved upon to benefit passengers.

International Departure Lounges (IDL)

3.7 We continue to engage with GAL on the coordination and timely reopening of catering outlets to ensure good availability as passenger numbers return. A number of pop-up concessions have closed which provides more space in the terminal and scope to increase the availability of distanced seating which is positive.

Tax Free Shopping

3.8 The impact of the recent changes to tax-free shopping at Gatwick is a concern to GAL and discussions continue with the Government. PAG noted that the changes could affect the airport's ability to retain and attract new retailers to the airport as there potentially is no price advantage over shopping on the high street resulting in the loss of choice for passengers and loss of revenue for the airport.

Passenger Enquiries

3.9 As there are very few passengers travelling through Gatwick at the moment, the amount of passenger feedback GAL receives is also much reduced. Generally the feedback and enquiries received over the last quarter reflect passenger anxiety generated by extra and troublesome parameters of travel at this time due to Covid. The areas that attracted the most complaints over the past quarter related to the forecourt drop off charges, Police enforcing the travel restrictions and airline/handling agent complaints about check-in staff and luggage. The special assistance service attracted positive feedback.

3.10 The use of Social Media by passengers continues to grow and the positive, neutral and negative feedback data is reviewed. The forecourt drop off charge was the area attracting most feedback. PAG welcomed the improvements to GAL's social media responses which are being handled by a much reduced resource in the Customer Service Team.

3.11 Due to the Covid restrictions and reduction in air travel many passengers have not been to Gatwick in some time and are not aware of the changes at the airport over the previous year. To help reduce the potential negative feedback or complaints, we raised the need for a pro-active communications plan to inform and raise awareness of the new dynamics for passengers revisiting the airport. The group have previously suggested that additional resource is needed within the passenger experience team, and this was reiterated.

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3.12 There was one complaint referral to GATCOM relating to the long stay car parking and the terminal transfer service resulting in a passenger missing a flight. This complaint was initially made in February 2020 before the first national lockdown and its resolution had been hindered as a result of the pandemic. PAG has reviewed GAL's handling of this complaint and concluded that whilst it was unfortunate that the resolution of the complaint had been hindered by national Covid-19 lockdown restrictions impacting on the usual operations and processes, GAL had initially dealt with the complaint appropriately. PAG did however identify some improvements for the future handling of complaints of this nature such as better ownership of complaint cases in order to reduce the number of individuals responding to a case; ensuring all aspects of enquiries are considered at an early stage to enable issues to be investigated, evidenced, and resolved in a timely manner; and the language used in responses. GAL is taking on board PAG's comments.

RECOMMENDATIONS TO GATCOM

The Passenger Advisory Group therefore recommends that GATCOM:

- 1) Encourage GAL to continue engaging with PAG on the forecourt charging scheme to seek continuous improvement to the passenger experience;
- 2) Highlight the need for GAL to liaise with partners to appropriately manage and mitigate potential delays and queuing issues at arrivals, check-in and security to ensure the safety of passengers and the efficiency of operations as passenger numbers return; and
- 3) Supports PAG's continuing engagement with GAL to ensure a positive passenger experience at Gatwick.

SAMANTHA WILLIAMS
PAG CHAIR

GATCOM

22 APRIL 2021

NATMAG - SUMMARY OF ISSUES DISCUSSED

REPORT BY LEAD MEMBER FOR NOISE

1. There have been two meetings of Gatwick Airport Limited's (GAL) Noise and Track Monitoring Advisory Group (NATMAG) since the last GATCOM meeting – the first on 4 February 2021 and the second was an Extraordinary on Wednesday 17 March 2021 to discuss the draft END Noise Action Plan Progress Report 2020. The outcomes from the discussions on the END NAP are covered in paragraphs 18-20 below and also in the report of the GATCOM Steering Group meeting at item 3, Appendix 1.

2. The regular quarterly meeting on 4 February covered performance over the past quarter and a number of other matters. GAL gave an update on the level of operation in February. The airport continued to operate from Pier 5 in the North Terminal only. There were no departures between 17:00 – 07:30 and between 2-13 February, Gatwick had around 10 – 40 ATMs (air traffic movements) per day; to put this into context for example, on 12 February GAL handled 42 ATMs, on the same day in 2020 that was 567 ATMs and in 2019 655 ATMs.

3. With the on-going significantly reduced operation, GAL has discussed with NATMAG ways to better apportion the Airspace Office's resource to ensure continuation of NATMAG's work and has agreed to tailor reporting and to temporarily pause the production of a separate FOPP report; Horley overflight reporting; Airspace Office & Ground Noise Executive Data Summary; and a meetings papers list. In addition to this, the noise complaints handling response time has temporarily increased from 8 days to 21 days. NATMAG will keep the response times under regular review.

4. The unconfirmed minutes of the meeting are available on GAL's website at: https://www.gatwickairport.com/globalassets/publicationfiles/business_and_community/all_public_publications/aircraft_noise/natmag/natmag-minutes-draft-february-2021.pdf

5. The other key points to note from that meeting are:

Airspace Office Quarterly Report (Q4)

6. The airport's flight operations performance over Q4 covering the period 1 October to 31 December 2020 was considered and the complaints analysis reviewed. During the period covered there were 8,731 aircraft movements in total at Gatwick, which is a decrease of -86% compared to the same period last year due to the impact the COVID-19 pandemic. There were no noise infringements during the quarter.

7. As reported to GATCOM's last meeting traffic vectoring patterns have slightly altered and the climb rates have significantly improved.

8. The quarterly report is available on GAL's website at: https://www.gatwickairport.com/globalassets/publicationfiles/business_and_community/all_public_publications/aircraft_noise/fpt_quarterly_reports/ao-report---2020-q4.pdf

Noise Complaints

9. The number of submitted complaints has decreased to 567, a decrease of -90% compared with the same period last year. The number of individual complainants has decreased to 70, which equates to a -65% year-on-year reduction. In 2020 the areas

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Appendix 3

with the greatest number of complaints received were Tunbridge Wells, Tonbridge and Langton Green.

Airline Noise Performance Table

10. GAL has launched its Airline Noise Performance Table and this is now included in the Airspace Office quarterly report. This performance tool compares airlines' performance in CDO, track-keeping and fleet noise efficiency, which is expressed through a new metric – quota count per seat. Airlines with more than ten movements per week during Q4 are included in the ranking. This is a welcome addition to the suite of GAL flight performance management tools.

Go-arounds

11. There were 12 go-arounds during Q4 2020 all due to unstable approaches and weather. The remedial action taken by airlines to evaluate an incident with pilots is being looked at. It was also noted that maintenance flights, where aircraft perform a circuit, may be mistaken for go-arounds. As there were many questions surrounding maintenance flights, including routes, frequency and safety, ANS agreed to provide an update at the next NATMAG meeting.

ILS Joining Point

12. Over Q4, in respect of the use of Runway 26, 0.91% of aircraft joined ILS inside 8 NM. The high percentage of arrivals joining between 14.5 – 14.99 NM accounts for aircraft that arrive directly from the East. In respect of the use of Runway 08, 0.7% of aircraft joined ILS inside 8NM.

13. There was discussion around about the differential between the DfT noise abatement procedures (which have been in place, unaltered, for more than 2 decades) and the minimum 8 nautical mile joining point and how NATMAG could better educate and inform interested parties. This included suggestions of explanatory text in the quarterly report and information on Gatwick's Noise Management webpages.

14. A specific issue raised by Dormansland Parish Council about the increased number of aircraft joining the ILS over the parish has been given initial consideration. Whilst more detailed information was being sought from the Parish Council, GAL shared an arrivals tracks comparison for January 2021 with the same month the previous year. The graphic showed that arrivals using Runway 26 were joining the ILS from the north. NATS explained the process for arrivals vectoring and the need to route aircraft in the most expeditious way. The current low levels of traffic in the London airspace is facilitating more efficient arrivals, all of which was in accordance with government legislation and regulatory guidance.

Ground Noise

15. The number of aircraft engine tests being performed are being kept under review as they are increasing and the lower level of ambient noise resulting from reduced air traffic movements means they are more noticeable to local communities. The restrictions on engine tests are between 23:00 – 07:00 hours and also on Christmas Day. GATCOM's NATMAG members have also asked GAL to report back on the number of APU dispensations being given relating specifically to the powering of High-Efficiency Particulate Air (HEPA) filters for aircraft air conditioning.

Route 4

16. NATMAG is regularly updated on the current position of all the Route 4 airspace changes. In respect of the 2012 Post Implementation Review CAA decision, the use of the coded overlays came into effect on 25 February. To be able to assess track changes GATCOM's NATMAG members have requested comparisons of tracks with altitude of

before and after the changes so that the way in which the route is flown can be monitored.

END Noise Action Plan – Progress Monitoring

17. As part of GAL's new progress monitoring process tracking the delivery of the END Noise Action Plan (NAP) actions, endorsed by GATCOM at its last meeting, NATMAG considered at its February meeting the progress being made on four NAP actions:

- Action 5: deployment of the airline noise performance table – as mentioned above GAL has launched its Airline Noise Performance Table and this is now included in the Airspace Office quarterly report so that performance is tracked and regularly monitored.
- Action 9: a voluntary ban on operations of quota count 4 aircraft within the core night period by the end of 2022 – GAL is bringing forward this action forward and with the aim of putting in place a voluntary ban in October this year, at the start of the Winter 2021/22 season. The proposal was presented in January 2021 to Gatwick's Slot Coordination Committee when no objections were raised.
- Action 22: explore opportunities to remove the altitude restrictions on departure routes intended to reduce the noise impact of departing aircraft - A study has been initiated to investigate the noise impact of continuous climb, which aims compare the departure climb profiles of 'pre-pandemic' (2019) departures vs 'pandemic' (2020) departures to better understand the noise benefits that might be generated by Continuous Climb Operations (CCO) through design. This work will inform GAL's collective thinking on the potential for CCO in exploring opportunities for the airspace modernisation project, FASI-South.
- Action 32: ensure that GAL's noise and track keeping systems are suitable, relevant and reliable – This has been a key project for GAL, involving input from and review by NATMAG over the past couple of years and a number of improvements have already been implemented. GAL, working with NATMAG, has identified further planned improvements in 2021 including preparing the system for the introduction of the Low Noise Arrival Metric, another END NAP action. GAL has also confirmed that all the noise monitors are fully maintained and collecting data.

18. The review of GAL's reported progress status in the draft END Noise Action Plan Progress Report 2020 was considered in detail by NATMAG at an extraordinary meeting held on 17 March specially arranged to carry out the assessment of progress. Full details of NATMAG's assessment are given in the minutes of the meeting available on GAL's website:

https://www.gatwickairport.com/globalassets/publicationfiles/business_and_community/all_public_publications/aircraft_noise/natmag/extraordinary-natmag-minutes-final-march-2021-.pdf

19. GAL has adopted a new status rating methodology which includes more categories for recording progress. NATMAG has welcomed this new rating methodology which provides much greater clarity to the progress reported.

20. The overall conclusion of NATMAG's assessment of the 2020 Progress Report was that it was a much clearer and accurate account of progress. NATMAG has suggested a few minor modifications to the wording of the status report against a few actions as a way of enhancing clarity and public understanding. The outcome of NATMAG's assessment was reported to GATCOM Steering Group on 1 April. Details of the Steering Group's recommendations to GATCOM are set out at item 3, Appendix 1.

Flight Operations Performance & Safety Committee (FLOPSC)

21. NATMAG members have a reciprocal arrangement with FLOPSC to attend meetings to ensure linkages and understanding between GAL's flight performance management groups. Cllr Kitchen attended the last meeting on 31 March 2021.

22. The main topics of discussion centre on preparing for operations to resume and the replacement of the Surveillance Radar Approach system (SRA). The airlines also noted the number and nature of noise complaints despite the very few flights at the current time.

NATMAG's key messages to GATCOM are:

- NATMAG would continue during this period of low traffic but some reporting and administration would be reduced. This would include extending the noise complaints response time from 8 to 21 days.
- NATMAG would consider how to better educate and inform interested parties about the differential between the DfT noise abatement procedures and the minimum 8NM ILS joining point.
- GAL will keep NATMAG updated through additional regular reporting on the changes to Route 4 standard departures following the implementation of the change on 25 February.

Mike George
GATCOM Lead Member for Noise

GATWICK AIRPORT NOISE MANAGEMENT BOARD
NEX-2

Wednesday 10 March 2021 – Zoom virtual meeting

Key Points & Actions

Key Decisions taken:

- **The NMB Workplan (with further changes) was adopted without opposition (Annex 1)**
- **The priorities for the NDG as set out through the Workplan should be implemented.**
- **Minutes would be replaced by Key Points & Actions and the record agreed by email exchange to save time. Actions would be reviewed at the start of each NEX meeting.**

Minutes & Actions from NEX1.1

- **Actions 1, 4 and 6 from NEX-1.1 were completed and closed.**
- **Actions 2, 3 and 5 were still on-going and would be carried forward. Particular emphasis was placed on the work going on around Action 2.**
- **Following incorporation of some minor amendments the Draft Minutes of NEX-1.1 were agreed.**

NMB Workplan

Amendments were incorporated into the Workplan as follows

- **New departure noise limits and fines:**
 - i) GAL agreed to remove reference to the DCO and noted that the consultation mechanism of the DCO may be used to seek views on this.
 - ii) The DfT explained the process for introducing new fines, including the need for Secretary of State approval. After further discussions around timelines from CNGs, GAL noted that 2024 was currently in the Noise Action Plan and said it would seek to complete the task earlier than 2024 if it were feasible, taking into account other priorities.

- Airline Noise Performance Table. An adjustment to indicators was made: Engagement with airlines receiving 'red' ratings in the Table would be prioritised, followed by those with 'amber' ratings. A reduction in the number of 'amber' and 'red' ratings would indicate improvement for outlier airlines and would therefore be included as an indicator.
- Growth and Noise. Reflecting the profound traffic downturn and difficulty in predicting the rate of airline/airport recovery from the pandemic, NEX agreed to make the review of this as a milestone in Q3 2021.

Other actions agreed/ points noted:

- Airline Noise Performance Table. The blog on GAL's website links to the 'Noise Reports' page of the website. GAL agreed to update the link so that it takes the user to the Q4 2020 table.
- Reduced Night Flight Noise.
 - i) easyJet agreed to consult the AOC regarding Action 2 of NEX-1.1, which it was agreed should be broadened to include more carriers than EZY. NEX Chair would discuss with easyJet whether this should feature as a side note on the workplan.
 - ii) The RNN trial would go forward subject to sufficient traffic levels and FASI-S funding. The RNN trial would not change the existing minimum ILS night-time joining points.
- Financial incentives for less noisy aircraft. NEX agreed that any innovations which incentivise use of quieter aircraft, that were identified or emerging, including at a national level, should be considered for potential inclusion in the NMB workplan. GAL agreed to provide an updated briefing to the NMB on financial incentives, including any regulatory requirements, GAL would seek the participation in the briefing of the other organisations involved in organising and setting these incentives (eg HMG policy makers).
- Improve departure continuous climb. NATS reassured that optimised climb profiles would continue to be pursued notwithstanding the outstanding FASI-S developments that would facilitate this.
- Agree and routinely use noise metrics. CL agreed to circulate a draft protocol from CNGs on noise metrics to the NDG ahead of its next meeting.

- Land Use Planning and noise. A steering group was discussed as a first step to scope out the work. ICCAN have offered to support this process. HC expressed an interest in being involved. TC advised that Crawley Borough Council had undertaken work in this area and suggested a conversation with their Head of Planning.
- Other Points Noted.
 - i) WM briefed the NEX on written comments regarding the proposed Workplan provided by CAGNE. TN advised that the planned RNN trial would proceed subject to receipt of the FASI-S programme receiving Government funding, and that the trial did not include the moving of the required minimum ILS joining point in the night period.
 - ii) The NEX Chair emphasised that the Workplan should be seen as iterative and open to changes in the future.

Overview of current traffic situation and trends at Gatwick and beyond

TN provided an overview of the current traffic situation at Gatwick Airport. In 2020, passenger numbers were 78.2% down (from 46.6 million to 10.2 million) and air transport movements (ATM) were 72.8% down (from 281,000 to around 76,000) compared to 2019. The airport remained open throughout 2020, though moved to a single terminal operation. There had been a significant reduction in capital expenditure. Operational expenditure had also reduced, and Gatwick Airport Limited had reduced the number of people it employed by over 45% (previously nearly 3,300 to just over 1,800). In February 2021 there were around 10-15 flights a day. Future forecasts would depend on how quickly HMG and other Government's measures to restrict international travel were relaxed.

GL provided an overview of key reports from Eurocontrol¹ and ICAO² figures regarding the recovery of aviation, noting that airlines have reduced their staff and aircraft fleet generally between 10 and 30%. Redundancies within the workforces and the retirement of aircraft have limited airline's maximum capacity by a similar proportion. Those staff still employed, but furloughed, especially pilots and engineers would be reintegrated over an extended period to provide for statutory competency checks. Both Eurocontrol and ICAO have indicated that domestic travel was likely to recover first, due to its

¹ <https://www.eurocontrol.int/traffic-scenario/new-eurocontrol-traffic-scenarios-factor-latest-covid-impacts-european-aviation>

² https://www.icao.int/sustainability/Documents/COVID-19/ICAO_Coronavirus_Econ_Impact.pdf

independence from the constraints of border restrictions. Due to the geopolitical structure of Europe, the European Region was expected to fare worst when compared to other regions. Medium-haul international leisure travel was set to recover after domestic travel and more slowly, followed by long-haul traffic. Business travel might never return to pre-pandemic levels because of increased use of virtual meeting tools and changing working practices. Looking forward it was unlikely that this summer's traffic could be more than 80% of 2019s, given the staffing constraints on airlines following redundancies and furloughing.

- Maintenance Flights: LK and HC had received several queries regarding 'maintenance' flights, these very short duration flights, comprising a take-off and return to landing after a few minutes of flight were conducted by operators to maintain the operational status of aircraft. There were currently approximately seven maintenance flights a day, depending on the maintenance schedule. These flights were not operated in the night period.

Workplan Delivery

- The NDG would develop, agree, and share project plans for the Workplan items, each guided by the NMB Workplan as adopted by the NEX.
- FED: A steering group would be established to develop terms of reference for the proposed FED study. The NCF Chair would establish a process to confirm NCF representation. CNGs wanted the right to choose any specific CNG rep.

A.O.B

Following agreement at NaTMAG, GAL has temporarily extended noise complaint response times from 8 working days to 21 working days.

Summary of Actions

<i>NEX/1.1</i>	<i>Action</i>	<i>Due</i>	<i>Responsible</i>
<i>ACTION 2</i>	HM agreed to review the airline procedures concerning scheduling and operation of night flights.	<i>On-going</i>	<i>EasyJet/AOC/HM</i>
<i>ACTION 3</i>	IJ agreed to investigate pre-pandemic work at NATS regarding the concept of noise cones, he undertook to investigate and report findings to the NEX.	<i>On-going</i>	<i>NATS/IJ</i>
<i>ACTION 5</i>	Utilise clarification of the FED as a basis to begin NMB discussions with FASI and seek ICCAN engagement in assessing how the concentration of flights versus the alternative dispersal could be fairly achieved, noting that this is a national, rather than a Gatwick specific topic.	<i>On-going</i>	<i>NMB Secretariat</i>
<i>NEX/2</i>	<i>Action</i>	<i>Due</i>	<i>Responsible</i>
<i>ACTION 1</i>	<i>Establish a Steering Group including ICCAN, HC and potentially Crawley Borough Council, to scope the Land Use Planning Task</i>	<i>NEX/3</i>	<i>NDG</i>
<i>ACTION 2</i>	The NDG will develop, agree, and share project plans for the Workplan items, each guided by the agreed NEX position.	<i>NEX/3</i>	<i>NDG</i>
<i>ACTION 3</i>	A steering group will be established to develop terms of reference for the proposed FED study. The NCF Chair will establish a process to confirm NCF representation.	<i>NEX/3</i>	<i>NMB</i>

NEX/2 Attendees

Name	Organisation
Ross Kennedy	easyJet
Robin Clarke	NATS
Vicki Hughes	ANS
Tom Crowley	GATCOM
Lee Howes	NaTMAG
Warren Morgan	NCF Chair
Clr Liz Kitchen	NCF Council Member #1, West Sussex County Council
Clr Ann Newton	NCF Council Member #2, Wealden District Council
Atholl Forbes	CF CNG Member #1, PAGNE
Charles Lloyd	NCF CNG Member #2, GACC
Tim Norwood	Gatwick Airport Limited
Mark Simmons	CAA
Ian Greene	DfT
Simon Henley	ICCAN
Jonathan Drew	NEX Chair
Graham Lake	NMB Secretary
Laura Boccadamo	NCF Secretary
Helyn Clack	NEX Vice Chair
Jannik Post	NMB Secretariat Support

Future NMB Meetings

Meeting	Date
NDG-5	7 April 2021
NCF-4	11 May 2021
NEX-3	15 June 2021

Annex 1. NMB Workplan

NMB LOGICAL FRAMEWORK-BASED WORKPLAN

GOAL: To reduce noise from aircraft in and around Gatwick

ISSUE	ACTIVITIES/INPUTS	OUTPUTS/MILESTONES	OUTCOMES
	<i>Procedural changes</i>		
Reduce Night Flight noise	<p>Review RNN trial plan and GAL to re-start RNN trial ACP with CAA (if number of flights allow)</p> <p>Re-engagement with industry and community on the purpose of the trial (if number of flights allow)</p> <p>Lobby CAA to expedite approval of RNN trial (<i>timing subject to the re-start of the ACP</i>)</p>	RNN trial occurs & validates whether further noise reduction possible (<i>winter 2021/22 if number of flights allow sufficient data</i>)	<p>Reduced Night Noise (RNN) type procedures adopted (<i>if successful, operational deployment by 2024/25</i>)</p> <p><i>Target Indicators - target of 10 decibels (dB) for outliers</i></p>
Landing gear deployment	Landing gear deployment desktop review, including review of other airports' trials and subsequent trial proposal (<i>end Q3 2021</i>)	Landing Gear Deployment optimisation trial & assessment takes place and shows whether noise reduction can be achieved at London Gatwick (<i>end 2021, subject to sufficient traffic levels</i>)	<p>Landing Gear deployment optimisation procedure adopted (<i>by end 2022</i>)</p> <p><i>Target Indicators – greater than 3dB in specific distances from touchdown.</i></p>
New departure noise limits & fines	Investigation and engagement with stakeholders including airlines on new departure fines proposal (<i>Q3 2021-2022</i>)	Noise departure limits and new fining regime document proposed by GAL (<i>end Q4 2022</i>)	<p>Noise departure limits lowered and new fining regime introduced (<i>by 2024 or earlier</i>)</p> <p><i>Target Indicators) – The number of aircraft (per aircraft class or type) that trigger any new noise limit</i></p>
Improve departure continuous climb	Study on continuous climb noise reduction (to include noise contours to demonstrate noise impacts).	Study shows that there could be noise reduction if continuous climb is more fully achieved with little or no adverse effect to existing or new communities (<i>end Q2 2021</i>).	<p>Improved continuous climb procedures adopted (<i>when FASI-South starts winter 2024/25</i>)</p> <p><i>Target Indicators – noise contours and number of aircraft (on average)</i></p> <p>N.B. Any future changes require an airspace change and are therefore subject to consultation. If FASI-S does not go ahead and the output shows that there could be noise reductions if continuous climb is more fully achieved with little or no adverse effect to existing or new communities specifically in relation to the vectoring of arriving aircraft, then other options to take this forward could be explored.</p>
Review of noise abatement procedure for the Instrument Landing System (ILS) minimum joining point during the night	<p>Establish steering group (by Q2 2021).</p> <p>Commission a review of the noise abatement procedure for ILS minimum joining point during the night (note: any noise impact assessment for the areas affected should account for all aircraft noise, i.e. for both arriving and departing aircraft) (<i>Q3 2021</i>).</p> <p>Key stakeholders: Community Groups; Councils; the Department for Transport (DfT), GAL, NATS and the Civil Aviation Authority (CAA).</p>	Publication of the report	<p>Dependant on findings.</p> <p><i>Target Indicators (in terms of noise) – to be determined through the study; likely to look at noise on population (eg noise contours by area and population; may also include the distribution of traffic).</i></p>

NMB LOGICAL FRAMEWORK-BASED WORKPLAN

GOAL: To reduce noise from aircraft in and around Gatwick

	Procedural influences		
Implement Airline Noise Table	NDG constructs metrics, GAL trials the Airline Noise Performance Table <i>(already achieved)</i> Review of how table is working <i>(Q4 2021)</i>	Gatwick Airport Ltd (GAL) publishes Airline Noise Performance Table <i>(Q1 2021)</i>	Airline Noise Performance Table in use to influence airline compliance and performance improvement <i>(from Q1 2021)</i> . <i>Target Indicators – production of the table itself; number of engagements with airlines over a 12-month period and a step change in indicators for these outlier airlines (#1 Red #2 Amber)</i>
Deliver & incentivise low noise arrival metric	Conduct desktop validation of the Low Noise Arrival metric at Gatwick using measured noise data and arrival flight trajectories <i>(already achieved)</i> Briefing & discussion on the metric to the NCF or NEX <i>(by Q2 2021)</i>	Low Noise Arrival Metric is agreed, including operational roll out plan, by Sustainable Aviation <i>(end September 2021)</i>	Low Noise Arrival Metric in operational use <i>(by end 2021 and then ongoing)</i> <i>Target Indicators– reduction in number of outliers as indicated by the metric</i>
Agree & Routinely use noise metrics	Agree & trial use of >N60 and >N65 metrics <i>(already achieved)</i> Protocol to be drafted by CNG representatives as the basis for future discussion.	N/above (N60 and N65) metrics regularly used for all noise reduction trials and to measure noise <i>(already in use) – monitored by NATMAG</i>	Use of N/above (N60 and N65) metrics alongside Leq (averaged) noise contours <i>(throughout NMB second term)</i> <i>Target Indicators– consistency of usage of both sets of metrics in NMB matters</i>
	Strategic Change Influencing		
Engagement with FASI-S	FASI-South workshops for NMB take place to grow NMB stakeholders' knowledge on FASI-South and implications/possible advantages for noise reduction around Gatwick <i>(Q2 2021, subject to HMG FASI-S funding confirmation)</i>	NMB stakeholders understand the important granular detail of the FASI-South process and are able to influence other stakeholders with a multiplier effect <i>(by end 2021)</i> <i>N.B. Any future airspace change will be subject to the CAP 1616 process, which requires engagement and consultation with affected stakeholders.</i>	FASI-South airspace change process is properly informed on Gatwick noise issues <i>(throughout NMB Second Term)</i> <i>Target Indicators – stakeholder views would be reflected in the CAP1616 process at all relevant stages.</i>
Examine Fair & Equitable Dispersal	Establish steering group <i>(Q2 2021)</i> Independent assessment of FED concepts to help inform NMB Stakeholder discussions <i>(target end2021)</i>	NMB stakeholders are briefed on and discuss assessment's findings and agree what FED looks like so as to be able to agree way to influence HMG and other key regulatory bodies <i>(target end 2021)</i>	Fair & Equitable Distribution (FED) of aircraft defined & quantified <i>(target throughout NMB Second Term)</i> <i>Target Indicators – none agreed</i>
	Noise-related information for decision making		
Planning & Noise	Develop a proposal, following engagement with local planning authorities represented at NATMAG and NMB stakeholders, to Councils & a separate one to ICCAN/Sustainable Aviation on need for greater consideration of aviation noise in land use planning by policy makers <i>(agreed at previous NMB)</i>	Engagement with Councils local to Gatwick and HMG/ICCAN/Sustainable Aviation to encourage consideration of aviation noise in land use planning for residential purposes <i>(end 2021)</i>	Policy makers aware of the need for greater consideration of aviation noise in land use planning for residential development <i>(throughout the NMB Second Term)</i> <i>Target Indicators – number of local planning authorities engaged in the process; number of local planning authorities to have successfully incorporated aviation noise considerations into their adopted local plans</i>
Growth and Noise	Discussions on growth and noise. Depending on flight growth, post-Covid, this would be unlikely to start before late 2021 at the earliest. Review to take place Q3 2021. Key stakeholder: Gatwick Airport Limited (GAL)	Review to take place in Q3 2021	<i>Interim indicator – agreeing a way forward beyond discussions.</i>

NMB LOGICAL FRAMEWORK-BASED WORKPLAN

GOAL: To reduce noise from aircraft in and around Gatwick

Side Note

The following items or issues, which other stakeholders are engaged or leading on, are considered relevant to but outside of the NMB Second Term Workplan:

- Scrutiny of Growth:
GATCOM are engaging on this matter.
- Noise metrics:
NaTMAG will brief into the NMB as it reviews the N above noise metrics. The NMB may also wish to review the metrics (as in the draft workplan).
- Night flight noise:
DfT was currently consulting on the night flight regime for the UK. GATCOM, as the statutory body for Gatwick, was consulting stakeholders through a Night Flights Review and would make a submission on the night flight regime.
- Initial conversations have occurred with airlines regarding banning the operation of QC4 aircraft from the Winter 2021/22 season. Further consultation and engagement is required, however GAL are optimistic about introducing a ban on QC4 aircraft during the night period.
- Time-based Flow Management & Time-based Separation:
NATS would be invited to provide briefings on the NATS-led technology projects on Time-based Flow Management (further away from the airport) and Time-based Separation (for the sequencing of arriving aircraft close to the airport). While not focussed on noise mitigation, both projects have potential noise benefits including reduced airborne holding and more efficient sequencing that may reduce the possibility of late arriving aircraft being delayed into the night period due to arrivals traffic congestion. The evaluation of Time-based Separation was undertaken following a recommendation of the Gatwick Airport Independent Arrivals Review.
- Financial incentives for less noisy aircraft
GAL offered to provide a briefing to the NMB, supported by others in 2021 on all the financial incentives currently in place to encourage airlines to fly their quietest aircraft, and to consider all innovations emerging, including those at a national level.
- Other ad-hoc briefings
The NEX Chair to consider ad hoc briefings, as relevant, on GATCOM and NaTMAG from the relevant Chairs.

CEO REPORT FOR GATCOM



JANUARY – MARCH 2021

Gatwick Airport Limited
Stewart Wingate, CEO

YOUR LONDON AIRPORT
Gatwick

Airport & Operations

In February Gatwick published its **annual financial results** which demonstrated the extent of the significant global drop in passenger air traffic numbers due to COVID-19 and its impact on the airport. Despite an encouraging start to 2020 passenger numbers at Gatwick fell 78% in the year ended 31st December 2020. Although the airport has remained open throughout the pandemic, all revenue streams were impacted and the collapse in passenger demand led to a £465.5m loss for the twelve-month period and negative EBITDA at -£25.1m.

As previously reported, decisive and swift action was taken to protect the financial strength of the business. A strategic reduction in capital expenditure resulted in the deferral of over £380m from the investment originally planned in 2020 and 2021. Operating costs were reduced by over £140m in 2020 through a variety of actions including restructuring and reducing staffing levels by over 40%, renegotiating contracts and consolidating all air traffic and passengers into one terminal.

To improve liquidity, in April 2020 Gatwick secured a £300m loan with a consortium of banks and the company has drawn £250m under the Bank of England's Covid Corporate Financing Facility. The group has been granted a waiver to address breaches in Financial Covenants at 31 December, 2020. As of December 2020 Gatwick had available liquidity of £573m to meet its operating cashflows, planned investment levels and interest payments for 2021.

Gatwick awaits The Global Travel Taskforce report expected on 12th April with recommendations aimed at facilitating a return to international travel as soon as possible while still managing the risk from imported cases and variants of concern.

We started January 2021 with the majority of the South East under Tier4 restrictions which commenced in late December. The impact on December departing volumes resulted in reduced arrival volumes at the start of January. On 5th January England entered its third national lockdown of the pandemic, and airlines subsequently reduced their schedules for the duration of restrictions, either to a skeleton operation or temporarily suspending services (Wizz, Ryanair, TUI, WestJet, Turkish Airlines, Qatar, Aurigny).

In response to concerns around mutations and variants of the virus, a full travel ban was implemented by the UK government on a number of countries including Portugal, United Arab Emirates, and South America. This was then followed by the suspension/removal of all UK travel corridors as of 04.00 on 18th January. This means that all passengers arriving into England now need to quarantine for 10 days, regardless of point of entry. Passengers must also have proof of a negative coronavirus test in order to travel to England. Further restrictions on arriving passengers came into force on Monday 15th February, with travelers from red-list

countries required to quarantine at a government approved hotel, and all international arrivals required to pay (£210 per passenger) for and take Covid tests on days 2 and 8 of their 10 day quarantine.

During March we saw Portugal (including Madeira & The Azores) removed from the UK travel ban list, however airlines have yet to launch any direct Gatwick services on these routes. The UK Government also increased restrictions on international travel during March, with a travel declaration form required from 8th March and a fine of up to £5,000 for anyone leaving the country without a valid reason coming into effect from 29th March.

Passenger volumes have therefore remained subdued for the quarter, with most days seeing less than 2,000 passengers. In response to the low demand levels, and to minimise costs, the airports passenger security operating hours have been reduced to 0630-1630.

During the first quarter of the year, Gatwick had regular scheduled services operated by 7 airlines, including easyJet, Air Europa, British Airways, Vueling and Air Baltic. Compared with c48 in the same period of 2019. We have seen an increase in freight traffic during this period, with WestJet, TUI, and British Airways all operating freight only services on their passenger aircraft. Whilst details of the freight carried are unavailable, large proportions are assumed to be part of the worldwide vaccine efforts to control Covid-19.

We therefore welcome any measures that allow the resumption of international flights on 17th May 2021 for those who wish to travel and the Prime Minister’s announcement on 5th April is a small step in the right direction. However, although it signals a careful return to normality following the devastation of the Covid-19 pandemic, it is disappointing that Government has not taken the opportunity to commit to 17th May and provide certainty for those wishing to book flights.

We believe a clear, streamlined, risk-based approach – including a return to the previous traffic light system – will allow international travel to restart in a managed, careful and safe way based on the latest scientific evidence on infection and vaccination rates. Whilst it is welcome news that the requirement for quarantine will be removed for those coming from ‘green’ countries, we would hope that over time isolation could be removed for those coming from ‘amber’ countries as well - so more people can travel confidently. Two tests should also not be required when travelling from low risk or ‘green’ countries, particularly if passengers have been fully vaccinated and lateral flow tests should be used wherever possible to ensure that international travel is affordable to anyone who wishes to travel. It will be important that any new measures are coordinated with other countries so that passengers can travel with confidence and certainty, safe in the knowledge that additional restrictions will not be imposed at short notice. Measures must also be easy to understand and not lead to unacceptable delays at the border.



A new process for **staff COVID-19 testing** has been initiated using lateral flow devices aligned to the Department of Health and Social Care asymptomatic testing programme. This new process uses both static and mobile facilities to enhance access to COVID-19 testing opportunities for staff across the operation. The data gathered from this process will support government data for asymptomatic individuals. We have tested approximately 1,000 staff in the first month.

Gatwick has continued to maintain high standards concerning a **COVID-19 secure operation** through ongoing monitoring and inspections. We opted to participate in a voluntary audit in conjunction with the Civil Aviation Authority and Public Health England commencing in April. This audit will report back to the Government as part of the ICAO Council Aviation Recovery Taskforce (CART) to ensure that there is confidence in the aviation industry as the airport returns to higher passenger numbers.

In this reporting period the **NHS drive through testing centre** operating out of one of Gatwick's long stay carparks began providing COVID-19 lateral flow home testing kits for households and bubbles of pupils, students and staff of schools, nurseries and colleges in the local community. We also worked extensively with the NHS to explore the use of South Terminal (and/or the multi-story carparks) as a vaccination centre. This option wasn't pursued as the NHS team decided they had sufficient capacity in their plans.

On a recent visit to Crawley, Labour Leader Sir Keir Starmer said he wants to see Gatwick Airport thriving in the future and added: "We do need a package in place to ensure that aviation doesn't drop off. So many jobs across the south east depend on Gatwick – the Government needs to deliver on its promise".

The new charge for use of the **forecourt drop off zone** was introduced in North Terminal on Monday 8th March. South Terminal followed on Monday 12 April. The drop off charge provides the airport with a new revenue stream to help protect the business and preserve jobs, following a significant loss of £465.5m and over 40% of its workforce due to the COVID-19 pandemic. The drop off charge will also encourage more sustainable journeys to the airport and support efforts to reduce the proportion of 'Kiss and Fly' journeys. Gatwick will contribute revenue generated from the drop off charge into the airport's existing Sustainable Transport Fund, for investment into sustainable and public transport initiatives. The charge applies to all vehicles entering the drop off zone, with the exception of passengers holding a Blue Badge and airport staff employed on the airport campus, who can register for free access. Emergency vehicles and limited airport operational vehicles are also exempt. Local residents living close to the airport in areas with very limited or no public transport options (RH6 0, RH6 9 and RH11 0) who use the airport station regularly for their commute may apply for the Local Commuter Scheme, which allows 2 free visits per day for an annual administration charge of £50. Additional road markings and signage were completed by 8th April and the team is reviewing the initial learnings from the first few weeks of operation and will make any changes as required.

As of 29 March, **National Express** have restarted a limited service between Gatwick, London and Brighton following the easing of lockdown restrictions. We continue to work with our other existing operators for a return to service as restrictions and passenger numbers allow. Discussions are ongoing with new operators to explore opportunities for new routes and services as the airport recovers.

Gatwick's training team have recently received 'Outstanding' in their **CAA Performance Based Oversight, External Quality Assurance (EQA) audit**. This audit is based on the CAA's Quality Assurance Framework which all Aviation Security Training Providers have to adhere to. Of the 27 Aspects, 2 were not applicable to Gatwick and 25 were rated outstanding (the scoring is: Requires improvement, Good, Good with outstanding features and Outstanding.) This is the second time in succession that we have received 'Outstanding' having

done so initially in 2018.

It's been a year since the Government announced on March 23rd 2020 that everybody should **work from home** wherever possible. Clearly it was critical that Gatwick's IT infrastructure was able to support this sudden adoption of universal remote working. Fortunately, for a number of years we have been pursuing a policy of supporting flexible and mobile working to allow users to remain productive without being tied to a particular location on or around the airport campus. Most office workers had been issued with corporate laptops that are configured to connect to the corporate network automatically and securely via any Wi-Fi hotspot. In recent years we have invested in high bandwidth and resilient corporate internet connections and a remote connectivity infrastructure that was comfortably capable of supporting several hundred users working remotely. We had also adopted Zoom as a standard video conference facility.

On day 1 of lockdown we were able to provide a very effective home working environment for the majority of users. However, as the sheer scale and likely duration of the pandemic began to unfold, it became clear that the challenge for IT was to continue to improve the remote working experience, whilst simultaneously reducing costs wherever possible. In common with many organisations, a rapid decision was made to accelerate the already planned rollout of Microsoft Teams and OneDrive. The aim was to provide a seamless environment that encapsulated instant messaging, video conference, file sharing and collaboration at the same time consolidating a number of legacy systems thereby achieving significant annual savings. Working purely remotely the IT team were able to rollout the software, migrate millions of files, set up telephony services, enable Teams in various meeting rooms for hybrid working, and provide comms and training for our users. While Teams has already become a central part of the Gatwick digital workspace, in IT we are looking forward to bringing the benefits of improved collaboration to an even wider audience in the coming months and years.

Investment

In January work recommenced on the pre-application stage of the **Northern Runway Project**. The focus over the last 3 months has been on establishing the necessary project team resources and beginning the process of reviewing and updating the relevant project workstreams following a pause of 10 months. The current intention is to work towards a public consultation at the end of the summer and therefore we have been reviewing the original consultation plan to ensure that it can be delivered appropriately in an ongoing COVID context. We have updated the Statement of Community Consultation (SOCC) and shared this with the ten Local Authorities closest to Gatwick for informal feedback ahead of a statutory consultation with the Local Authorities on the SOCC during April. In addition to the public consultation in late summer, we are also planning a programme of active engagement with a wide range of stakeholders in the coming months. Our current programme is working towards submission of the Development Consent Order to the Planning Inspectorate in Summer 2022 and the formal DCO examination process will then follow.

Progress continues on the **Gatwick Station development**, with the programme on track for completion in Spring 2023. Works on Platforms 5 & 6 continue on schedule as critical enabling activities for the new concourse construction and the construction of the new lift and stairs on Platforms 3 & 4 are also progressing well. To minimise disruption and take advantage of low passenger numbers, work has started to replace part of the flooring and ceiling in the area linking South Terminal Arrivals with the Station. As a consequence, access to the South Terminal inter-terminal transit station is closed from Friday 2 April to 17 May while work is completed. During this time, there will be no access to the lifts to the southbound local bus stops on the A23. Signage is in place directing bus users to an alternative route.

Environment

We have provided our **S106 Annual Monitoring Report (AMR)** for 2020 to Crawley Borough Council and West Sussex County Council. The AMR shows that Gatwick continued to meet the obligations in the agreement last year. The process for this year's verification review is being considered.

A summary **Decade of Change report for 2020** will be published in the next quarter. Throughout 2020, Gatwick maintained its community engagement programme and noise, air quality, water quality and biodiversity monitoring programmes. In addition, during 2020 GAL funded 136 local causes and supported 51 local events, many of which moved online due to COVID-19. Gatwick continued to reuse and recycle airport waste, with 61% of Airport operational waste reused or recycled, and the remainder sent offsite for energy recovery. Gatwick also signed the UK Sustainable Aviation coalition's commitment to achieve net zero aircraft carbon emissions by 2050; joined the Government's Jet Zero Council delivery group on sustainable aviation fuels.

In the quarter Gatwick has continued the delivery of its **Biodiversity Action Plan** and initiated our 2021 monitoring programme. Gatwick also published the 2020 Annual Biodiversity Review which was published on our website reporting the following achievements for 2020:

- Continued our biodiversity monitoring programme with 11 survey types delivered;
- Wildflower road verges were established to enhance the biodiversity benefit of our greenspaces;
- Gatwick supported Long-horned Bee research PhD study published;
- Community engagement / volunteering continued with 158 conservation volunteers completing 682.5 hours work, engaged 278 children, 33 university students, 24 teachers and 23 adult learners.

Airspace & Noise



The uncertainty surrounding the impact of COVID-19 meant that the programme for airspace modernisation, including **Future Airspace Strategy Implementation - South (FASI-S) for Gatwick (ACP-2018-60)** in the south of the UK, has been paused while the various airspace change sponsors, including GAL, consider the effects on the industry and the public, and adapt plans accordingly. However, The Department for Transport (DfT), the co-sponsor with the Civil Aviation Authority (CAA) for the programme, announced it would provide financial support for the next stage of the airspace change process.

This will allow airports and air traffic service providers to re-start their airspace change projects in partnership with the Airspace Change Organising Group (ACOG) which will be helping to coordinate the process. The process for each sponsor to secure the necessary funding to re-start is being developed by the CAA. Progress of these projects is dependent upon the Airspace Modernisation Master Plan - responsibility for which resides with the ACOG and CAA - an iteration of which will be developed through 2021.



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 developed a plan with our air traffic service providers for the safe withdrawal of the temporary Route 4 RNAV1 SIDs.

All changes required by the CAP 1912 and the associated enabling works have been implemented successfully and the route became operational on 25 February 2021. As detailed in previous quarterly reports airlines are continuing to fly Route 4 departures, predominantly 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.

Gatwick is monitoring if, and how, tracks over ground change as result of CAP 1912 implementation. This activity is ongoing, the intent being to share preliminary results with the Noise and Track Monitoring Advisory Group (NATMAG) in September 2021. In line with the implementation plan, ANSL is monitoring operational performance on Route 4 following the change, focusing on potential changes to performance in the first turn. This monitoring process is ongoing.

A series of **Noise Management Board Chairs' Surgeries** took place in January 2021. These provided members of the Noise Management Board (NMB) Community Forum (NCF) and Executive Board (NEX) the opportunity for bi-lateral meetings with both the NCF and NEX Chairs. Fourteen NMB member organisations met with the NCF and NEX Chairs to discuss the NMB and general noise management issues.

The second meeting of the NCF took place on 10 February. This was extended to accommodate a workshop to discuss the NMB's workplan of noise reduction initiatives.

Part 1: NMB Workplan Workshop: The purpose of the workshop was to offer, hear and understand actions for inclusion in the NMB's workplan, the timings for their delivery and to seek to agree them. The workshop was well attended by 23 member organisations of the NCF and NEX, as well as technical noise advisors. A representative of the Independent Commission on Civil Aviation Noise (ICCAN) attended as an observer. Proposals were examined, and changes made to the draft workplan that was circulated in December 2020 based on the feedback. This included the incorporation of a new workplan item (Review of noise abatement procedure for the Instrument

Landing System (ILS) minimum joining point during the night) and the removal of one item, at the request of members, (Conveyancing and noise).

Part 2: Community Forum: Following the workshop, Community Forum members received a briefing from GAL on the Airline Noise Performance Table. This type of tool is considered good practice and is included in the CAA CAP 1616 airspace change guidance. The table, which aims to drive continuous improvements and help showcase airline performance in relation to noise, features in Airspace Office reports from Q4 2020 onwards. Following this, the forum discussed the Government’s Night Flights consultation and asked questions of the DfT, who were in attendance.

Following the NMB Workplan Workshop, a sub-committee of the NEX met on 23 February to review the revised draft NMB Workplan agreed at the workshop, and to consider timings for the revised items against priorities and resources. This was attended by representatives from GAL, NATS, GATCOM and the NCF. Minor amendments were made to the Workplan, and it was submitted to the NEX for adoption. The second meeting of the NEX took place on 10 March. The meeting was attended by representatives from easyJet, NATS, ANS, GAL, GATCOM, NaTMAG, DfT, CAA and the NCF. A representative of ICCAN attended as an observer. The focus of the meeting was to consider the adoption of the NMB Workplan. The NMB Workplan (with further changes) was adopted unanimously. The meeting also heard updates from GAL and the NMB Delivery Group (NDG) Chair on the overview of current traffic situation and trends at Gatwick and beyond, and discussed the delivery priorities to be passed to the NDG who will meet in April 2021.

A new format **quarterly report for Q4 2020** was published by the Airspace Office in February. The report presents noise performance indicators in a new, simpler and more concise way, which we hope will be welcomed by local residents, but also by the industry. For the first time the report also includes an Airline Noise Performance Table, which compares performance of individual airlines in three key noise metrics: quota count per seat, continuous descent operation and track keeping. The report is a result of a project that looked at streamlining and, to a large extent, automating the quarterly and annual reporting processes to allow Airspace Office staff to dedicate more time to stakeholder engagement and noise improvement initiatives. A revised annual report 2020 will be published soon in a similar format. The Q4 2020 report is available here: <https://www.gatwickairport.com/business-community/aircraft-noise-airspace/noise-reports/>.

Noise & Track Keeping Performance Data

Parameter		Quarterly Performance	
		Q1 2021	Q4 2020
Track keeping performance (% on track)	▲	98.90%	97.87%
Core Night CDO (% achievement)	▼	76.92%	83.97%
Day/Shoulder CDO (% achievement)	▼	85.55%	87.29%
24 Hour CDO (% achievement)	▼	85.26%	87.05%
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 (%)	-	57/43	80/20

There has been a decline in CDO performance in the past year. Likely contributory factors include the number of non-based airlines operating at Gatwick who may be unfamiliar with local noise abatement procedures and reduced levels of pilot and

air traffic controller operating practice. CDO compliance during the winter months is typically lower due to the greater likelihood of adverse weather conditions which impact the ability to execute CDO. The significant reduction in traffic, as a result of COVID-19 and national lockdowns, means very small numbers of non-compliant aircraft have a disproportionate effect on percentage compliance figures. The Airspace Office continues its programme of engagement with airlines to drive performance improvement. Track keeping has improved in Q1 2021 and there have been no departure 1,000ft or noise infringements during the quarter.

Community

A newly created **Gatwick In Touch email newsletter** has been circulated to c240 parish, town and neighbourhood councils surrounding Gatwick, designed to keep the communities abreast of airport news.

We resumed our online community engagement events “**Gatwick keeping in touch with the community**” in January following positive feedback from attendees in 2020. These sessions include a short update from Gatwick, with the rest of the meeting time devoted to questions and discussion to provide an important opportunity for us to understand the key areas of interest from community representatives. The summary notes from those meetings which cover a broad range of topics (operations, noise and airspace, community etc) were circulated amongst the 50 local parish councils that were invited to participate. The session at the end of March concluded the current series.

Our successful **Learn Live programme** resumed in February, broadcasting Gatwick Airport live into homes (rather than classrooms) across the country, showcasing key airport themes and careers and providing a live question and answer session with airport colleagues. The 2021 Project Plan currently comprises 8 broadcasts and we kicked off in **National Apprenticeship Week** with a feature on Head of Engineering, Tony Yates (who started his career as an apprentice), and engineering apprentice Connor Wheat. All content was pre-recorded given current restrictions but the broadcast was live streamed.



In March, our Nation Careers Week broadcast saw 4,377 live views featuring Matt Gordon Smith, Chief Information Security Officer and his journey into cyber security. The top five locations for viewers were Crawley, Croydon, Tonbridge, Guildford and Brighton.

All broadcasts can be watched on demand at <https://learnliveuk.com/partner/gatwick-airport-careers/>

The **Coast to Capital Career Hub** works with schools and colleges across East Surrey and Mid Sussex to progress careers education for young people. The Hub is developing a shared strategic vision and works closely with businesses and other stakeholders to improve careers outcomes for young people in the area across each of the eight Gatsby Benchmarks set out in the Government’s Careers Strategy. As a “Cornerstone Employer”, we are working in partnership with the Hub to ensure young people in our region have access to employer insight

and understand what opportunities lie before them and over the coming months have committed to implementing initiatives with them including an Open Doors Event, Virtual Insight Day(s) and Virtual Careers Fair.

Local Economy

Unemployment rates between January 2020 and January 2021 were higher around major UK airports than across the UK. Analysis by a group of MPs found that in constituencies around the UK's top 20 airports, the number of people claiming unemployment benefits went up 145% on average compared to a rise of 112% nationally. Some airports in London and the South East saw particularly high rises. Since March 2020, the claimant count has increased in our region at a greater rate than the UK average (Mole Valley 247%, Reigate 232%, East Surrey 228%, Crawley 224%, Mid Sussex 216% and Horsham 203%). In comparison, in Hayes and Harlington, which contains Heathrow, it increased 221% and in Saffron Walden, the home of Stansted, it increased 228%. The claimant count for 16-24 year olds increased nationally by 121% since March 2020, however the count in our region has shown a greater increase (Mole Valley 328%, East Surrey 314%, Reigate 311%, Horsham 285%, Mid Sussex 271% and Crawley 219%).

We have continued to actively engage with regional economic partnerships, local authorities and business groups, working collaboratively to plan for and drive economic recovery that will support the Government's nationwide plans to Build Back Better. Our focus has been on understanding the economic challenges and sharing insight with local and regional partners through engagement and discussion and supporting action wherever we can. The work in this quarter has included engagement with the following stakeholders:

- Coast to Capital LEP and Skills 360 Board, Crawley Local Economic Recovery Task Force and Town Deal Executive Board, West Sussex County Council and Surrey County Council;
- Gatwick Diamond Initiative, Gatwick Diamond Business and Kent Invicta, Surrey and Sussex Chambers of Commerce;
- We worked with Coast to Capital LEP to submit a bid for a proposed Gatwick and Manor Royal Freeport, working collaboratively with Manor Royal BID, Crawley Borough Council, West Sussex County Council and local businesses;
- We have participated in events with Develop Croydon and Surrey County Council, sharing updates on Gatwick and understanding key issues for the region. This included Stewart Wingate presenting at the digital event Spotlight on Surrey: Leading the COVID Recovery, organised by Surrey County Council in partnership with Business South and Department for International Trade. We also participated in the East of Surrey Untapped Economic Potential Business Roundtable.
- Through our work leading the Gateway Gatwick partnership, we continue to engage with local partners representing the hard-hit visitor economy across Sussex, Surrey and Kent.

DFT press release

Global Travel Taskforce sets out framework to safely reopen international travel

Recommendations include the launch of a new traffic light system and 'green watchlist', and the introduction of travel certification.

From: [Department for Transport](#) and [The Rt Hon Grant Shapps MP](#)

Published: 9 April 2021

- Global Travel Taskforce sets out approach to safely restarting international travel
- recommendations include launch of a new traffic light system and 'green watchlist', and the introduction of travel certification
- government's priority remains to protect the public and the vaccine rollout from international coronavirus (COVID-19) variants of concern

A [framework to chart the safe return of international travel](#) has been set out today (9 April 2021) by Transport Secretary Grant Shapps.

A traffic light system, which will categorise countries based on risk alongside the restrictions required for travel, will be set up to protect the public and the vaccine rollout from international COVID-19 variants.

Key factors in the assessment will include:

- the percentage of their population that have been vaccinated
- the rate of infection
- the prevalence of variants of concern
- the country's access to reliable scientific data and genomic sequencing

The report, produced by the [Global Travel Taskforce](#), shows how international travel could resume from 17 May 2021 at the earliest, in an accessible and affordable way. This includes the removal of the [permission to travel form](#) - meaning passengers would no longer need to prove they have a valid reason to leave the country.

The UK is a global leader in genome sequencing, which in positive cases allows the identification of variants of concern.

The risks posed by these variants remain significant, and restrictions for inbound passengers, such as 10-day managed quarantine, home quarantine, and stringent testing will remain in place - but will apply to people differently depending on whether the destination visited is categorised as 'green', 'amber' or 'red'.

- **Green:** arrivals will need to take a pre-departure test as well as a polymerase chain reaction (PCR) test on or before day 2 of their arrival back into England - but will not need to quarantine on return (unless they receive a positive result) or take any additional tests, halving the cost of tests on their return from holiday
- **Amber:** arrivals will need to quarantine for a period of 10 days and take a pre-departure test, and a PCR test on day 2 and day 8 with the option for [Test to Release](#) on day 5 to end self-isolation early
- **Red:** arrivals will be subject to [restrictions currently in place for 'red list' countries](#) which include a 10-day stay in a managed [quarantine hotel](#), pre-departure testing and PCR testing on day 2 and 8

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Testing remains an essential part of protecting public health as restrictions begin to ease - with all arrivals who are not [exempt](#) required to book a pre-departure, day 2 and day 8 test before travelling.

Arrivals travelling from 'red list' countries should book a quarantine package before departure, and arrivals from 'amber' and 'green' countries will be required to book test packages before travelling from one of the government's [approved list of providers](#).

Testing post-arrival remains an important tool in our wider measures to manage the risk of imported cases - allowing us to monitor positive tests and ensure people isolate, as well as identify and genomically sequence variants of concern.

We will also work with the travel industry and private testing providers ahead of international travel reopening, to see how we can further reduce the cost of travel for the British public, while ensuring travel is as safe as possible.

This could include cheaper tests being used when holidaymakers return home, as well as whether the government would be able to provide pre-departure tests.

It is too early to predict which countries will be on which list over the summer, and the government continues to consider a range of factors to inform the restrictions placed on them. We will set out by early May which countries will fall into which category, as well as confirming whether international travel can resume from 17 May 2021.

Transport Secretary Grant Shapps said:

International travel is vital – it boosts businesses and underpins the UK economy – but more than that, it brings people together, connects families who have been kept apart, and allows us to explore new horizons.

The framework announced today will help allow us to reopen travel safely and sustainably, ensure we protect our hard-won achievements on the vaccine roll out, and offer peace of mind to both passengers and industry as we begin to take trips abroad once again.

We will also play a leading role in the development of international standards around a digital travel certification system. The Department for Transport (DfT) is working across government to consider the role certification could play in facilitating outbound travel, for those countries which have systems in place. Work also continues to develop a system that would facilitate travel certification for inbound international travel.

To give passengers more certainty when travelling, a 'green watchlist' will be introduced to help identify countries most at risk of moving from 'green' to 'amber'. The watchlist will provide greater assurance for those who wish to travel abroad.

While the watchlist will warn travellers of potential changes in advance, the government will not hesitate to act immediately should the data show that countries risk ratings have changed.

The allocation of countries will be kept under review and respond to emerging evidence, with a particular focus on variants of concern.

Restrictions will be formally reviewed on 28 June 2021 to take account of the domestic and international health picture, and to see whether current measures could be rolled

back. Further formal reviews will take place at checkpoints no later than 31 July and 1 October 2021.

To ensure our borders remain safe and efficient when passenger flows increase, the government has also announced plans to digitise the [passenger locator form](#), integrating it into our border system and enabling checks to take place at e-gates by autumn 2021.

To further boost consumer confidence, the Civil Aviation Authority (CAA) will be given additional enforcement powers to act on airlines that have breached consumer rights - with a dedicated consultation on how to use additional tools to enforce consumer rights expected later this year.

A COVID-19 charter will also be introduced from 17 May 2021, clearly setting out what is required of passengers and what their rights are while measures remain in place.

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GATCOM**22 APRIL 2021****DFT CONSULTATION: NIGHT FLIGHT RESTRICTIONS
SUGGESTED GATCOM RESPONSE TO QUESTIONS 13 ONWARDS****REPORT BY SECRETARIAT****SUMMARY**

This report sets out for consideration a suggested draft GATCOM response to questions 13 onwards of the DfT's consultation on night flights restrictions at Heathrow, Gatwick and Stansted airports insofar as it relates to Gatwick Airport. The suggested draft response is set out in Appendix 1 for GATCOM's consideration and agreement.

1. INTRODUCTION

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

- a) **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.

GATCOM's response to this part of the consultation was considered at the Special Meeting of GATCOM held on 25 February and submitted to the DfT on 3 March, a copy of which is attached at Appendix 2.

- b) **a revision to 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 consultation deadline for this part of the consultation is 31 May 2021.

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

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- c) **seeks views on 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 consultation deadline for this part of the consultation is 31 May 2021.

1.2 GATCOM held a workshop for all members and support officers on 25 February to explore member organisations' views on what is needed to be addressed in the Committee's response to (b) and (c) above in respect of the future night flights regime post 2024. The key points of discussion from the Workshop are attached at Appendix 3. The points raised were taken into account in the preparation of the suggested GATCOM response.

1.3 The GATCOM Steering Group gave initial consideration to the first draft of the suggested GATCOM response at its meeting on 1 April 2021. A copy of the first draft response was circulated to all GATCOM members to give an opportunity to feed in comments for the Steering Group's initial consideration. It was clear from members' comments that there remained a diverse range of views on the approach to be taken by GATCOM and that many changes were needed to the first draft response. The general view of the Steering Group was that GATCOM should submit a themed statement reflecting a better balance of the environmental, economic and airline interests.

1.4 The main concern of the Steering Group was that the various aspects of the night flights regime and the implications of potential changes was a highly complicated and complex matter which required thorough evidence-based consideration. The aviation industry was in a state of flux at the current time due to the on-going pandemic and time was needed by the industry, recognising that key staff were currently on furlough, to enable full consideration and analysis of the detail of the consultation.

1.5 In addition there was much concern about the paucity of evidence on the economic benefits of night flights at Gatwick. The DfT's commissioned Systra Report issued in 2017 illustrated that the night flights regime could have significant economic impacts on airports, airlines, passengers and public accounts. The Systra Report whilst helpful, does not however address the wider economic impact of night flights on GDP, employment or wider knock-on effects. The aviation industry stakeholders have recently commissioned new research to capture the role of, and societal and economic benefits derived from, night flights but the results of that study will not be available in time for the industry to reflect and input evidence for GATCOM to consider as part of its response.

1.6 These points, together with the comments received from members and the points raised at the GATCOM Night Flights Workshop, have been taken into account in the preparation of a revised GATCOM response which now takes the form of a statement. The suggested draft response is set out in Appendix 1 for consideration and approval.

RECOMMENDED

That, subject to the inclusion of any comments raised at the meeting, the suggested draft response set out in Appendix 1 be approved.

PAULA STREET
GATCOM SECRETARIAT

REVISED SUGGESTED DRAFT GATCOM CONSULTATION RESPONSE

COVERING LETTER

Dear Sir/Madam,

Night Flight Restrictions at Gatwick – consultation response part 2 (Questions 13 onwards)

1. GATCOM has now considered its response to the second part of the night flights consultation, consultation questions 13 onwards. The response set out below and in the Annex to this letter builds on the Committee's part 1 response submitted on 2 March 2021.

2. GATCOM's membership brings together a broad range of interests including local authorities, local community and environmental groups, businesses, tourism, airlines, passengers, and other users of the airport to discuss a wide variety of matters concerning the operation and future development of Gatwick Airport. Given this broad range of interests there is a diverse and disparate mix of views on the issue of night flights from those member organisations wishing to see a complete ban on night flights, those wishing to see changes to the existing restrictions to reduce the number of night movements and further reduce the negative impacts on communities and health as a result of sleep disturbance, to those wishing to see either no change in the current restrictions or a potential to increase night movements within an overall reducing noise envelope. GATCOM has however been able to reach a common position on various aspects which it asks the Government to explore in more detail prior to issuing the Stage 2 consultation through further engagement, including using established channels such as ANEG and ICCAN, in developing proposals for a future regime at Gatwick.

3. GATCOM fully recognises that the COVID-19 pandemic is having a catastrophic impact on all sectors, with aviation being one of the first and worse affected sectors. Gatwick Airport Limited and its airline and business partners are experiencing significant financial loss which is undermining the future prosperity of the regional economy. GATCOM is anxious to ensure that Gatwick 'Builds Back Better and Greener' and recognises the importance of Gatwick being at the heart of a strong, vibrant, diverse and sustainable economy while reducing the environmental and health impacts of the airport's operations.

4. Against this background, it is important that the night flights policy is not considered in isolation or outside of its impact on the aviation sector's ability to recover from the pandemic, and to compete in years to come in an increasingly competitive global economy. Linking the night flights review to the Government's aviation recovery plan and the wider review of the aviation strategy, taking into account:

- the negative impacts on health and the World Health Organisation's recommendations on suitable measures to reduce the population's exposure to night noise;
- the need to also quantify the health and social benefits of night flights alongside the health impacts, e.g. employment, travel opportunities and family/business connectivity;

is therefore imperative in developing an holistic and a "Balanced Approach" as advocated by the International Civil Aviation Organisation.

Agenda Item 7

Appendix 1

5. GATCOM recognises that this will require much collaboration and compromise across all interests but the significant downturn in the industry presents the unique opportunity to bring about change in a planned and evidence-based way.

6. GATCOM fully understands the need to support the industry's recovery efforts and to maintain adequate utilisation of assets to sustain viable operations into the future but there are various aspects of the night flights regime at Gatwick that many communities under Gatwick's flight paths, who suffer sleep disturbance impacting on their well-being and health, want addressing and are seeking a reduction in night operations. The Annex to this letter therefore sets out for the Government's consideration suggestions on various aspects of the Night Flights Review which the Committee believes need to be explored and addressed prior to the publication of the detailed proposals.

7. The Committee hopes you find its response helpful and the points raised can be taken into consideration.

Yours faithfully,

DRAFT

Aspects of the Night Flights Review to be explored and addressed by Government

Background

8. Pre-pandemic Gatwick was the UK's second busiest airport and is an asset to the South East regional economy supporting around 85,000 jobs and around £5.3 billion towards GDP. The COVID-19 pandemic has however had a catastrophic impact on the airport's operation and recent analysis commissioned by the Coast to Capital LEP revealed that the Coast to Capital regional economic output is estimated to have declined by up to 22% and to recover lost output and return to pre-COVID-19 GVA levels by 2026, regional GVA growth would need to at least triple to 7.8% by 2023. The ripple effect of significantly reduced airport operations has brought into sharp focus the important role of Gatwick and the aviation sector being at the heart of a successful, thriving economy. Connectivity, customer choice and competition will continue to be the key drivers of the airport's ongoing success which needs to be reflected in a future regime. Gatwick, working in partnership with the aviation sector and businesses, is well-placed to drive the adoption of new, more sustainable technology bringing economic, social and environmental benefits.

9. The significantly reduced airport operation as a result of the pandemic has also seen a large reduction of night movements including periods where there have been no aircraft departures between the hours of 17:00 and 07:30 during the national lockdowns and ban on international travel resulting in a much improved night noise climate. Residents have become accustomed to the quieter skies and improved night noise climate. Recent research has shown that noise disturbs people more if they have negative feelings towards the source of the noise. Therefore, it is likely that once night flights start to return people will be more sensitised to the noise of overflight leading to a disproportionate increase in the stress of those under the flight paths due to an increase in those negative feelings.

Context of Consultation Response

10. The aviation industry plays a significant role in the UK economy, connecting people and UK businesses with the world. Within this context, and whilst there is a paucity of evidence on the economic and social benefits of night flights and on health and climate impacts, there are some GATCOM members who believe night operations have a role in supporting both commercial airline operations (including route viability, business connections to key export markets, regional connectivity, passenger choice and enhancing operational resilience), and facilitating air freight.

11. However, night flights also create substantial nuisance and disturbance for those communities under the flight paths which has an impact on health as a result of sleep disturbance. Presently, there are 12,100 residents living within the 48 dB LAeq night contour and 33,850 residents living in the 10+ N60 contour at Gatwick. The N60 contour is important as it relates to the external 60dB LAmax level on the ground which equates to the 45dB LAmax level inside the house. The 45dB LAmax level is the level which the World Health Organisation (WHO) says will disturb sleep (with the associated adverse health effects) if they occur more than 10-15 times per night.

12. The current night flights regime at Gatwick allows 11,200 movements in the summer NQP which roughly equates to 50 per night. There were on average an additional 56 movements per night during the shoulder periods. This equates to over 100 events per night exceeding the 45dB LAmax internally (if windows are slightly open

for ventilation). As regards the winter season allocation historically there is an underuse of the movements limits and noise quota.

13. Most homes are well insulated with thermal double glazing which is adequate to exclude the noise of an overflying aircraft when they are closed. However very few have additional ventilation over and above an openable window. Therefore residents are faced with either a reasonable night's sleep with the windows closed or a disturbed night sleep with them open or even just ajar. However during the summer most residents want or must have their windows open to deal with the effects of overheating. Summer 2020 saw some of the longest warm spells the UK has seen and with climate change the likelihood of prolonged warm spells are only going to increase.

14. The significant investment by airlines to introduce the new quieter and cleaner aircraft types is commended and this, together with a combination of other measures, incentives and airport charging structures, has had a positive effect on reducing the daytime Leq standard and actual noise exposure contours at Gatwick. Whilst fully recognising the improvements achieved, communities still suffer disturbance from night flights, and it must be acknowledged that even the quietest aircraft types create a noise and disturb sleep.

15. GATCOM accepts that any noise measures eventually put in place must be proportionate, cost effective and take account of the local and national economic benefits of airport operations and that changes must follow the "Balanced Approach" as advocated by the International Civil Aviation Organisation. It is also recognised that any decision to significantly reduce night flights at Gatwick could potentially result in a reduction in overall flights at the airport and as a consequence could lead to less destinations being served from the airport, impacting regional and international connectivity, reduction in customer choice and competition. This is because the number of sectors an airline operates is limited by a finite number of aircraft an airline operates in order to serve multiple destinations – "lines of flying". The importance of addressing and reducing the negative impacts for communities must however be given equal weight as that given to ensuring the successful recovery of the aviation sector from the pandemic in the short term as well as into the future in a fair and balanced way. Communities wish to see any new night flights regime predicated on a reduction in aircraft movements to bring about a noticeable improvement in the night noise climate.

16. The combined movement and quota limit together with other noise abatement procedures is viewed as the best method of control for night flights at Gatwick. However there has been no fundamental review of the night flights regime since 2006, a concern raised by GATCOM in its response to the Government's 2016 night flights review, and communities fear that the opportunity for seeking further environmental improvements to mitigate the impact of night flights will again be missed. This response puts forward suggestions for the Government to explore working with the industry and other key stakeholders as part of the current review, in advance of issuing the Stage 2 consultation, to help bring about change.

Evidence-based approach

17. To enable the Government to develop proposals for a future night flights policy and regimes for the three noise designated London airports it is essential that there is up to date and robust evidence on the economic and social value of night flights and their impact on health and climate change for each airport given the differences in their operations. Currently there is a paucity of independent data, particularly in respect of the wider economic and social value of night flights. The DfT's commissioned [Systra Report issued in 2017](#) illustrated that the night flights regime could have significant economic impacts on airports, airlines, passengers and public accounts. This Report

whilst helpful does not however address the wider economic impact of night flights on GDP, employment or wider knock-on effects.

18. GATCOM is aware that aviation industry stakeholders have commissioned new research to capture the role of, and societal and economic benefits derived from, night flights, which they will feed into their response to the current consultation. It is important that the results of this work are shared widely so that all interests gain a better understanding of the economic and societal benefits of night flights. It is important however that the DfT also commission an independent study and to ensure that any other updated data and studies are available and published alongside the Stage 2 consultation when detailed proposals are set out.

19. There is also an absence of data on what the actual cost to the customer would be if night flights were significantly reduced/restricted or banned all together. For example would a ban on night flights result in an increase of day flights with a slight uplift in overall costs. Would this be a fair compromise (or balance) between flying, night flights and residents?

20. In addition to this it would be helpful if the Government could include as part of the Stage 2 consultation the following:

- Comparison with other European Airports on night-time operating hours and turnover.
- What would be the real cost of removing night flights. How would this be reflected in ticket prices?
- Should there be a financial compensation package for residents who are overflowed at night? Flyers pay for the right to disturb residents. As with nuisance the more someone flies the greater the cost.
- Frequent flyer analysis – where, how long and why do they fly so often.

21. The evidence base of the health impacts of sleep disturbance however continues to grow. In considering its response to this consultation GATCOM has acknowledged that repeated sleep loss is damaging to the health, it increases the risk of cardiovascular disease, mental illness and has also been linked to dementia. Other 'costs' from the resulting tiredness include an increase in accidents, loss of productivity (see [Environmental Noise: Valuing impacts on: sleep disturbance, annoyance, hypertension, productivity and quiet: Defra November 2014](#)). All these costs are not only suffered by the residents but also costs UK plc through the NHS which pays for the healthcare.

22. Other relevant sources of evidence include:

- 2011 the World Health Organisation (WHO) published the [Burden of Disease from environmental noise – Quantification of healthy life years lost in Europe](#).
- 2014 DEFRA published [Environmental Noise: Valuing impacts on Sleep Disturbance, annoyance, productivity and quiet](#). This estimated the cost alone of the loss of productivity due to noise in England as being between £2-6 billion per annum in England. Previous Interdepartmental Group on Costs and Benefits (IGCB(N)) research indicatively estimated the social cost of road noise at between £7-£10 billion per annum. The economic cost of aviation noise has not been evaluated however it is believed that night flights would be a major contributory factor to those costs.

23. It must also be noted that the noise impact stretches beyond the flight paths. Around Gatwick traffic noise is much higher during the night than in other areas due to the 24/7 nature of the airport.

Dispensations Review

24. The dispensation guidance is hugely important to airlines in helping to manage and recover from unplanned disruption on the network. GATCOM acknowledges that the airlines are supportive of maintaining the current arrangements. However, this is not a position shared by the majority of GATCOM members. There is a need to give greater public confidence in the way the process for granting and the monitoring of dispensations is managed and regulated.

25. At Gatwick dispensations have increased significantly in recent years (in Summer 2017 – 421 granted; in Summer 2018 – 1005 granted; and in Summer 2019 – 770 granted). Weather and ATC/industrial disruption cause the most dispensations and are now regular occurrences as the flight schedules become tighter and the airspace becomes more crowded.

26. Communities need greater confidence that disruption of any kind should only qualify for dispensation in truly exceptional and emergency circumstances. As bad weather and ATC strikes/disruption are now known knowns the Government is asked to explore with the industry the possibility for and the implications of planning for this type of disruption through building an allocation into the night flights quota and movements limits in a way that is fair to the industry but does not increase the overall number of night flights at Gatwick.

27. Scheduling slots and airline routes are programmed well in advance and aircraft are expected to operate to time. With very busy skies, especially in the summer months delays occur for a variety of reasons. Gatwick Airport Limited, working with its airlines, handling agents and aircraft servicing partners drive forward initiatives to ensure an efficient airfield operation and aircraft turn round process to achieve punctuality performance targets. This key focus is commended and encouraged but the greatest challenge in achieving punctuality targets is the capacity and resilience of the network.

28. As part of the dispensation criteria review there is a need to analyse the root cause of regular known delays, their impact on the network capacity and the resilience of the network to recover from the cause of delay. Once the outcome of this analysis is known, planned changes can be implemented to ensure there is adequate resilience in the system benefiting not only airlines, passengers and overall airport operations but also local communities who also suffer the consequences of delayed flights in the night period. Such an analysis will also help clarify the applicability of the current criterion for widespread and prolonged disruption.

29. As a way of building public confidence in the regulation and monitoring of the dispensations process, the Independent Commission on Civil Aviation Noise (ICCAN) could potentially have an important role in undertaking periodic reviews of night flight dispensations granted, to assess compliance as well as opportunities to further improve the process.

Night flights Regime beyond 2024

30. There is a diverse mix of views across GATCOM's membership about the length of the regime, the QC system, movements limits and carry overs and the hours covered by the NQP. As a way of building confidence with communities the Government needs to explore in more detail how the future regime can be designed to further mitigate the negative environmental and health impacts through a combination of movement limits with no carry over between seasons, progressive reductions in noise quota limits and economic incentives not to fly in periods of the night that have the greatest community impact which is proportionate and follows the "Balanced Approach" as advocated by the International Civil Aviation Organisation.

31. Given the mix of views across GATCOM's membership, the committee has agreed that the principle aims, and matters to be explored further as part of the review and before issuing the Stage 2 consultation, should be to:

- (a) Provide a clear policy and a roadmap of how to incentivise a declining reliance on and demand for night flights over a longer time period through a stepped approach reflecting airlines' fleet renewal plans and gives certainty and incentives to airlines in planning schedules.
- (b) Continue with a 5 year review of the new regime given the uncertainty over the next few years particularly as the industry recovers from the COVID-19 pandemic, implications of Gatwick's Northern Runway project proposals and the airspace modernisation programme
- (c) Ensure there is a combination of aircraft movements limits, noise quota and economic incentives to operate the quietest aircraft types and to control the number and types of aircraft flying at night, particularly in the NQP. Communities wish to see any new regime predicated on a reduction in aircraft movements. It is essential therefore that the overall number of aircraft movements is not increased as a result of the review.
- (d) Include a re-baselined QC system to ensure it remains an effective tool as advanced technology and quieter aircraft types are introduced. The aim of any reviewed system, based on sound evidence, should continue to incentivise airlines to the use of the quietest aircraft types at night and should not result in an increase in overall aircraft movements, especially in the night quota period. It is important to give comfort to communities and regulators that there will be no immediate increase in the number of night movements whilst also reassuring manufacturers and airlines that the much respected QC scheme will only be amended on the basis of sound evidence.
- (e) Ensure that a QC rating for any aircraft that has a noise footprint that exceeds 60dB L_{Amax} over any residential dwellings near an airport is captured by the regime. The [WHO environmental noise guidelines](#) state that 10+ events exceeding 45dB L_{Amax} internally (equating to 60dB L_{Amax} externally) are likely to cause an adverse health impact. Therefore any aircraft capable of disturbing a resident should be included in the QC system to ensure it remains fit for purpose. Even a relatively 'quiet' aircraft generates a noise level which has an adverse impact on the peace and tranquillity of the resting population beneath and to both sides of its flightpath. Counting all aircraft in an airport's movement limit is viewed as the correct approach and any reintroduction of an exempt category should only be considered if it can be proved there would be no adverse impact on residents.
- (f) Ensure the NQP remains a feature of the regime and the hours covered by the NQP recognises that sleep disturbance is not limited to 23:30-06:00. Sleep patterns vary and are complicated but to maintain good health evidence suggests 7-8 hours of sleep are required on average. Ways in which to address this need to be explored.
- (g) Address the headroom in the noise quota and movements limits at Gatwick, especially in the winter season.
- (h) Secure the ban on the operation of QC4 aircraft in the NQP. These are the noisiest aircraft with the greatest impact on residents' sleep and have the largest

60dB LAmax footprint so consequently affects the highest number of people around an airport.

- (i) Commence the process of exploring the possible phasing out the scheduling QC2 rated aircraft from the NQP to ensure the continual improvement in the night noise climate. QC2 are only 3dB quieter than a QC4 so still have a significant impact on residents and have a large 60dB LAmax footprint, affecting a large number of people around an airport. It should be noted that the airlines could only contemplate such bans on aircraft that are QC2 on arrival (e.g. B747) in line with any position taken on QC4 departures. The Government is asked to start to explore with the industry the timing and process of such a phase out as new airline fleets are introduced.
- (j) Secure the potential removal of the ability for any underuse of the limits and quotas to be carried forward to the following season with measures also put in place to incentivise airlines not to schedule slots in the NQP. The carry over allowance taken together with the number of dispensations granted can potentially add a significant number of extra night flights in a season.

Revised aviation noise objective

32. There is a need for the aviation noise objective to be reviewed to ensure continuous improvement in the night noise climate, particularly in respect addressing the frequency of aircraft overflight for affected communities during the night period and the associated health impacts of night noise. The night noise objective underpins the four principal elements of delivering a balanced approach. Two of the four principal elements – reduction in noise at source and noise abatement operational procedures - have brought about improvements in the overall noise climate at Gatwick.

33. However, the other two principal elements – land use planning management and the night flights operating restrictions have seen little improvement. In the case of land-use planning, the situation has worsened since the weakening of planning law in 2010 making it easier for developers to build in less favourable locations. The DfT, Defra and MHCLG need to collectively review the objective.

34. In seeking a more ambitious objective, the Government is asked to consider the possibility of including a target to reduce the number of people affected by the 10+ N60 contour. Houses are still being built in high noise exposure locations increasing the number of residents being adversely affected by noise.

Criteria for airport designation

35. A number of airports have expansion proposals planned and the government needs to ensure there is robust criteria in place that can potentially offer some protection to local communities in cases where the planning system does not effectively capture noise control, abatement and mitigation.

36. It is important that a draft set of criteria for designation should be developed together with proposals for the effective regulation of aircraft noise (in both day and night periods) in consultation with airports, the industry, local planning authorities, communities and airport consultative committees. Early engagement through established channels such as ANEG, ICCAN and UKACCs should be used to identify the key aims and objectives of the criteria and on the initial draft criteria before formal consultation.

AGREED BY GATCOM ON XXXX

Tony Kershaw
Honorary Secretary

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Gatwick Airport Consultative Committee

If calling ask for
Mrs. Paula Street
e-mail: secretary@gatcom.org.uk

2 March 2021

Dear Sir/Madam,

**Night Flight Restrictions at Gatwick – consultation response part 1
(Questions 6 to 12)**

I refer to the consultation on the review of the night flights regime for Heathrow, Gatwick and Stansted airports and the future night flights policy. GATCOM has agreed its response to consultation questions 6 to 12 relating to the proposed roll forward of the existing regime for a further two years until 2024 and the proposal to ban the operation of QC4 rated aircraft in the night period. In considering its response the Committee also agreed to bring to your attention at this early stage in the process other matters of serious concern which it asks the Government to address as a matter of priority as a part of the current review process and in developing the Aviation Recovery Plan.

GATCOM is the statutory, advisory body for Gatwick Airport and comprises representatives from local authorities, communities, business groups, the aviation industry, passengers, environmental interests and other users of the airport. We provide a forum for informed discussion leading to the provision of advice to the Government, the airport operator and other organisations. I would first say that our members acknowledge the vital need to ensure a fair balance between protecting local communities from excessive aircraft noise and its impact on health and the needs of the industry where they are of benefit to the regional and national economy. One of the Committee's aims is to seek to ensure there is a continual improvement to the night noise climate through a combination of measures.

The impact of the Covid-19 global pandemic on aviation is profound. Passenger confidence in air travel has been substantially eroded, the impact on future demand is being questioned as businesses now routinely use digital alternatives to travel and changes to leisure travel are expected as airports, airlines and passengers adjust to new risks, restrictions, screening processes and regulation as well as coping with the economic realities of increased unemployment. Given the enormous challenges facing the industry, with recovery to pre-pandemic traffic levels not expected for many years

BY EMAIL

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to come, there is a need for the Government to embrace the unique opportunity presented by the catastrophic effect the pandemic has had on the aviation industry 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.

The successful recovery of the Gatwick Airport and the wider sector (and its supply chains and workforce) as the key driver of the recovery for our regional economy, including much needed employment opportunities, is of critical importance. GATCOM advocates the 'Build Back Better' objective and recognises that this will not be achieved without a successful economy with a thriving airport and aviation sector at its heart.

GATCOM is extremely disappointed however that the opportunity is not being taken at this early stage to better align stakeholders on shared issues, both national and international, some of which have lacked real progress for years. The review of the night flight restrictions at Gatwick is one of those issues and the Committee finds it difficult to understand the Government's justification to propose another roll forward of the current regime by two years to 2024. There has been no fundamental review of the night flights regime since 2006, a concern raised by GATCOM in its response to the Government's 2016 night flights review, and communities fear that the opportunity for seeking further environmental improvements to mitigate the impact of night flights will again be missed.

With the significantly reduced level of traffic at Gatwick as a result of the COVID pandemic and with traffic levels not expected to recover for a few years, the majority of GATCOM members believe there is scope now to urgently introduce interim measures which ensure the movements limits and noise quotas reflect reduced usage and capacity that has become available during the day while the Government undertakes the full comprehensive review of the night flights restrictions and national night noise policy. This is a matter that also needs to be addressed as part of the Government's Aviation Recovery Plan and the road map to incentivise the industry to "Build Back Better".

An holistic approach is needed by Government to find a better balance between the significant economic benefits aviation brings to the UK and regional economy to drive business, tourism, leisure and trade with the negative environmental and health impacts of night time operations. GATCOM accepts that this approach requires much collaboration and compromise across all interests but the significant downturn in the industry presents the unique opportunity to bring about change. There is a vital need to inject new thinking into refreshed policy goals to secure economic, social, environmental benefits, particularly in respect of reducing both the impact of aircraft noise on affected communities, aircraft emissions and on health.

Should the Government decide that the night flights regime at Gatwick is to continue, GATCOM has developed a response to consultation questions 6 to 12 as set out in the Annex to this letter. In addition to those responses GATCOM also seeks reassurance that the Government will address as a matter of priority:

- The need to put in place, at the earliest possible time, interim movements limits and noise quotas at Gatwick reflecting the current reduced usage and capacity that has become available during the day as part of the Aviation Recovery Plan and road map to recovery of the sector while the Government undertakes the

full comprehensive review of the night flights restrictions and national night noise policy.

- The need to commence now the comprehensive review of whether the existing movements limits and noise quota can be reduced or progressively reduced.
- The need to commence an assessment of the benefits and costs (economic, social, environmental and health) of night flights so the analysis can inform the Government's Stage 2 consultation on a new regime post 2024.
- The need to refresh airspace and aviation policy goals particularly in respect of reducing both the negative impact of aircraft noise on affected communities and on health and in reducing aircraft emissions through seeking a more efficient use of airspace and sensible flight scheduling which will in turn build better resilience in the system and improve operational performance to the benefit of both the industry, the environment, the economy and the emotional, physical, social and financial wellbeing of communities.

GATCOM's response to consultation questions 13 onwards is to be considered at its meeting on 22 April after which I will write to you again. In the meantime, GATCOM asks that the important points raised in this letter are addressed and taken into account as part of the current consultation but also in developing the Government's Aviation Recovery Plan.

Yours faithfully,



Deputy Secretary

GATCOM RESPONSE: NIGHT FLIGHT CONSULTATION RESPONSE – QUESTIONS 6 TO 12

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

Only over the short term given the significantly reduced level of traffic expected over the next two years at Gatwick.

However, for the longer term this objective is not ambitious enough and requires review to ensure continuous improvement in the night noise climate, particularly in respect addressing the frequency of aircraft overflight for affected communities during the night period and the associated health impacts of night noise.

The night noise objective underpins the four principal elements of delivering a balanced approach. Two of the four principal elements – reduction in noise at source and noise abatement operational procedures - have seen improvements at Gatwick. Airlines are to be commended for the significant investment in newer, quieter aircraft types and through a combination of noise abatement measures and other incentives to airlines this has resulted in a reduced night noise exposure contour. The other two principal elements – land use planning management and the night flights operating restrictions have seen little improvement. There has been no decrease in the movement limits at Gatwick for a number of years and in the case of land-use planning, the situation has worsened since the weakening of planning law in 2010 making it easier for developers to build in less favourable locations. DfT, Defra and MHCLG need to collectively review the objective working with the industry and other key stakeholders.

It is also important to acknowledge the fact that during the night time period, and the early and late hours, even a relatively 'quiet' aircraft generates a noise level which has an adverse impact on the peace and tranquility of the resting population beneath and to both sides of its flightpaths and any new regime needs to take this into account.

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

Sleep specialists recommend that people should sleep for 7-8 hrs per night on average. Therefore, to assess the impact of night flights the whole night period needs to be assessed as well as the Night Quota Period (NQP). The 48dB LAeq6.5hr contour for the NQP is therefore a useful tool but does not properly assess the impact of individual noise events (i.e. overflights), which at night causes the sleep awakenings/arousals. These events are best measured using the N60 (Number above) contours. Therefore to assess the full impact of night flights on the NQP and also the whole night period (23:00-0700) then both the LAeq contour and the N60 contours (starting at the 10+ N60 contour) are required for both the Night Quota and whole night periods.

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

The proposal to roll forward the existing regime for a further two years has attracted a diverse mix, and many conflicting, views across GATCOM's membership. On the one hand some local authorities and community groups cannot support the proposal to roll forward existing restrictions particularly given there is much available capacity at Gatwick during the day as a result of the significantly reduced operations at the current time; and the need to eliminate or significantly reduce the noise disturbance suffered by communities and its impact on human health. Whereas on the other hand the industry and businesses whilst acknowledging airlines are unlikely to be able to fully utilise the night movements allowances over the next few years, strongly support the extension of the current regime as it will provide an element of certainty for planning purposes and in doing so will support the recovery of the airport, the aviation sector and the wider economy around Gatwick.

It is most disappointing that the continuous delay and low priority given by the Government to take forward a fundamental review of the night flights policy and regime at Gatwick has resulted in repeated carrying-over of quotas and movements.

Whilst recognising the importance of Gatwick Airport to the regional economy, and GATCOM fully supports measures to help the airport and the wider economy recover from the immense impact of the COVID 19 pandemic, it is nonetheless questioned whether the movements limits and noise quotas need to remain at the same level for a further two years, particularly in respect of the Winter season where historically the movements limits are underused. With traffic not expected to return to 2019 levels for a number of years, this is an unique and timely opportunity to adopt a fresh approach and to set appropriate restrictions reflecting developments in aviation technology, the use of quieter fleets and recent research into the impact of night noise on health in a balanced and fair way that continues to allow airports to operate effectively whilst recognising that the potential health impacts on local residents.

Given this point in time and the fact that the default position is that the current restrictions will lapse in October 2022 if the Government does not roll forward the current regime, is a situation that GATCOM would not wish to see happen. GATCOM instead urges the Government to put in place at the earliest possible time interim movement limits and noise quotas at Gatwick reflecting the current reduced usage and capacity that has become available during the day time as part of the Aviation Recovery Plan, and the road map to building back better the recovery of the sector, while the Government undertakes the full comprehensive review of the night flights restrictions and national night noise policy. The Government successfully put in place urgent interim measures for the slot usage rules to assist the industry through the pandemic and it is felt that the same approach to introduce interim measures for night operations should be used to manage in a fair and balanced way reductions in night noise impacts for local communities and on health during these exceptional circumstances.

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)?

GATCOM agrees with the Government's view that the impact on the industry of maintaining the existing restrictions to be minimal. At Gatwick, night flights include arrivals and departures and the number of flights varies significantly between the summer and winter seasons. Low-cost airlines use night flights at Gatwick to enable them to fit in three or possibly four waves of services in a single day and to maximise

the use of their planes to reduce costs. The vast majority of night services at Gatwick are to and from short-haul destinations.

However, in terms of the impact to affected communities and on health this is likely to be significant. Over the past year communities have experienced quiet skies, very little night flight activity and associated ground movements as well as less traffic on roads around the airport resulting in an improved sense of health and wellbeing. As traffic starts to return people will be more sensitised to aircraft overflight and the associated disturbance with the impact on health and wellbeing probably being more detrimental than that experienced under 2019 traffic levels. For example, the impacts on residents under the flight path (within the 10 or above N60 contour) is the continued sleep disturbance resulting in potential cardiovascular disease, increased risk of accidents, loss in productivity and overall reduction of quality of life.

The catastrophic impact the pandemic is having on the aviation industry is fully acknowledged by GATCOM and the Committee recognises the critical importance of ensuring the successful recovery of Gatwick Airport and the sector to support the wider recovery of the regional economy, including much needed employment opportunities. The pandemic has led many businesses to evolve their business models to enable them to adapt to changed circumstances. The airline community will similarly need to adapt and evolve their business models as part of their recovery from the impact of the pandemic. GATCOM believes there is, as part of the review of night flights restrictions and in the Aviation Recovery Plan, a role for the Government to incentivise the sector to evolve their business models to reflect potential reductions in night operations going forward which will in turn build better resilience in the system and improve operational performance to the benefit of both the industry, the environment, the economy and the emotional, physical, social and financial wellbeing of communities.

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)?

Given the default position of allowing the night flights restrictions to lapse is that Gatwick would no longer be under any operating restrictions from October 2022, is not a position supported by GATCOM. The absence of any operating restrictions at night would remove some of the fundamental safeguards to protect communities from the impact of night flights and, if there was a sharp return of traffic, the potential for a consequential deterioration in the productivity, health and wellbeing of people will become evident.

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?

Yes – such a ban is long overdue. However, it is felt that the QC4 ban should cover the whole night period (23:00 – 07:00) or there should be a scheduling ban during the shoulder periods at the very least. Looking ahead to the longer term, the Government is urged to commence the phase out of QC2 rated aircraft from night operations to ensure the continual improvement in the night noise climate.

12. Provide evidence to support your view.

There has been no QC4 movements in the NQP at Gatwick for a very long time with only around 0.05% of night flights in summer 2019 operated by QC4 rated aircraft. The impact of a ban on the industry would therefore be minimal. The ban will also ensure that the noise footprint at Gatwick can be contained into the future as when QC4 rated aircraft do operate in the night period the noise footprint extends much further out from the airport so causing more disturbance to more people than any other aircraft allowed to fly at night. GATCOM has recently welcomed Gatwick Airport Limited's commitment to introduce a voluntary ban on QC4 aircraft at night from Winter 2021.

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GATCOM NIGHT FLIGHTS WORKSHOP

25 FEBRUARY 2021

KEY POINTS RAISED

PURPOSE: The need to establish GATCOM's approach to the consultation response on the future night flights policy beyond 2024 and to help identify where a consensus view can be achieved.

PRESENTATIONS:

Night Noise & Health Impacts: The paper highlights the impacts of noise and sleep loss on stages of sleep – lack of deep sleep is a contributory factor to Alzheimer's and Dementia; REM (Rapid Eye Movement) sleep is linked with anxiety and depression. Also highlights other negative impacts of sleep disturbance on health, welfare and quality of life; the economic costs of those impacts and the WHO guidelines on mitigation against noise.

Scheduling and Use of Slots in the night period: Paper highlights the Gatwick AOC view of all airlines operating at Gatwick. The Paper is not specific to passenger traffic but also cargo. Any reduction in night flights at Gatwick will result in an overall reduction in Gatwick activities and as a consequence there would be a diminished customer offering in range of destinations and route frequency. This would impact the local economy. Confirmed that the current noise objective presented a balanced approach and that the AOC supports the proposal to roll forward the current objective to 2024 and beyond. Time is needed to gather the data needed to respond to consultation in view of changed circumstances such as the UK's withdrawal from the EU and also the recovery from the pandemic. Concerns about the lack of review since 2006 are understood. The AOC considers that a review cycle of 10 years would be more in line technology developments and with fleet renewals. No specific objection to QC4 operational ban but believe that a scheduling ban in the quota period would be more appropriate rather than a pure operational ban. A more in depth review of the QC system was needed.

Community Noise Groups' priorities: presentation [slides](#) are available here.

Night Flights Regime: The paper sets out initial thoughts of GATCOM's Lead Member for Noise and Independent Technical Adviser on the outstanding issues from the previous review which were not addressed as part of the current review and possible changes needed to the current regime. There is an expectation that each night flights review should bring benefits to local communities and should not just be a simple roll forward. The justification of the Government's approach needs to be considered, dispensation criteria needs to be revisited, clarified and those dispensations regularly granted for weather/ATC disruption which are a regular occurrence needed to be built into the allocation. A balance needs to be struck but the community needs to be offered something better than is currently in place. If a night flights ban is being contemplated, then it needs to be applied across all airports to ensure a particular airport is not unfairly disadvantaged.

DISCUSSION TOPIC 1: THE EXISTING REGIME AND WHAT NEEDS TO CHANGE COMMENTS RAISED:

- Rollover from one season to another should not be permitted. The main origin of the rollover is because Easter can on occasion fall in the winter season. Annual allowance had previously been considered but is not the answer. The carry over allowance is counter to the government's objective to limit and reduce noise. Taken together, the carry over allowance and dispensations can potentially add a significant number of extra night flights in a season.
- The underuse of the Winter Season allocation needs to be addressed.

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- Recognition that the summer cap bites. GAL advised that it had prevented an airline operating one year to ensure Gatwick operated within the night flights cap
- The need for a fair distribution of night traffic across London airports. Gatwick has 4 times the number of night flights compared with Heathrow and Stansted. Gatwick night flights should therefore be reduced to a similar level as other noise regulated airports. GAL explained that all London airports are different. The night flight cap at Gatwick is around 5% of total flights at Stansted it is around 7% of total flights. All airports have different operations making it difficult to compare like with like.
- Need to see a declining reliance on night flights as a way of building confidence with the community. Need a roadmap of how that can be achieved in partnership with the airlines, engine manufacturers, capacity of aircraft, scheduling of holidays and more equitable distribution of flights.
- The time is right to consider a ban on night flights nationally as well as at Gatwick. This is something that GAL offered to the Airports Commission in relation to additional runway proposals so is something that could be reconsidered. There was also the view that it was not realistic to have a total ban on flight nights but there should instead be much more control over the numbers and noise quotas. Any ban on night flights needed to be planned and phased in.
- Need to take into account that not just about noise from aircraft but also the disturbance from passenger traffic and shift workers accessing the airport, on airport activity and supplies.
- Better scheduling will result in better jobs with a reduction in night shift working which in itself has health and well-being impacts for those who work night shifts.
- Pricing for night flights needs to be reviewed to disincentivise night travel. Suggestions included airlines and passengers paying twice the price for flying at night compared with those ticket prices/airport charges in daytime operational hours or passenger tax with monies being allocated to community projects. GAL advised that at night it is a good time to fly as, setting noise impacts aside, has environmental benefits as enables flights to fly more efficiently as many of the network delays do not exist at night therefore emissions are much improved.
- Need to reduce the impact on health and well being on communities. Even with noise insulation aircraft noise disturbance is still a problem, particularly as ambient noise levels are lower making the noise more noticeable. Highlighted that compared with Heathrow the health impacts of night flights around Gatwick are less as more sparsely populated.
- Dispensations need to be taken into account in the movements limits and factored in the Government's restrictions.
- Government policies need to give incentives and consider how environmental inventions can influence change in policy.
- Airspace modernisation and reducing aircraft separation will help achieve greater throughput in the day which could reduce the need for night flights.
- Questions were raised about the value of inbound/outbound tourism and use of night flights and whether aviation is an exporter of wealth from the UK. Gatwick is viewed as predominantly a leisure airport but airlines also bring in inbound tourism and serve the business travel market. ABTA has subsequently provided recent publications – [Tourism for Good](#) and [Travelling Together – The value of UK outbound tourism](#). The importance of tourism to UK economy should not be overlooked.
- Need to look at reasonableness of night flights. 50% of population fly once a year 10% of people are responsible for 50% of all flights per year. Ban or compensation to those affected through tax on those who wish to fly at night so that the monies can go back into communities affected by night flights disturbance. GAL advised that the CAA's data for aircraft leaving and arriving is not broken down for night movements. But UK leisure for outbound flights 62% was through Gatwick, foreign leisure inbound 23%, UK business 10% and foreign leisure 5%.
- The significance of climate change initiatives will start to bite and will have an impact on demand and cost of flying.

- Light pollution from night flights and activity on airport. GAL clarified that aircraft anti-collision lights are a safety requirement as are navigation lights. Light pollution around airport and on-airport was also highlighted.
- Civil Aviation Act removed aviation noise from law of nuisance and was questioned whether it was time for the Government to address this. The DfT advised that the main reason transport noise is not a statutory nuisance is because the enforcement of it is not possible for Local Authorities to determine and there were difficulties as to how to enforce aviation sources of noise pollution of overflight. The DfT therefore look at other mechanisms/policies to control noise. It was questioned whether it could be a matter for the courts to decide through common law nuisance.
- Questioned whether recovery of 70% to 2019 levels is achieved whether the 70% would be focussed on daytime slots or spread evenly between daytime or night time slots. Is there a preference? It was difficult for Gal and the airlines to answer this question.
- Need to consider scope to have a "silent time" in the night quota period e.g. a four hour period when there is no flights.
- QC system is in need of review and a re-baselined before new regime in 2024
- Importance of commercial operation and flights for local businesses and local economy as well as tourism not being overlooked.
- Challenge is to balance the different imperatives with a vast and varied approach to airline business models and a successful aviation industry. Crucial for aviation to be able recover, thrive and grow. Aviation can help UK to recover economy and return to economic prosperity.
- Recognition of the significant investment by airlines in recent years in new quieter and cleaner aircraft types and use of new technology has had an effect on reducing the area with the noise contours.
- Even the quietest aircraft types make a noise. Aircraft should only be exempt from regime if they do not disturb community under the flight path. They are however still counted against the movements limits.
- Plea to airlines that as part of recovery from pandemic not to bring in night flights all at once as communities have got used to quiet skies and will notice them more than previously.

DISCUSSION TOPIC 2: DISPENSATION CRITERIA

COMMENTS RAISED:

- The DfT is seeking views to ensure that dispensations are there to be used for exceptional circumstances outside the airport's and airlines' control. There are no limits on the number of dispensations – they are there to enable the handling of aircraft in emergency or extraordinary circumstances.
- Very important to retain the ability for dispensations and have seen the value of dispensation in the transport of medical supplies.
- Dispensations should be for genuine exceptional circumstances.
- Widespread and prolonged disruption criterion needs review. The airspace network is very congested and those should now be anticipated. Clarification on this point would be welcomed by airports.
- There has been an increase in the number of dispensations granted in recent years and as such skews the actual number of nights flights.
- Consider including a percentage of dispensations in the summer and winter seasons movements limits in respect of those dispensations that regularly occur in respect of delays from ATC problems or weather.
- Is there a case for the dispensations to be pre-approved by the DfT before they are granted rather than relying on the airport to grant. DfT advised that it does operate a duty office but these are operational decisions that require a quick decision and the airport manager is more likely to be aware of the circumstances to make an informed decision rather than the duty office at the DfT.
- Dispensations are widely drawn and there should be a tightening up of regulation.

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- GAL clarified that in 2019 it turned down around 3rd of requests for dispensations and acknowledged the need for the rationale for dispensations to be reviewed.
- If dispensation granted are there additional charges imposed on the airlines? GAL is regulated in the amount of charges that it can impose under its economic licence conditions.
- Noted that Weekly Report of dispensations is issued to DfT. It was questioned whether in the event that the Secretary of State deciding a dispensation granted was inappropriate what mechanisms were there to rectify the matter. The DfT clarified that the last time this happened was in 2015 which resulted in the airline losing a slot for the dispensation that had been awarded and as such had to adjust its flight schedule.
- In 2018 GAL granted 500 summer dispensations that in the view of the Aviation Minister were not in line with the interpretation of the guidance. It was questioned why the decision had not been reversed at the time and; had they been reversed; would GAL still have been compliant for the movements limits for that season. This case had resulted in the DfT providing further clarification on the application if the criteria and an initial calculation revealed that GAL did not breach its caps for that season.
- Dispensations need to be properly regulated by the DfT.

NEXT STEPS

The points raised by all participants in the workshop will be taken into account in the preparation of a suggested response to be reported to the next meeting of the GATCOM Steering Group on 1 April for initial consideration. A copy of the suggested draft response will be circulated to all GATCOM members at that time with a request for views to feed into the Steering Group's deliberations.

Following the deliberations of the Steering Group, the suggested draft response will be further refined and revised and presented to GATCOM on 22 April for consideration and approval.

PAULA STREET
GATCOM SECRETARIAT

GATCOM

22 APRIL 2021

DRAFT GATCOM INDICATIVE WORK PROGRAMME 2021/22

REPORT BY SECRETARIAT

1. INTRODUCTION

1.1 At its meeting on 23 January 2020 GATCOM agreed that to help guide the planning of business for GATCOM's consideration it would be beneficial for the Committee to agree each year its programme of work. The added benefit of having a published work programme is that it would give an advanced indication to members and their organisations of the likely topics to be discussed at each meeting enabling them to explore issues and views within their own organisations prior to the quarterly meetings.

1.2 GATCOM also recognised the importance of the programme being viewed as a living document that would evolve over time in recognition of the rapidly changing industry and environment.

1.3 The GATCOM Steering Group at its meeting on 1 April gave initial consideration to the draft GATCOM Indicative Work Programme for 2021/22. The comments of the Steering Group have been taken into account in the draft Indicative Work Programme set out below.

1.4 As can be seen there are many topics to be considered and/or explored to help build an understanding across GATCOM's membership and to reach a common/balanced view to advise GAL, the Government, the Civil Aviation Authority and/or other key stakeholders on environmental, economic, social and passenger matters arising from the airport's operation, its performance and future development plans.

1.5 The aim of "Build Back Better" is a theme to be considered across all topics. GATCOM's regular review of GAL's corporate responsibility performance and monitoring results as well as the work of Passenger Advisory Group in having the oversight of GAL's service standards and passenger facilities remains a key objective in the Work Programme. There may also be topics that over the course of the year GATCOM will wish to have a more in-depth discussion.

1.6 The timescales against each topic are indicative and it must be recognised that GAL and other industry partners, whose input is required to enable topics to be fully considered and explored, now have a much reduced resource and are operating in challenging times. It is possible therefore that timings will need to be adjusted over the course of the year.

1.7 GATCOM is asked to consider and agree the Indicative Work Programme 2021/22 as set out below.

RECOMMENDED

That the GATCOM Indicative Work Programme 2021/22 set out below be agreed.

PAULA STREET
GATCOM SECRETARIAT

DRAFT GATCOM INDICATIVE WORK PROGRAMME 2021/22

COVID-19 Recovery of Operations

Objective	How/Area of Focus	Date/Status
<p>1. Work collaboratively with GAL and key stakeholders on steps taken to monitor effectiveness and performance of airport processes, facilities, and surface access availability as airport operations are resumed and in rebuilding passenger confidence in air travel.</p>	<p>(a) Regular review of passenger experience and availability facilities across the whole passenger journey from point of arrival at Gatwick to departure/onward travel including (but not limited to):</p> <ul style="list-style-type: none"> • Health, safety and wellbeing of passengers and staff • Departures process and passenger queuing times at check-in and security • Arrivals process and passenger queuing times at Border Control and baggage reclaim • Special assistance service • Implementation of forecourt charging • Long stay car parking coaching service • Food and beverage availability • Seating capacity • Passenger communications <p>(Key focus for the Passenger Advisory Group)</p>	<p>Jun 2021 – January 2022</p>
	<p>(b) Review of public transport connections and availability</p>	<p>Jul/Oct 2021</p>
	<p>(c) Build an understanding of the emerging labour market and skills issues for the region and how this relates to Gatwick’s future operations.</p>	<p>Jul/Oct 2021</p>
	<p>(d) Build a consensus on where GATCOM can help influence GAL’s approach to recovering the operation, its communication flows and engagement work</p>	<p>Jul – Dec 2020</p>

Master Plan Growth Scenario 1 – Making Best Use of Existing Capacity

Objective	How/Area of Focus	Date/Status
<p>2. As airport operations resume, build an understanding of the industry’s approach and initiatives to “Build Back Better” and GAL’s revised forecasts for growth and investment plans</p>	<p>(a) regular updates on forecasts for growth</p>	<p>July 2021- Apr 2022</p>
	<p>(b) receive overview of GAL’s Conditions of Use document 2021/22, which includes airport landing charges and differentials agreed each year with the airlines</p>	<p>July 2021</p>
	<p>(c) receive overview of the new economic licence and regulatory performance standards for passenger services and airfield efficiency</p>	<p>July 2021</p>
	<p>(d) receive overview of revised Capital Investment Programme</p>	<p>TBA</p>
	<p>(e) Assess and, where appropriate, respond to incremental community impacts of resumption of Gatwick operations</p>	<p>Oct 2021 – Apr 2022</p>

<p>3. Monitoring of GAL's environmental management performance and, where necessary and appropriate, to identify areas where additional focus may be needed</p>	<p>(a) Mid-Term Review of END Noise Action Plan and identify if further attention is needed (b) Consider outcomes from Annual Air Quality Monitoring Report and identify if further attention is needed (c) Consider the results of the 2020 noise exposure contours for Gatwick (d) Consider the outcomes of the S106 annual monitoring report process (e) Updates on negotiations to roll forward the existing Section 106 agreement (f) Consider the outcomes of Decade of Change Progress Report 2020 (g) Update on emissions targets and performance including those relating to arriving and departing aircraft</p>	<p>Oct 2021 July 2021 July 2021 Oct 2021 - Jan 2022</p>
<p>4. Understanding Gatwick Airport's wider role to the regional economy</p>	<p>(a) Build an understanding of the contribution of inbound and outbound tourism through Gatwick to regional economy (b) Update on local supply chain and initiatives/incentives (c) Update on strategies to attract and retain investment in the Gatwick region including inward investment opportunities and the airport's role (d) Build an understanding of the economic benefits of night flights (see also Objective 11)</p>	<p>Oct 2021 Jan 2022 Timing TBC</p>

Master Plan Growth Scenario 2 – Northern Runway DCO Process

Objective	How/Area of Focus	Date/Status
<p>5. Build an understanding across all member organisations of the DCO process, of opportunities to input to the process and of the key impacts being addressed through the planning process</p>	<p>(a) Continue dialogue with GAL on its work and new timetable for progressing the DCO application (b) Discussion with Planning Inspectorate of the process (c) Regular updates from GAL and/or the host authorities (d) At the appropriate time, review how the emerging detailed proposals address the issues raised by GATCOM in its response to the draft Masterplan consultation (e) Where appropriate to help influence key areas of concern to be addressed through the process (f) reach a common understanding and approach on if and how GATCOM should input to the process</p>	<p>Apr 2021 – Apr 2022</p>
<p>6. Through reviewing GAL's DCO pre-application consultation material and impact assessments, to influence the development of GAL's future Corporate Responsibility Strategy, its principle aims and target setting and matters for possible inclusion in the new legal agreement</p>	<p>Review initiatives for:</p> <ul style="list-style-type: none"> • Carbon Emissions and associated reporting • Sources of light pollution • Air Quality • Noise reduction measures • Public transport initiatives • Labour markets and skills gap • Community support 	<p>Possible future workshop topic Jan – Apr 2022</p>

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Noise Management & Airspace

Objective	How/Area of Focus	Date/Status
7. Build an understanding of the importance of and participate in the FASI-South airspace modernisation project	<ul style="list-style-type: none"> (a) Regular updates from GAL on resuming work on the project (b) Review and, where appropriate, contribute to the CAA's Airspace Modernisation Strategy (c) Review and, where appropriate contribute to the Airspace Modernisation Master Plan (d) Contribute to GAL's draft communication plan (e) Helping to encourage member organisations to engage in the process including participating in GAL's stakeholder workshops (f) Review implications of Heathrow's airspace proposals and respond to Heathrow consultations as and when appropriate 	Jul 2021 – Apr 2022
8. Build an understanding of the Departures Route 4 airspace change process	<ul style="list-style-type: none"> (a) Contribute input to GAL's draft communication plan (b) Encourage member organisations in the vicinity of Route 4 to engage in the process including participating in GAL's stakeholder workshops 	Timing TBA
9. Maintain effective working partnership with Gatwick Noise Management Board (NMB) and GAL's Noise and Track Monitoring Advisory Group (NATMAG)	<ul style="list-style-type: none"> (a) Participate in and contribute to the work of the NMB and NATMAG and ensure feedback mechanisms between the groups are timely and provide clarity for all stakeholders (b) Assist in communicating to the wider communities the work of NMB and NATMAG including the intended aims of initiatives and outcomes achieved (c) As and when appropriate, to promote the work of NMB and NATMAG with DfT, CAA and NATS to help influence their organisations' work priorities and the timely delivery of new initiatives 	Apr 2021-Apr 2022

National Policy & Strategy Development

Objective	How/Area of Focus	Date/Status
10. Contribute views to the Government's longer-term Aviation Strategy review, consultation on which is due for publication at the end of 2021	Building on the points raised in GATCOM's letter to the Minister for Aviation in December 2020, proactively raise issues to be addressed as part of the Strategy review prior it is publication including promoting those issues through the national group of airport consultative committees, UKACCs	Timing TBC
11. Contribute views to the Government's Night Flights Review	Building on GATCOM's response to the DfT's Stage 1 consultation, participate in the Government's DfT Stage 2 consultation	Timing TBC