

Public Document Pack

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7 October 2021

Gatwick Airport Consultative Committee

A virtual meeting of GATCOM will be held commencing at **2.00 pm** on **Thursday, 14 October 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](http://www.gatcom.org.uk) 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 12 October, email secretary@gatcom.org.uk.

Agenda

- 2.00 pm
1. **Apologies for Absence**
 2. **Minutes of the last meetings** (Pages 5 - 18)
 - (a) To confirm the minutes of the meeting of GATCOM held on 15 July 2021.
 - (b) To confirm the minutes of the Special Meeting of GATCOM held on 24 August 2021.
 3. **Reports from Sub-Group and Other Meetings**

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

 - (a) **GATCOM Steering Group - 23 September 2021 - report by Chairman** (Pages 19 - 34)

- (b) **Passenger Advisory Group (PAG) - 20 September 2021 - Report by PAG Chair** (Pages 35 - 38)
- (c) **GAL's Noise and Track Monitoring Advisory Group (NATMAG) - 5 August & 16 September 2021 - Report by GATCOM's Lead Member for Noise** (Pages 39 - 42)
- (d) **Noise Management Board - Report by Chair of NEX** (Pages 43 - 46)

AIRPORT PERFORMANCE AND DEVELOPMENTS

- 2.25 pm 4. **Chief Executive Officer's Report** (Pages 47 - 58)
- (a) To discuss the report of Stewart Wingate, Chief Executive Officer, GAL; and
 - (b) GAL will provide an overview of the implications of the 80:20 runway slot waiver for Gatwick and the need for the Government to reinstate the 80:20 slot rule. GAL's briefing paper is attached.

- 2.55 pm 5. **Northern Runway DCO - consultation & next steps**
- (a) Tim Norwood, Director of Corporate Affairs, Planning & Sustainability, GAL to give an update on the consultation, an overview of the project and next steps.
 - (b) To consider the Secretariat's paper giving details of the suggested GATCOM approach to responding to GAL's consultation - To Follow.

3.50 - 4.00 BREAK

LOCAL COMMUNITY MATTERS

- 4.00 pm 6. **Crawley Economic Recovery Task Force** (Verbal Report)
- Clem Smith, Head of Economy and Planning, Crawley Borough Council to give an update on the work of the Crawley Economic Recovery Task Force and Town Deal Board.

SURFACE TRANSPORT

- 4.30 pm 7. **Gatwick Airport Station** (Verbal Report)
- Michele Stanton, Business Change Manager, GAL to give an update on the Station Redevelopment Project.

INTERNAL MATTERS

- 4.55 pm 8. **Dates of next meetings**

- a) To note the next meetings of GATCOM and its sub-groups are scheduled to take place as follows:
- GATCOM Steering Group - Thursday 23 December 2021 at 10:00am.
 - Passenger Advisory Group – Thursday 16 December 2021 at 1:30pm.
 - GATCOM – Thursday 20 January 2022 at 2:00pm.
- b) To note that the next meeting of GAL’s Noise and Track Monitoring Advisory Group (NATMAG) is scheduled to take place on Thursday 4 November 2021 at 10:00am.
- c) To note the next meeting of the Noise Management Executive Board is scheduled to take place on Wednesday 3 November 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 15 July 2021 by videoconference.

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

Present:	Tom Crowley (Chairman)
Jeff Alexander	Gatwick Diamond Business
Cllr. Richard Biggs	Reigate and Banstead Borough Council
Ana Christie	Sussex Chamber of Commerce
Cllr. Helyn Clack (Vice-Chair)	Surrey County Council
Fran Downton	Tourism South East
Jonathan Drew	Chair, Gatwick Noise Management Executive Board
Cllr. Carolyn Evans	Charlwood Parish Council
Cllr. Malcolm Fillmore	Rusper Parish Council
Cllr. Mike George	Horley Town Council, Lead Member for Noise
Angie Hills	ABTA
Cllr. Gurinder S. Jhans	Crawley Borough Council – joined from Item 8
Alan Jones	Burstow Parish Council
Cllr. Liz Kitchen	Horsham District Council
Cllr. Jim Knight	Mid Sussex District Council (sub.)
Chris Larkman	Which? representative
Cllr. Liz Lockwood	Tandridge District Council
Cllr. Claire Malcomson	Mole Valley District Council (sub.)
Hugh McConnellogue	Gatwick Airline Operators Committee (AOC)
Cllr. Margot McArthur	Kent County Council
Cllr. Rupert Simmons	East Sussex County Council
Colin Stewart	BAR UK
Richard Streatfeild	Environmental and Amenity Groups
Cllr. Steve Waight	West Sussex County Council
Samantha Williams	Chair, Passenger Advisory Group
Matt Wragg	Coast to Capital Economic Partnership (sub.)

In attendance:	
Stewart Wingate	Chief Executive Officer, GAL
Tim Norwood	Director of Corporate Affairs, Planning & Sustainability, GAL
Andy Sinclair	Head of Noise & Airspace Strategy, GAL
Alison Addy	Head of External Engagement & Policy, GAL
Rachel Thompson	Head of Sustainability, GAL
Melanie Wrightson	Stakeholder Engagement Manager, GAL
Richard Lennard	Economic Partnerships Manager, GAL
Ian Greene	Department for Transport
Robin Clarke	NATS
Paula Street	GATCOM Secretariat
Lisa Sampson	GATCOM Secretariat

Apologies for absence were received from:

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1. Apologies were received from Cllr. Stephen Hillier (Mid Sussex District Council), Cllr. Caroline Salmon (Mole Valley District Council), and Jonathan Sharrock (Coast to Capital Local Economic Partnership).

Current Membership List and Representatives

2. Chairman welcomed the new GATCOM members and substitutes. GATCOM noted its membership.

Appointment of Vice-Chair

3. One nomination was received in respect of Helyn Clack, Surrey County Council. Helyn Clack was duly appointed as Vice-Chair of GATCOM for the ensuing year.

Minutes of the last meeting

4. The Environmental and Amenity Groups wished to record that they did not agree with the "statement of facts" set out in the Secretariat's report on Gatwick's Growth [at min. 160. 1)].

5. Secretariat confirmed a [response](#) has been received from Secretary of State for Transport, Rt. Hon. Grant Shapps MP, which has given a comprehensive update on the Government's work in reviewing the Aviation Policy Framework. The Chairman has written a [follow-up letter](#) to seek clarification as to whether those policies yet to be addressed by the Government include specifically the ways in which the approach outlined in the Aviation Green Paper "to ensure that necessary conditions are met in respect to infrastructure, community investment and environmental measures" and whether this will address the issue of non-development related growth that falls outside the planning system. A response was awaited.[the [response](#) was received following the meeting on 20 July]

6. Secretariat advised that the Special Meeting of GATCOM to consider the Committee's response to the DfT's Night Flights consultation had been rearranged to take place on 24 August 2021.

7. Resolved – That the minutes of the meeting held on 22 April 2021 be approved and signed by the Chairman.

Reports from Sub-Group and Other Meetings

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

GATCOM Steering Group – Chairman's Report

9. The Chairman of GATCOM introduced his report and highlighted key points. GATCOM noted the Steering Group's deliberations and agreed that:

- 1) GATCOM notes the [2020 annual monitoring results](#) from the air pollution monitoring program undertaken on, and in the vicinity of, Gatwick Airport and endorses the views of the Steering Group.

- 2) GATCOM notes the [results](#) of the noise monitoring at Gatwick for the summer period 16 June to 15 September 2020 and endorses the views of the Steering Group.

Passenger Advisory Group (PAG) – Chair’s Report

10. The PAG Chair introduced her report, commenting that the previous four months have been difficult for the industry and the airport and it is hoped the autumn season may see increased passenger confidence in travel.

11. GATCOM noted PAG’s activities in the previous quarter and its contribution to ensuring a positive passenger experience at Gatwick during the ongoing COVID pandemic. It was agreed that:

- 3) GATCOM notes the work of the Passenger Advisory Group in engaging with GAL as the ‘critical friend’ and supports its role as advocate on behalf of passengers.

Noise and Track Monitoring Advisory Group (NATMAG) Summary Report

12. The report from GATCOM’s Lead Member for Noise was considered and he highlighted the mid-term review of the Noise Action Plan (NAP) will be considered in September.

13. It was agreed that:

- 4) GATCOM notes NATMAG’s activities over the quarter and the key messages.

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

14. The Chair of NEX highlighted key points from recent NMB meetings, including:

- Given the ongoing uncertainty for the aviation sector, there continue to be resource constraints on the industry, government and agency partners to work on the suite of initiatives in the NMB work plan.
- There is an important need to continue to work together on the once in a generation opportunity presented by the FASI-South project to review Gatwick’s flightpath network and how that will affect communities from a noise and overflight perspective and where potential improvements could be achieved.

15. It was agreed that:

- 5) GATCOM notes the NMB Executive Board’s report of NMB activities.

Recovery from the impact of the Coronavirus Pandemic

Resumption of Airport Operations

16. GAL provided an overview of the resumption of international travel and the key issues and challenges for the airport, including:

- Gatwick is currently averaging 100 flights a day and around 10,000 passengers.
- Following the end of national restrictions on 19 July, GAL expects flights to increase to around 200 flights a day in August with a commensurate increase in passenger numbers. However, this is still only around 25% of normal levels for a typical August.
- The Government’s furlough scheme ends on 30 September and going into winter with reduced operations and the many significant fixed costs (e.g. business rates of around £30m, policing costs, CAA costs etc.), GAL’s dialogue with Government continues. The significant downturn and impact continues to pose challenging times for the airport.

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- There is a need to rebuild passenger confidence. PCR testing requirements both in the UK and abroad remain a barrier to international travel. Positive conversations continue with airlines who are ready to respond to increased passenger demand.

Impact on "Airport Towns"

17. The Coast to Capital Local Enterprise Partnership (LEP) gave an overview of Catalyst South's project studying the impact of the downturn in aviation activity on airport towns across the South East region. Key points included:

- Catalyst South is a group of six LEPs (Coast to Capital, Enterprise M3, Hertfordshire, South East, Solent, and Thames Valley Berkshire) working together to provide leadership on issues of regional economic importance.
- An [Airport Towns event](#) was hosted by Catalyst South that morning and this topic was selected because it is of such importance not only locally but regionally and nationally. Six airports were included in the Airport Towns event – Heathrow, Gatwick, Stansted, Luton, Southampton and Southend - with key towns near to those airports selected to measure the impact of the pandemic on local places and communities.
- Evidence clearly shows that airport towns have been disproportionately affected by the pandemic, from being among the most productive and highly employed places in the UK to being among the places with the highest claimant count, especially in Crawley.
- The event heard from a number of panel speakers, not only about the impact to airports and airlines but to the whole aviation supply chain – including ground crew, car parking companies, retail and catering, IT software companies as well as the education sector.
- There are positive signs of demand for air travel and wider sector activity, but recovery is hindered by the highly changeable nature of the Government travel restrictions and the green, amber and red travel lists.
- Businesses have seen a large decline in turnover, many carrying high level of borrowing and there is a need for continuing Government support for those businesses.
- A key concern is what happens after the furlough scheme ends on 30 September. It was felt that support is needed for people moving from furlough back into work, whether in the aviation sector or other sectors more widely. Re-skilling of the workforce and flexibility in the use of the apprenticeship levy could be considered.
- The event discussion highlighted suggestions for next steps, such as the continuation of the furlough scheme in aviation towns/industries given recovery is likely to be slower, support for business borrowing, and more planning and consistency in changes to travel lists so that the aviation sector and their supply chains can plan and respond to recovery with some degree of certainty. Opportunities to diversify local economies around airports need to be embraced to create jobs and address other highly important challenges and drivers for change such as decarbonisation.
- A report from the Airport Towns event will be produced and will be shared with GATCOM members when available. The event demonstrated the role and strength of LEPs working together as Catalyst South to build a strong case for the South East to Government in the context of the Levelling Up agenda - both on aviation and other important issues facing the region.

Gatwick Economic Value Report

18. GAL provided an overview of the findings of the report which focuses on Gatwick's role in the local economy. GAL published the [Oxera](#) and [Lichfields](#) reports in May 2021. The outcomes of the reports enable GAL to work collaboratively with stakeholders to

identify specific actions and prioritise activity in the region to maximise the economic benefits. In 2020, even in the period of suppressed aviation activity during the pandemic, Gatwick Airport represented a total footprint (Direct, Indirect, Catalytic footprints) of 36,700 to 72,200 jobs and £2.1bn in gross value added (GVA) in the UK.

Discussion and Feedback

19. Key points to note and discussion points were raised by GATCOM, including:
- Welcoming the presentations and reports, and supporting the partnership working and Catalyst South initiative in addressing the recovery from significant impact of the reduced airport operation across the southeast region.
 - Highlighting the need to build back better and greener. GAL and many businesses anticipate it will take 4-5 years to recover from the pandemic.
 - Rebuilding passenger/consumer confidence is essential to aid recovery. This is currently hindered by the Government constantly changing at short notice the travel restrictions and quarantine arrangements, as well as the cost of PCR tests. There is also a need to align the Government's travel advice with the advice of the Foreign and Commonwealth Office (FCO) which is inconsistent with Green List travel advice.
 - The Government's furlough scheme ending on 30 September will create greater uncertainty for many people in the aviation sector, supply chains, inbound tourism, and the hospitality sector; Crawley currently has around 8,000 people on furlough. GAL is concerned about the impact of ending the scheme on airport businesses both on and off airport. Historically Crawley has never experienced unemployment and does not have the support infrastructure necessary to manage high levels of people claiming benefit. Gatwick's recovery will help the economy to get back on its feet again, which in turn will help the airport.
 - In acknowledging the view of some interests that there needs to be less reliance on the airport to ensure a diverse economy, the business community is of the view that a successful airport will support diversification in attracting new industry and business to the area.
 - The pandemic, coupled with the EU transition, is having a significant impact on inbound tourism markets and economic development, business travel, attracting new overseas contracts, the supply chain, and import and export markets. It is also affecting the supply chain of materials, e.g. steel, wood, concrete, electronics, and storage containers, which is impacting construction and manufacturing businesses across the county.
 - Highlighting the shortage of skills as a result of the loss of EU workforce back to Europe. It is essential that re-training and skills development is undertaken in the local workforce and for those who have lost jobs during the pandemic as the airport and the regional economy grows, in order to ensure those looking for jobs are skilled and trained for new job opportunities. Reference was made to the initiative in Horley to create a commercial hub in the town centre to reskill people and to provide mentoring of new start-ups with support from local businesses and East Surrey College on apprenticeship schemes. Building back better in terms of wellbeing was promoted.
 - Noting that Covid test kits for businesses are currently free but charges may start to apply from the end of August which will add additional cost for businesses.
 - Noting the impact on young people as education and exchange trips continue to be impacted which reduces experience and opportunities.
 - Gatwick's economic value report highlighted future employment opportunities as the airport recovers and grows, however concern was raised about the demand for additional housing and supporting infrastructure in the immediate areas around Gatwick and in the South East region. GAL highlighted that it is

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important for local authorities to provide a 5 year housing land supply and consider where people will work and whether, for example, it is more sustainable for people to commute into London for jobs or to create the opportunity to work locally and contribute to their local economy. It was emphasised that airport growth and economic recovery should not be at the expense of social or environmental imperatives and this needed to be balanced with the quality of life for those that live in the Gatwick region.

- Highlighting the need for all interests and partners to work together on initiatives with a view to developing a toolkit to aid recovery across the wider economy to support the aviation and tourism sectors.
- Queried GAL's cautious optimism on recovery and the impact this will have on the longer term growth aspirations. GAL confirmed that although recovery to 2019 traffic levels is anticipated to take 4-5 years, there is strong evidence that demand for air travel will continue to grow and as such it will continue to progress its growth plans.

20. The Chairman thanked members for a good and wide-ranging discussion on recovery, and noted the support across all interest groups to see Gatwick and the local economy recover from the effects of the pandemic. The outcomes of the discussion will be fed into the various partners' work and that of Catalyst South.

Chief Executive Officer's Report

21. The Chief Executive Officer's report 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:

- Activity at the airport during August 2021 is expected to be worse than that experienced in August 2020 despite the success of the roll out of the vaccination programme.
- Recovery of air travel in Europe as well as the USA has been much quicker than in the UK, Gatwick being one of the hardest hit UK airports. Typical passenger volumes in the USA are currently above 80% of those in pre-pandemic times whereas in the UK volumes remain very low with below 10% of the pre-pandemic volumes. GAL continues to stand ready to ramp up operations in line with demand.
- GAL continues to make extensive use of the Government's furlough scheme and is asking for sector-specific support as winter approaches; the prospect of further job losses across the aviation sector is a concern. GAL continues to reduce its operations expenditure and capital investment programme to safeguard the business over the winter.
- The CAA's new Economic Framework on contracts and commitments for Gatwick came into effect on 6 May which includes new commitments in terms of service quality and improved consultation process on GAL's capital investment plan and a minimum capital investment of £120m per annum.
- A New AirTurn Platform will be launched with ground handlers in July 2021 to improve aircraft turn efficiency and the digitisation of related documentation.
- Jet Blue is starting daily flights between New York (JFK) and Gatwick in September on new Airbus A321LR aircraft.
- GAL is exploring the feasibility of providing immigration pre-clearance checks at Gatwick for passengers on UK-US routes.

22. GATCOM commented, including:

- A member noted that feedback from the travel industry highlighted that travel through Gatwick is currently positive, with swift and smooth passage through the airport.

- Reiterating the need for sector-specific support as whilst the increased demand of bookings is to be welcomed there is a significant time lag before businesses then receive the income.
- Commenting on the mental health impact on GAL staff, airlines and support staff and highlighted the importance of wellbeing. GAL welcomed the comments and confirmed the team are committed to providing good service.
- In response to a specific member query, GAL agreed to investigate aircraft and altitude levels over Ashdown Forest and a response will be sent to the resident.

Northern Runway DCO – Update on preparing for consultation

23. GAL provided an update on preparing for the pre-application consultation. Key points highlighted included:

- Formal consultation on the draft Statement of Community Consultation (SOCC) has taken place with local authorities and GAL is considering the responses received. Virtual briefing sessions have taken place with parish/town councils and neighbourhood groups to build an understanding of the DCO process and how to get involved.
- Work continues on preparing the draft technical reports; there are a large number of topics that are required to be assessed. Details will be shared with local authorities as part of the Technical Working Groups over the coming month.
- The pre-application consultation will comprise:
 - Summary Document: providing a high level summary of the project and the consultation questions
 - Volume 1: Consultation Overview which will contain information relating to the project
 - Volume 2: Preliminary Information Environmental Report (PIER)
 - Volume 3: containing all the figures, detailed appendices and other reports.
- GAL anticipates the consultation commencing in late summer/early autumn. As soon as the date is published GAL will advise the Secretariat for onward circulation to GATCOM members.

24. GATCOM commented on the update, including:

- Emphasising the need for local authority officers to fully understand the proposals and all the detailed technical information supporting them in order to respond effectively and substantively to the consultation. It was commented that no technical reports had yet been shared with local authority officers to help shape the scheme and any mitigation required in advance of the consultation. Other than the consultation on the draft SOCC, no information had been forthcoming since the publication of the Scoping Opinion and the topic working groups held in 2019. There were calls for GAL to share the full reports (not just summary slides) at the Technical Working Group meetings and ideally in advance of those meetings.
- Questioning the amount of engagement GAL has had with local authority officers on the scheme. GAL reiterated it was still working on preparing draft technical information and stated that the Technical Working Groups would have information presented to them as soon as it was ready in order to start the conversations on the detail of the scheme. GAL emphasised it is important that the information to be provided to stakeholders is accurate and reflected surveys, and that discussions with the local authorities would be on-going throughout the entire DCO process and not just in pre-consultation.
- There were calls for the consultation to be a minimum of 12 weeks. GAL advised that the draft SOCC had a minimum of 9 weeks for consultation, which was greater than the minimum required under the Planning Act and also many other

local consultations. However, GAL will review all the feedback and comments received on the draft SOCC from the local authorities in finalising the SOCC. GAL will let GATCOM know the length of consultation and when it will start once published. The Chairman asked GAL to keep an open mind on the length of the consultation, highlighting that in his personal view the request for an additional three weeks was of great importance for those inputting to the consultation.

- Queried if there is a section106 agreement built into the DCO process. GAL confirmed it is in discussions with West Sussex County Council and Crawley Borough Council to roll-over the existing section106 agreement until a new section106 agreement to replace it is agreed as part of the DCO process.
- It was commented by a member that GATCOM, as critical friend to the airport, should take a position on the environmental and climate impact of the project as well as the impact of growth from Gatwick's main runway.

25. The Chairman thanked GAL for the update and welcomed its consideration on the length of the consultation period.

Second Decade of Change Sustainability Policy

26. GAL [presented](#) the progress made over the past decade in delivery of its sustainability goals and key performance indicators (KPIs) and its Second Decade of Change Policy. Key points to note include:

- GAL attaches great importance to delivering its sustainability goals and achieving its KPIs. [Alongside its 2020 Progress Report, GAL has also published](#) a summary of the First Decade of Change, comparing 2019 performance with 2010. It emphasised that while a goal may not be expressed in numeric terms it is measurable in numeric terms through KPIs and that all ten goals had one or more numeric points of comparison between 2019 and 2010.
- GAL's [Second Decade of Change Policy](#) to cover the next decade to 2030 builds on the first decade. There is an increased focus on people and community, bringing firmly within the new policy workforce diversity particularly in relation to young people, an increased focus on accessibility in the workforce as well as in the airport, and safety, health and wellbeing.
- There is also an increased focus on emissions including surface access and aircraft emissions, and ongoing focus on on-airport environment issues such as water, waste and biodiversity. It also includes an influencing role for GAL to help the UK be a leader to achieve a net zero economy by 2050.
- GAL will continue to lead the way on transparency of KPIs and is working on additional KPIs to accompany GAL's annual sustainability reporting.

27. GATCOM commented, including:

- Querying how realistic the Government's Net Zero emissions by 2050 target is and whether technology can advance to bridge this gap. GAL explained that nationally there was much research and development on engine aircraft technology and airframe design to help achieve net zero and this will need to be scaled up over the decade. The availability and affordability of sustainable fuels will need to be taken forward by Government as part of its net zero policies. The Government has recently launched a [consultation on Jet Zero](#) which provided helpful scenarios for technology uptake and change and of the costs involved.
- Whether night noise contour impact will be measured in the health and wellbeing focus of the Second Decade of Change policy. GAL commented that while it does not undertake the research, this is a matter of national interest and GAL welcomes better information on the health effects of night noise. The Government/CAA is due to publish two reports – a second edition of the SoNA study and the outcomes of a survey of noise attitudes in the night period.

- Querying if there is any research or evidence on residents having moved house during this quieter period who will experience more noise from overflight when operations recover. GAL has received a small number of enquiries from potential house purchasers to its service which provides historic overflight data but is not aware of any research on this matter.
- East Sussex County Council expressed interest in discussing whether there are potential opportunities for the provision of electric vehicle charging-points between key towns without public transport to link to the airport such as Crowborough, Uckfield and Heathfield that would be very helpful. GAL will follow this up directly with the council.

Appointment of Sub-Groups

28. GATCOM received the Secretariat's report setting out for approval the appointments to be made to GATCOM's sub-groups and other bodies (copy attached to the signed minutes).

29. Resolved – That GATCOM:

- 1) Appoints members to the GATCOM Steering Group and Passenger Advisory Group as set out in sections 2(A) and 2(B) of the report;
- 2) Appoints 7 members to serve on GAL's NATMAG for a period of two years as set out in paragraph 2.3 of the report;
- 3) Asks the Secretariat to seek nominations for the positions of GATCOM's Lead Member for Noise and Deputy Lead Member for Noise from the NATMAG appointees and to seek the endorsement of the Chairman; and
- 4) Nominates Alan Jones, Burstow Parish Council, to serve on the Gatwick Airport Community Trust for a term of four years.

Dates of next meetings of GATCOM and its sub-groups

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

- Tuesday 24 August at 2pm - Special Meeting of GATCOM to consider the Committee's response to the DfT's night flights consultation
- Thursday 23 September at 10am – GATCOM Steering Group
- Monday 20 September at 1.30pm – Passenger Advisory Group
- Thursday 14 October at 2pm – GATCOM.

31. GATCOM noted the next meeting of GAL's Noise and Track Monitoring Advisory Group (NATMAG) on Thursday 5 August at 10am, and the next meeting of the Noise Management Board Executive Board (NEX) on Wednesday 3 November 2021.

Chairman

The meeting concluded at 5.02pm.

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Minutes of the virtual Special Meeting of the Gatwick Airport Consultative Committee (GATCOM) held on 24 August 2021 by videoconference.

Meeting held with pre-booked public attendance of 4 persons to observe proceedings.

Present:	Tom Crowley (Chairman)
Jeff Alexander	Gatwick Diamond Business
Chris Carter	Airlines UK
Ana Christie	Sussex Chamber of Commerce
Cllr. Helyn Clack (Vice-Chair)	Surrey County Council
Jonathan Drew	Chair, Gatwick Noise Management Executive Board
Cllr. Malcolm Fillmore	Rusper Parish Council
Cllr. Mike George	Horley Town Council, Lead Member for Noise
Angie Hills	ABTA
Alan Jones	Burstow Parish Council
Cllr. Liz Kitchen	Horsham District Council
Chris Larkman	Which? representative
Cllr. Liz Lockwood	Tandridge District Council
Hugh McConnellogue	Gatwick Airline Operators Committee (AOC)
Cllr. Margot McArthur	Kent County Council
Cllr. Katie Nagel	West Sussex County Council (substitute)
Cllr. Caroline Salmon	Mole Valley District Council
Cllr. Penny Shoubridge	Charlwood Parish Council (substitute)
Cllr. Rupert Simmons	East Sussex County Council
Richard Streatfeild	Environmental and Amenity Groups

In attendance:	
Andy Sinclair	Head of Noise & Airspace Strategy, GAL
Ian Green	Department for Transport
Gary Marshall	Department for Transport
Richard Connelly	York Aviation LLP
Paula Street	GATCOM Secretariat
Lisa Sampson	GATCOM Secretariat
GATCOM Nominated Substitutes observing:	
Cllr. Matt Furniss	Surrey County Council

Apologies for absence were received from:

Apologies were received from Cllr. Carolyn Evans (Charlwood Parish Council), Cllr. Stephen Hillier (Mid Sussex District Council), Stephen Jones (London Chamber of Commerce and Industry), Colin Stewart (BAR UK), Cllr. Steve Waight (West Sussex County Council) and Samantha Williams (Chair, Passenger Advisory Group).

DfT Consultation: Night flight restrictions at Heathrow, Gatwick and Stansted airports

DfT Update on the Night Flights Regime and the SoNA Aircraft Noise and Sleep Disturbance Report

32. DfT [presented](#) an update on the night flights regime review (copy of presentation slides attached to the signed minutes). Key aspects included:

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- The Government's [announcement on 19 July](#) confirmed the existing night noise objective and existing night flight restrictions at the designated airports will be rolled over for a period of 3 years. The roll forward regime will therefore run from October 2022 to October 2025. A ban on QC4 rated aircraft movements at the designated airports, during the Night Quota Period (23:30 – 06:00) would be implemented from October 2022.
- Once the DfT has taken into account responses to Part Two of the consultation, it aims to publish a further consultation on night flight restrictions post-October 2025, during 2023.
- Consultation responses received on revisions to the night flight dispensation guidance will be used to revise the guidance for airport operators with a view to providing better clarity. The DfT aims to publish the updated guidance before the new (roll forward) night flight regime takes effect in October 2022.
- The DfT will continue to develop the evidence base in order to support appraisal of future decisions on the design of the night flight regime such as reviewing existing research and engaging with stakeholders e.g. Airlines UK paper on economic benefits of night flights; revisiting previous analysis produced by Systra to overcome previously identified limitations e.g. consideration of wider economic benefits; scoping out a research project to understand how impacts associated with exposure to aviation noise vary by time of night, reviewing existing literature and discussing across government departments and with academics.
- Highlighting the CAA's recently published SoNA report which is an extension of SoNA 2014 (CAP1506) and looks at the subset of sleep questions asked within the main SoNA 2014 questionnaire. This further report concluded that there is insufficient evidence to change the metrics currently used for noise exposure in UK assessments.

33. GAL confirmed that it welcomed the stability the roll over regime would bring during a period of significant uncertainty for the industry.

34. The Environmental and Amenity Groups' representative reported the many community noise groups have expressed strong disappointment about the roll forward of the regime and the lack of Government research between 2017 to 2020 on the economic and health impacts of night flights and emphasised the importance of the review of future night flights policy considering the health and environmental impacts with equal importance as the recovery of the industry from the pandemic. Members highlighted the impact of night flights on the local population, particularly in the summer months, was significant and restrictions on night flights would bring benefits to the well-being of those residents who experience disturbance from aircraft overflight at night.

35. More information about the DfT's further research following the outcome of the CAA's SoNA sleep report was sought with members highlighting the need for all benefits and costs (disbenefits) as well as variance between summer and winter months and other noise sources being captured as part of the research. It was also important the study report contains an executive summary which explains in an easily understood, non-technical way the conclusions and recommendations of the study.

36. The DfT stated that there is currently no clear rationale for changing the metrics currently used for night noise. However, it confirmed that it has commissioned the CAA to conduct further analysis on the original 2014 SoNA data, including on alternative metrics for night noise around awakenings and sensitivity. The CAA is expected to report later this year. Separate to that work, the DfT is looking at the disturbance experienced at different times of the night. ICCAN is also conducting a noise and annoyance study and the DfT will ensure the two studies work together. The DfT noted

the importance of the timing of reporting the research outcomes to inform the 2023 consultation.

37. Members highlighted the need for greater transparency of the DfT's Project Steering Group's work and its membership. The DfT confirmed that only one meeting of the Steering Group had taken place and steps were being taken to ensure details of its work were published.

The Economic Impact of Night Flying in the UK – York Aviation Study

38. York Aviation LLP [presented](#) the key findings from the study on the "[Economic Impact of Night Flying in the UK](#)" commissioned by Airlines UK in partnership with other aviation stakeholders (copy of presentation slides attached to the signed minutes). As reported to GATCOM in July the study explored only one constituent of the cost/benefit balance - the economic benefits of night flights - in order to address the paucity of evidence of this less well understood aspect and help inform the GATCOM response. It was noted that the costs (disbenefits) of night flying was not covered by the study. It was confirmed that it was the responsibility of the DfT to undertake the full assessment of all costs, benefits and disbenefits of night flights on the economy, environment and health as it progresses its review and before the issue of the Stage Two consultation in 2023.

39. The key points to note from the study results relating to Gatwick were:

- the total GVA impact of night flying at Gatwick in 2019 was £1.45 billion (Direct £225 million, indirect and induced £275 million, wider UK economy £950m).
- the total employment impacts of night flying contributed 18,400 jobs (2,900 direct jobs, 4,600 indirect and induced, and 10,900 jobs across the wider UK economy).
- if night flying became more difficult the impacts would be a loss of destinations served, reduced connectivity, loss of efficiency, and the airline's fixed costs would be divided by fewer passengers resulting in increased fares, lost passengers, and a potential loss of aircraft operating/based at Gatwick.
- If night flying is further restricted at Gatwick the economic impact in terms of total GVA would result in a loss of £2,750 million if there was a total ban on night flights and a loss of 32,500 jobs; a loss of £1,250 million if there was a night quota period ban and 50% reduction in night flights with a loss of 15,500 jobs; a loss of £400 million if there was a ban on night flights in the night quota period with a loss of 5,200 jobs; and a loss of £800 million if there was a 50% reduction in the number of night flights and a loss of 9,900 jobs.
- The study has concluded that night flying is a significant and important part of the air transport market in the UK, is ultimately driven by the needs of users rather than the industry and is an intrinsic part of airline business models that reflect consumer needs.

40. A few members expressed disappointment that the study only examined the positive economic impacts of night flying and that it had been based on 2019 traffic levels rather than predicting future demand and the effect of changing Government priorities in terms of addressing climate change and changed travel patterns as a result of the pandemic. There were also other members who highlighted the potential negative economic impact from reduced night operations. The business interests concurred that ensuring connectivity at different times of the day was hugely important to enable the region and the UK to remain competitive in the global market particularly in respect of time critical goods and potential impacts of the supply chain and future jobs.

Suggested GATCOM response to questions 13 onwards of the consultation

41. GATCOM considered the Secretariat's report and suggested response to the consultation (copy attached to the signed minutes). Paula Street, Deputy Secretary advised GATCOM of the various steps which had been taken in the preparation of the suggested response which now took the form of a covering letter and high-level statement of principle aims that GATCOM could collectively agree for matters it wished the DfT to further explore as part of the review of the night flights policy before issuing Stage 2 of the consultation in 2023.

42. Paula Street also highlighted the suggested amendments that had been put forward by the environmental and amenity groups' representative which had been circulated to all members in advance of the meeting for consideration (copy also attached to the signed minutes). The environmental and amenity groups' representative highlighted their key concerns about suggested draft response at the meeting.

43. GATCOM discussed the suggested draft response together with the comments of the environmental and amenity groups and other points raised by members at the meeting. It was felt that the suggested draft response presented a balanced approach reflecting the disparate views of the various interests on the Committee on such a complex and sensitive topic. It was felt that the draft response only needed to be slightly modified to reflect the following specific points:

- Paragraph 6 of the covering letter - the need for appropriate use of differential fees and charges to discourage demand for night flights to take into account comments made about the polluter pays principle.
- The "Background" section – the need for a better balance between the economic, environmental and health impacts.
- Paragraph 10 – to update reference to the current airport operation.
- Paragraph 14 – amend the reference to well insulated homes. Although many homes have double glazing many do not benefit from other forms of insulation.
- Paragraph 15 – the need to reference the information included in Annex C of the DfT's consultation to reflect the fact that improvements in the night noise climate have not seen the same improvement as those in day.
- Amend the various references for the DfT to engage with industry to engagement with "all stakeholders".
- Paragraph 23 -the need to reference the ambient noise level around Gatwick and therefore the noise impact on communities in rural areas is more noticeable.
- Paragraph 29 – to highlight the importance of the Government taking responsibility for the proper monitoring of the dispensations process as a way of building confidence with communities.

44. Resolved – that:

- 1) The suggested response be amended to include the comments set out in minute no. 43 above; and
- 2) The Chairman and Vice-Chair be asked to approve on behalf of GATCOM the amended draft response before submission to the DfT.

Dates of next meeting

45. Members noted the next meeting of GATCOM will take place on Thursday 14 October 2021 at 2.00pm.

Chairman

The meeting concluded at 4.25 pm.

GATCOM

14 OCTOBER 2021

GATCOM STEERING GROUP – MATTERS CONSIDERED

REPORT BY CHAIRMAN

This paper summarises the matters considered by the GATCOM Steering Group at its meeting on 23 September 2021.

1. Business & Operations Update

Current Operation

1.1 GAL [presented](#) a comprehensive update on current operations at the airport over the last quarter and its work to stimulate recovery at the airport and in the local community.

1.2 Traffic levels have increased gradually from the end of May to the end of August, with 1 million passengers passing through the Airport in August. This increase in passengers is to be welcomed but still represents just 25% of normal (2018/19) levels. The increase in passenger throughput is expected to continue through the rest of 2021 with an expected c.1 million passengers per month from September onwards.

1.3 The recent announcement of the replacement of the traffic light system with a two-level approach (red list and unrestricted travel) and the changes due to come in to the Covid testing requirements for travel have stimulated bookings, giving passengers greater choice and increased levels of confidence. GAL welcomes the guidance that double-jabbed passengers will not need to undertake pre-departure tests for those returning to the UK as well as Day 2 PCR testing being replaced with lateral flow testing, which should remove some of the barriers to travel.

1.4 GAL sees the removal of the current slot waiver as a key factor for sustainable recovery at the airport. GAL will be asking the Government to reinstate the 80:20 slots regime for Summer 2022 to ensure airlines do not retain substantial slots without using them, encouraging new entrants into the market, and greater passenger choice and flexibility. This will incentivise airlines to return to Gatwick and help to kickstart recovery through a resumption of the most popular routes, benefiting the airport, employment and the regional economy. We noted that the slot waiver has hit Gatwick harder than other airports in the South East, with some airlines consolidating operations into Heathrow. The Steering Group felt there was a need to have a greater understanding of the implications of the slot waiver rule and asked GAL to provide a briefing for GATCOM (see item 4(b)).

1.5 Given the pressure the airport has been under during the pandemic it is disappointing that no extension is expected to the Government's furlough scheme, particularly for the UK aviation sector which is recovering at a slower pace than that in Europe and the USA, due to continuing Government restrictions. GAL is consulting unions and staff and is proposing that no further redundancies will be made at Gatwick at the current time and that arrangements are made to ensure all of its existing staff return to 100% pay from 1 October 2021. The Steering Group welcomed the arrangements GAL has put in place to provide job security and pay certainty for staff.

1.6 The wider economic impact on the local community around the airport still sees higher levels of benefit claimants than the national average, particularly amongst young people aged 18-24. We were pleased to learn that GAL is working with local colleges and

Job Centre Plus and has offered a new apprenticeship scheme to help get young people into the workplace.

Northern Runway Pre-application Consultation

1.7 GAL launched its Northern Runway consultation on 9 September. GAL listened to and acted on the feedback of GATCOM and local authorities and will run its public consultation for 12 weeks with the final deadline for submissions of 1 December 2021.

1.8 Documents published for the consultation include an overview, summary document with more detail, a newsletter sent out to 100,000 households in the local area, technical reports setting out the assessments, and the questionnaire for feedback. The Steering Group was pleased that GAL has considered a variety of different methods of providing information including via a virtual exhibition tool (www.gatwickairport.com/futureplans), via Gatwick's main [website](#), at document deposit points in council offices and libraries, as well as at a mobile project office visiting various locations where the public can collect information and more details about how to respond. Furthermore, responders to the consultation can book to speak to an expert if they have queries, can attend an information webinar, or can collect a memory stick of documents or a printed booklet. GAL emphasised the importance of all authorities, stakeholders and individuals being encouraged to respond to the consultation, and are considering ways to encourage responses from hard to reach groups and individuals. Members undertook to encourage and help signpost where people in their communities could engage and respond to the consultation. The Steering Group encourages the wider GATCOM membership to help disseminate information as well.

1.9 There was discussion on whether GATCOM should itself respond to the consultation questions with points made both in support and opposition. Given the differing and conflicting views of members and organisations within GATCOM as well as the timing of meetings ahead of the deadline, the Steering Group agreed that a high-level statement on the issue may be a more appropriate option and asked the Secretariat to produce a draft statement based on the views previously expressed by GATCOM in response to the master plan consultation and at previous meetings as well as at GAL's Northern Runway Stakeholder Briefing session on 23 September to which all GATCOM members were invited to participate. An outline of GATCOM's suggested approach is to be considered at item 5(b).

2. UPDATE FROM THE DEPARTMENT FOR TRANSPORT (DfT)

2.1 The DfT gave an update on its current work and policy development. The final checkpoint review of the Global Travel Taskforce (GTT) is due in early October and will take into account the domestic and international health picture and consider the long-term future of international travel. The Government also continues to develop its new Aviation Strategy, due to be published later this year, which focuses on developing a strategic framework for the sector and building back better taking into account the outcomes of the final GTT review. It will also consider climate change and decarbonisation, workforce and skills, regional connectivity and the critical role that UK aviation plays in retaining the UK's global reach, noise, consumer issues, innovation and regulation.

2.2 As regards aviation decarbonisation, the JetZero Consultation has now closed and moves into the analysis phase. The consultation set out the approach across five measures: system efficiencies, sustainable aviation fuels, zero emission flight, markets and removals, and consumer behaviour. The new UK Emissions Trading Scheme (UK ETS) covering all domestic flights and flights from the UK to the EEA and Gibraltar sets an emissions cap which is 5% tougher than the EU equivalent, and the Government will shortly be consulting on putting the scheme on a clear net zero trajectory. The 6th

carbon budget is being set and will include international aviation and shipping (IAS) emissions as recommended by independent climate advisors the Climate Change Committee.

2.3 The UK is hosting COP26 later this year and will use the opportunity to galvanise global support for aviation decarbonisation. DfT is working with the international community to build support for strengthening global ambition through the International Civil Aviation Organisation (ICAO), engaging with the industry to showcase the latest developments in electric and hydrogen flight, and designing new policy tools to help drive the development and deployment of sustainable aviation fuels.

2.4 A recent announcement by the Minister Aviation that ICCAN (Independent Commission for Civil Aviation Noise) will be wound down at the end of September and its functions transferred to CAA. The DfT confirmed that discussions continue with the CAA on how functions will be taken forward and some will remain with the DfT. The CAA will set up an Environment Panel, akin to its Consumer Panel, to give an independent oversight to the CAA's work and the importance of ensuring the trade-off between noise, carbon and air quality are linked and considered in the whole which will also strengthen the way in which noise is considered. Third party advice will be commissioned for any functions the DfT cannot fulfil, such as advice to the Secretary of State on the call-in of airspace change proposals.

2.5 The Steering Group expressed disappointment about the Minister's decision. Members believed it was premature to wind down ICCAN as they had produced good research and best practice toolkits and importantly gave an independent view on noise management which was extremely valuable to all parties. The expectation at the present time was that the Government's budget allocation to ICCAN would be transferred to the CAA and DfT. However, it was emphasised that all funding was subject to the Government's October Spending Review. GAL is also anxious to ensure that the independence of ICCAN's work programme and studies is not lost, particularly as there are GAL noise management initiatives that are being progressed and sponsored at a national level with Sustainable Aviation, such as Fair and Equitable Distribution (FED), in which ICCAN was also contributing. The DfT gave reassurance that all ICCAN's work is being reviewed with ICCAN and CAA to see how projects can be directly picked up by the CAA. ICCAN is still progressing/concluding some projects such as the summer noise study which is due to be published shortly.

2.6 There is a need to have an understanding of the changes that will arise because of the demise of ICCAN for not only Gatwick but for all airports. The Steering Group agreed that this was a matter that was best progressed at a national level and therefore recommends that GATCOM asks the Liaison Group of UK Airport Consultative Committees (UKACCs) to collectively look at the implications, to take forward views and concerns with the DfT and the CAA and to report back to GATCOM and other airport consultative committees.

2.7 Also of interest to GATCOM is that in the DfT commissioned independent review of ICCAN, the [Review Report](#) made reference in paragraph 9.2.1 to "...the suggestion that Airport Consultative Committees (ACC) could be 'beefed up' as ALBs from DfT, with extra funding and expertise that is looking at all the aviation issues, connecting the local with the central, and includes the remit of noise". DfT confirmed that there are no current plans to do that but there is the wider review of the DfT guidelines for ACCs which the Government included in the Aviation 2050 Green Paper. This review is still on-going and will form part of the wider aviation policy framework review but is not specifically related to the ICCAN report. The Secretariat will keep GATCOM informed of any changes proposed to the guidelines.

3. END Noise Action Plan (NAP) 2019-2024: Mid-Term Progress Report

3.1 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). A new process for assessing GAL's progress on delivering NAP actions was agreed by GATCOM at its meeting on 21 January which also included a request for GAL to prepare a mid-term review of overall progress made by GAL in delivering the actions of the NAP for consideration by NATMAG in September 2021. GAL has prepared the draft mid-term progress report which was considered by an extraordinary meeting of NATMAG on 16 September 2021. The outcomes from that meeting together with other points raised by GATCOM's NATMAG members were reported to the Steering Group.

3.2 The Secretariat's summary report to the Steering Group on the outcome of NATMAG's assessment of GAL's mid-term progress report on the NAP is given at Appendix 1. GATCOM's attention is drawn to the table in Annex 1 of that report which details the points raised by GATCOM's NATMAG members and GAL's response to those points. It is important for GATCOM to note that whilst a number of actions in the NAP were not marked as 'completed' this does not indicate a lack of action by GAL - many measures are included to ensure continuous improvement in noise management and do not therefore complete. Particular thanks was offered to GAL for its valued work and commitment dedicated to the NAP and the collaborative relationship between parties. The Steering Group concurred with NATMAG that the process now in place to monitor progress was beneficial to all and could be used as a model for other Airport Consultative Committees.

3.3 The Steering Group endorsed all the points raised by GATCOM's NATMAG members and there were no other issues that needed to be brought to the attention of GATCOM. The Steering Group has therefore recommended that:

- (a) the outcome of NATMAG's assessment on the draft END NAP Mid-Term Progress Report be endorsed;
- (b) GAL's commitment to ensure that the next iteration of the END NAP from 2024 onwards includes SMART targets against which progress performance can be measured be supported;
- (c) GAL be asked to take forward the suggestions set out in paragraph 2.4 of the report at Appendix 1; and
- (d) the approach to END NAP annual reporting set out in paragraph 2.5 be endorsed.

3.4 GAL is now updating the Mid-Term Progress Report which will be published on its website. Details will be forwarded to GATCOM once published.

4. AIRSPACE UPDATE

4.1 GAL provided an update on key airspace issues of interest to GATCOM.

Route 4 – 2018 Airspace Change Proposal

4.2 This airspace change proposal is at the CAA's Stage 2 (Develop and Assess) Gateway of the [CAP1616 process](#). The CAA has decided not to allow GAL to progress to the next stage in the process due to GAL's proposed baseline for assessment of the route options. The project to redesign the Route 4 SIDs has focused on agreeing a methodology with the CAA for the definition of an acceptable baseline during this extended period of reduced operations and a robust data set will now be developed and all proposed options will be reassessed against the new baseline. The revised timeline for the CAA's Stage 2 Gateway assessment is scheduled for May 2022.

Route 4 – operational use post 25 February 2021

4.3 Following the implementation of the CAA's post implementation review decision ([CAP1912](#)) to revert the suite of Gatwick Route 4 RNAV1 SIDs to conventional SIDs in February 2021, GAL has been closely monitoring track performance for operational and safety reasons in order to provide assurance that the SIDs were being operated in a sufficiently consistent way across all airline operators. The monitoring period has shown that GAL is satisfied the track distribution (or level of track concentration) is as desired and as per the original concept of the route design. Although there is some further work to do, GAL is expecting to complete the necessary data analysis and will report to NaTMAG on 4 November. Following this GAL's website will be updated to ensure the Route 4 data set and analysis is widely available due to the interest in this Route.

Gatwick FASI-South

4.4 GAL has restarted this important project at Stage 2 (Develop and Assess) of the CAA's [CAP1616](#) airspace change process. GAL is currently undertaking work on Step 2a which focuses on options development and assessment. A second round of engagement sessions with community and local elected representatives has taken place to gain feedback on the proposed methodology for options development. GAL plans to engage further with stakeholders in December to gather feedback on the Comprehensive List of Options and the approach to the Design Principle Evaluation (it should be noted that progress through Stage 2 is dependent upon the production of the UK Airspace Change Masterplan (see paragraph 4.5))

ACOG's UK Airspace Change Masterplan

4.5 The Airspace Change Organising Group (ACOG) was established in 2019 at the request of the DfT and CAA, to coordinate the delivery of key aspects of the Government's Airspace Modernisation Strategy, namely the national programme of airspace change amongst major UK airports. ACOG, in collaboration with NATS En-route plc (NERL) and the airports, will deliver a Masterplan that provides detailed information on the airspace design options under development, the potential areas of overlap between individual airspace change proposals and the compromises and trade-offs that may need to be made to integrate them effectively.

4.6 ACOG is developing the Masterplan and the second iteration of the Masterplan, which is expected to be submitted to the CAA in Autumn 2021, will provide a high-level description of the options under consideration in each airspace change proposal. It will be used to inform the Stage 2 (Develop and Assess) gateway in the CAA's CAP 1616 process for airspace change. The third iteration of the Masterplan is expected to be produced in 2022 and will be subject to public consultation. The third iteration will include a description of the proposed airspace structure and route network envisaged by the interdependent airspace change proposals when viewed as a collective. It will not however include the detailed designs of all the routes.

4.7 Noting GAL's work on Route 4 and the revised timeline to deliver that airspace change proposal and the work on developing FASI-South design options, there was concern that communities affected by overflight in the vicinity of Route 4 would feel the impact of change twice in short succession which was not ideal. Although GAL understood this concern it is required to take forward the change to Route 4, but offered reassurance that GAL is working with the knowledge of having to also take into account changes being developed as part of the FASI-South project. GAL was confident that the Route 4 airspace change would be implemented well ahead of the implementation of FASI-South given the various interdependencies of that project which had potential for greater slippage in its programme.

Agenda Item 3a

4.8 GAL has been asked to provide a full briefing on the FASI-South project and other related initiatives such as the FED project, to GATCOM at its meeting in January 2022. In the meantime, GAL advised that an update on FASI-South would be given at the Annual Airspace and NMB public meeting in December.

RECOMMENDED

It is recommended that GATCOM:

- 1) asks the Liaison Group of UK Airport Consultative Committees (UKACCs) to collectively look at the implications of the demise of ICCAN and the transfer of functions to the CAA and DfT, to take forward views and concerns with the DfT and the CAA and to report back to GATCOM and other airport consultative committees;
- 2) the outcome of NATMAG's assessment of the draft END Noise Action Plan (NAP) 2019-2024 Mid-Term Progress Report be endorsed and that:
 - (a) GAL's commitment to ensure that the next iteration of the END NAP from 2024 onwards includes SMART targets against which progress performance can be measured be supported;
 - (b) GAL be asked to take forward the suggestions set out in paragraph 2.4 of the Secretariat's report at Appendix 1; and
 - (c) the approach to END NAP annual reporting set out in paragraph 2.5 be endorsed.
- 3) GAL be asked to give a full update on the FASI-South airspace change project at the GATCOM meeting in January 2021.

TOM CROWLEY
CHAIRMAN

GATCOM STEERING GROUP**23 SEPTEMBER 2021****END NOISE ACTION PLAN 2019-2024****ASSESSMENT OF GAL'S DRAFT MID-TERM PROGRESS REPORT FOR THE PERIOD JANUARY 2019 TO SEPTEMBER 2021****REPORT BY SECRETARIAT****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 57 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 The process for assessing GAL's progress on delivering NAP actions was reviewed at the end of 2020 and the new process was agreed by GATCOM at its meeting on 21 January which included a request that GAL:

- Prepare a mid-term review of overall progress made by GAL in delivering the actions of the NAP for consideration by NATMAG in September 2021; and
- Prepare a "year four" review of actions still requiring attention in the last year of the period covered by the NAP be undertaken.

1.4 GAL has prepared the draft mid-term progress report which was considered by an extraordinary meeting of NATMAG on 16 September 2021.

1.5 The GATCOM Steering Group is asked to consider the outcomes of the assessment and whether there are any issues or recommendations that need to be made to GATCOM.

2. ASSESSMENT PROCESS

2.1 The END NAP Mid-Term Progress Report is a retrospective audit of GAL's performance in delivering the various actions in the END NAP over the period January 2019 to September 2021. The purpose of the assessment is to help identify whether there are any actions that need to be given greater focus to ensure they are delivered within the life of the NAP. The assessment of progress also ensures a "living document" approach and helps provide greater transparency on the GAL's progress.

2.2 In advance of the extraordinary meeting of NATMAG, a one item meeting to consider the draft Mid-Term Progress Report, GATCOM's NATMAG members carried out an assessment of GAL's reported status on all of the actions contained in the NAP.

2.3 In addition to the points raised on GAL's reported status of each of the NAP actions, the following points were also highlighted by GATCOM's NATMAG Members:

- Members valued and appreciated the work and commitment of GAL's Airspace Office Team in producing such a comprehensive report which, in the first section of the report, gives a useful summary of the history to the NAP.
- The various bodies/organisations involved in noise management have been listed in the report. Members have questioned whether GATCOM's Passenger Advisory Group (PAG) needed to be engaged with noise management issues given the potential impacts on aircraft scheduling which could result in changed flight schedules for passengers with implications for the work of this group. The PAG has considered this suggestion and how this related to the Group's terms of reference. It was felt that as PAG's remit was to protect and preserve the passenger experience within the airport's terminals and in relation to the availability and ease of surface access to the airport, inputting to the development of noise management and mitigation initiatives was not the remit of PAG. PAG was able to input views as part of GATCOM's wider consideration of the NAP.
- There are very few "completed" items. It should be noted that there are many actions which are continuous/ongoing and due to their very nature will never be completed. It should also be noted that the actions lack SMART targets against which progress can be measured – a point previously raised by GATCOM when it was consulted on the draft NAP. Having few completed actions should not therefore be viewed as GAL not progressing the actions as much progress has been achieved. It is acknowledged that, as the request of GATCOM Steering Group in December 2020, GAL sought advice from the DfT about the possibility of rewording some of the actions to assist clarity and provide more of a focus on targets. Unfortunately the DfT did not agree with this on the basis that a full review of the NAP would be required. As it is not possible to change the wording of the existing actions, GATCOM's NATMAG members have recommended that this is a matter to be taken on board in the next iteration of the END NAP from 2024 onwards. GAL has confirmed that NATMAG is keeping a list of topics/issues/observations regarding the current NAP to be considered when drafting the next iteration. The Steering Group is asked to endorse this approach.
- The need to specify in the glossary N60 and N65 contours as individual items under the "Number Above" entry.

2.4 The table in Annex 1 gives details of the points raised by GATCOM's NATMAG members on various NAP actions and the outcomes of the discussions at NATMAG. GATCOM will be pleased to note that GAL has agreed all the points raised and the draft Mid-Term

Progress Report is now being updated to reflect the comments made. The Steering Group is asked to endorse the points made. In particular the Steering Group is asked to consider the points raised against:

- **Action 27 - We will continue to provide a vortex-damage repair scheme to repair roofs that have been damaged by aircraft vortices.** It has been suggested that as this is not noise matter whether this should feature in the new Section 106 agreement as a continued obligation rather than feature in future NAPs.
- **Action 28 - We will continue a scheme that helps with the cost of acoustically insulating homes against the effects of aircraft noise. We undertake to review the scheme every 5 years to ensure it remains appropriate and relevant.** It has been suggested that GAL report to GATCOM on the review of the noise insulation scheme. Details of a revised scheme have been included as part of the consultation material on the Northern Runway project. The Steering Group may therefore wish to ask GAL to report on the proposed revised scheme to the GATCOM meeting.

2.5 NATMAG also considered whether there was a need for GAL to produce a 2021 END NAP Annual Progress Report as the Mid-Term Progress Report has given a comprehensive account of the current position. It was agreed that producing the Annual Report would not be necessary this year but that GAL would produce an addendum report in the event of any significant change in progressing an action(s) between now and the end of 2021. This would mean that the annual reporting would be as follows:

- 2021 – Mid-Term Progress Report to be published in October 2021
- 2022 – Annual Report and “Year 4” Review of actions still requiring attention in the last year of the period covered by the END NAP - draft to be consider by NATMAG in November/December 2022

2.6 The Steering Group is asked to endorse this approach.

RECOMMENDED:

- (1) That points raised by GATCOM’s NATMAG members as part of the END NAP Mid-Term Progress Report as set out in the Table in Annex 1 be endorsed;
- (2) That the suggestions set out in paragraph 2.4 relating to Actions 27 & 28 be considered; and
- (3) That it be recommended to GATCOM that:
 - (a) the outcome of NATMAG’s assessment on the draft END NAP Mid-Term Progress Report be endorsed;
 - (b) GAL’s commitment to ensure that the next iteration of the END NAP from 2024 onwards includes SMART targets against which progress performance can be measured be supported; and
 - (c) the approach to END NAP annual reporting set out in paragraph 2.5 be endorsed.

**PAULA STREET
SECRETARIAT**

GATCOM NATMAG MEMBERS' ASSESSMENT OF GAL'S DRAFT END NAP MID-TERM PROGRESS REPORT FOR THE PERIOD JANUARY 2019 TO SEPTEMBER 2021

Action plan number	Action	GAL stated position	GATCOM'S NATMAG member comments	Outcomes from NATMAG
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.	On-going	Agree status Clarification required - What does expire mean and why is there an expiry date	GAL agreed to review the wording to reflect that new a charging structure would be put in place on the expiry of the current charging structure
3	We will review the landing fee differential at least every five years.	On-going	Agree status Clarification required - to state when the next review will take place.	GAL agreed
4	Gatwick Airport Ltd will consult with its airline partners annually regarding the Airport Charges Structure. The Noise Management Board will also be asked for its feedback.	On-going	Agree status Clarification required - when will NMB be informed of proposals to review the noise differentials in the charges.	GAL agreed to review the wording to clarify the next review is likely to relate to carbon emissions differentials rather than noise.
9	We will implement a voluntary ban on operations of Quota Count 4 aircraft within the core night period by the end of 2022.	In progress	Recommend status is changed to "completed" - as the ban will be implemented this October	GAL agreed

14	We will continue to promote, monitor, seek to improve and report on adherence to the arrival noise abatement procedures detailed in the London Gatwick Aeronautical Information Publication.	In progress	Recommend status is changed to "On-going"	GAL agreed
15	In conjunction with Sustainable Aviation, Gatwick Airport will identify a low noise arrival procedure which will capture Low Power Low Drag measures and result in a metric which will supplement Continuous Descent Operations as an additional measurable target.	In progress	Agree status Comment - acknowledgement that progress has slowed on delivering this action of national interest.	GAL confirmed that taking forward this action is reliant on wider industry input and trials. Due to COVID and reduced traffic levels preventing meaningful trials monitoring, together with reduced staff resource/staff on furlough has meant progress has slowed. Sustainable Aviation is fully committed to taking forward the project and to roll out a new metric.
16	In line with Noise Management Board initiatives and the commitments in the Sustainable Aviation Noise Road Map, we will work with our airlines and air navigation services providers to improve Continuous Descent Operations at Gatwick Airport.	In progress	Agree status Recommend revise wording to remove "skill fade" phrase with the wording previously suggested by NATMaG meetings	GAL agreed
18	We will continue to promote adherence to the Departures Code of Practice through groups such as FLOPSC, Sustainable Aviation and other communication events	In progress	Recommend status is changed to "On-going".	GAL agreed
21	In conjunction with our partners and the Noise Management Board we will adopt a preferred Noise Abatement Departure Procedure (NADP).	Stopped	Agree status Comment - suggest that wording be expanded to include ... " as stated in the CAA report" at the	GAL agreed

			end of the sentence in the last paragraph for clarity	
22	We undertake to explore opportunities to remove the altitude restrictions on departure routes intended to reduce the noise impact of departing aircraft.	In progress	Agree status Clarification required - Reality is that this will be achieved through FASI(S) or not at all. There is a need to be clear about what the mechanism for change will be	GAL agreed to review wording to give an explanation.
23	We undertake to explore the feasibility of introducing an alternative Standard Instrument Departure routes within our Noise Preferential Routes in order to provide dispersions and / or respite.	In progress	Agree status Clarification required - Reality is that this will be achieved through FASI(S) or not at all. Also recommended that an update on Route 4 be given to the next GATCOM Steering Group meeting.	GAL agreed to revise wording. GAL agreed
24A	We will review and increase the fines currently levelled against airlines which breach departure noise limits with all such monies passed to the Gatwick Airport Community Trust.	In progress	Agree status Comment – acknowledged that the Northern Runway DCO pre-application PEIR gives details of GAL’s proposals. Suggested a weblink	GAL agreed

			to the PEIR and page number	
25	Through engagement with the Department for Transport, Aircraft Noise Management Advisory Committee and/or through unilateral action review our departure noise limits.	In progress	Agree status Recommend - As ANMAC have not met suggest reference be included "paused" against this part of the action. Recommend - GAL should follow-up with DfT as to when ANMAC will be reconvened	GAL agreed
26	We will work with our airlines and noise governance groups to explore the feasibility of introducing supplementary charges for aircraft departures which persistently fail to operate in accordance with Noise Preferential Routes prescribed for the airport as measured by the noise and track monitoring system operated by Gatwick Airport Ltd, with all such monies passed to the Gatwick Airport Community Trust.	Paused	Extra information would be helpful to say why this is paused and when will this be restarted. Should there be a percentage included demonstrating compliance and non-compliance	GAL agreed. NATMAG also to consider in more detail.
27	We will continue to provide a vortex-damage repair scheme to repair roofs that have been damaged by aircraft vortices.	On-going	Agree status Comment – as this is not noise related it is questioned whether this should feature in the new S106 agreement as a continued obligation	GAL has noted

			rather than feature in future NAPs	
28	We will continue a scheme that helps with the cost of acoustically insulating homes against the effects of aircraft noise. We undertake to review the scheme every 5 years to ensure it remains appropriate and relevant.	On-going	Agree status Recommend - GAL report to GATCOM on the review of the scheme	GAL agreed
31	In conjunction with the Noise Management Board we will explore innovative methods to reduce both inbound and outbound aircraft noise levels.	In progress	Recommend status is changed to "On-going"	GAL agreed
32	We will ensure that our Noise and Track Keeping (NTK) systems are suitable, relevant and reliable, providing updates as appropriate.	Completed	Recommend status is changed to "On-going" as, in the event of future updates, these should be implemented	GAL agreed
34	We will continue to provide an airspace analysis service and implement service improvements where identified. The team will continue to provide accurate and timely data to aid strategy development and noise complaint handling.	Completed	Recommend status is changed to "On-going"	GAL agreed
35	We will improve the availability of, and access to, airspace and noise related data.	Completed	Recommend status is changed to "On-going" to achieve continuous improvement	GAL agreed
36	We will explore the feasibility of introducing an information service for local communities. This could include updates on airport operations, e.g. scheduled northern runway operations, change in runway direction,	Completed	Whilst GAL has delivered this action recommend status is changed to "On-going" and to signpost those	GAL agreed

	meteorological information, scheduled number of aircraft movements during the day and night periods, reported thunderstorm activity etc.		actions that fall into "on-going" category to achieve continuous improvement	
39A	We will aim to reach a measure of consensus with community groups on future airport utilisation relative to noise impacts. In order to achieve this we will conduct a review of Government policy including how Government policy should be interpreted and how that policy has been applied in practice. Following the establishment of a workable policy baseline we will aim to develop new noise metrics and reporting to complement the current noise contours and measure our future noise performance. This work will be used to more precisely describe outcomes to support this END Noise Action Plan.	Paused	Agree status Recommend – to indicate when this will be resumed and should this be picked up as a workstream by NMB	GAL agreed Clarified that this will be considered by the NMB in Q3
43	In order to achieve community confidence in the Complaints Handling Policy and provide transparency of information, we will, where appropriate update our procedures relating to the receipt, processing and reporting of aircraft noise complaints.	Completed	Recommend status is changed to "On-going" to achieve continuous improvement Comment – acknowledged that GAL's new Webtrak system offers an unprecedented level of transparency for noise enquiries and complaints handling	GAL agreed
45	Gatwick Airport will implement relevant recommendations resulting from feasibility studies in conjunction with	Paused	Recommend status is changed to "On-going"	GAL agreed

	the CAA and the DfT as and when they are released.			
47	We will continue to support the existence of, and engage with a Noise Management Board, the workplan and meeting papers, which will be adequately published to our other noise governance groups and online.	In progress	Agree status Comment – Is this action “on-going” as well	GAL agreed to change status to “On-going”
49	In conjunction with the Gatwick Noise Monitoring Group we will commission noise studies to gain an insight into the noise climate in a particular area and holistically across the Gatwick area. We will publish these reports on our website.	Completed	Recommend status is changed to “On-going” - as more studies will be commissioned	GAL agreed
50	We will continue to host an annual airspace seminar, to include an annual update from the Noise Management Board, inviting local interest groups and stakeholders.	Completed	Recommend status is changed to “On-going”	GAL agreed

GATCOM

14 OCTOBER 2021

PASSENGER ADVISORY GROUP (PAG) - REPORT FOR THE PERIOD JULY 2021 TO 20 SEPTEMBER 2021

REPORT BY THE CHAIR OF THE PASSENGER ADVISORY GROUP

1. OVERVIEW OF PAG'S WORK

1.1 PAG is delighted to be resuming visits to Gatwick to fulfil its role in monitoring passenger services and the end-to-end passenger journey experience. Our Working Groups, with the exception of the South Terminal Working Group given that the terminal is currently closed for travel, are now more or less back to business as usual and are engaging with the various GAL business leads. Our members are however very mindful of the fact that GAL continues to operate in extremely challenging times operationally and financially with a much-reduced staff resource. PAG is focused on looking forward and fully appreciates the ongoing engagement it has had with GAL over the past year and going forward.

1.2 I was delighted that GAL made it possible for PAG to physically come together as a group for the formal PAG meeting on 20 September. This gave PAG the opportunity to view first-hand the airport's current operation and what work needs to be done to prepare for the reopening of South Terminal, hopefully next Spring, after nearly two years. PAG was pleased to welcome Stewart Wingate, GAL's Chief Executive Officer, to that meeting to give an overview of the significant impact of the COVID-19 pandemic on GAL's operations, current challenges and the outlook for the future.

2. CHIEF EXECUTIVE OFFICER'S OVERVIEW OF RECOVERY FROM THE PANDEMIC

2.1 Since the last GATCOM meeting on 15 July GAL has published its [interim financial results](#). GAL explained that in the six months ended 30 June 2021 only 0.6 million passengers travelled through the airport, a decrease of 6.9 million or 92.4% compared to the same period in 2020 and a 21.6 million or 97.4% decrease compared to the same period in 2019. PAG is encouraged that over the past three months passenger numbers have started to increase with 0.5 million passengers in July, 1 million passengers in August and a further 1 million anticipated for September.

2.2 GAL has previously reported to GATCOM on the steps taken by the company to protect the business which included a reduction of almost 50% to GAL's workforce. GAL currently has just under 1800 staff, 70% of whom have been on furlough/flexible furlough. The furlough scheme comes to an end on 30 September and PAG has welcomed the steps taken by GAL to retain staff through what is likely to be a low volume winter season, with a return to 100% pay and a commitment not to make any further redundancies at the current time. PAG acknowledges that with fewer GAL staff and a significantly reduced capex there will be on-going challenges as the airport recovers from the pandemic.

2.3 Like GAL, we welcomed the Government's further easing of travel restrictions announced on 17 September which PAG hopes will help rebuild passenger confidence in air travel. GAL's key priorities for the Government to address are to remove the remaining constraints, including the passenger locator form, and for the slot utilisation rules to be reinstated as this will help incentivise airlines to resume use of their runway slots and to increase competition resulting in better choice for passengers. The

implications of the slot waiver on GAL's business is a complex and important matter. PAG has suggested that GAL brief GATCOM in more detail given that this is such a crucial issue for the airport moving forward.

2.4 PAG has highlighted to GAL areas where additional focus is needed as the airport recovers such as staff training and refreshers and helping to ensure airport business partners effectively plan staff resource to match passenger throughput e.g. handling agents; special assistance; in order to maintain performance standards and the best possible customer service to passengers.

3. TRAFFIC AND ROUTES

3.1 Demand for domestic UK flights remains good with high load factors.

3.2 The number of airlines resuming operations/new routes has increased from 20 airlines in 2020 to 40 airlines in 2021. The load factor for green list countries is gradually increasing and currently stands at around 75% with amber list countries at 65%. The Chief Executive Officer's Report to GATCOM details the airlines which have resumed operations or have started new services (see item 4).

4. OPERATIONAL MATTERS

4.1 We reported at the last GATCOM on the works to upgrade and re-open the e-gate facility at the border to further reduce the time taken for passengers to pass through border control. 25 e-gates have benefited from the software upgrade. PAG is pleased to report that queue management at the border has performed well but we are aware that as the number of passengers returning to the airport increases the longer border processing times may result in longer queuing times. GAL is working with Border Force in forecasting passenger numbers and identifying potential queuing problems. The queuing time for non-EU is currently around 24 minutes.

4.2 On 1 October changes in the rules governing entry to the UK with an EU, EEA or Swiss national identity card will change. PAG believes this change could potentially disrupt passenger flows at the Border. It is estimated that almost a third of EU, EEA and Swiss nationals currently travel to the UK using national identity cards, rather than passports. We have been reassured that the airlines are working with Border Force on managing and communicating the change to passengers. GAL also has a social media communications plan in place.

4.3 Domestic baggage reclaim experienced some congestion issues, primarily as a result of off-schedule flights. GAL has largely overcome the scheduling problems but is now grappling with a surprising number of passengers leaving the baggage reclaim hall without their bags. GAL is reviewing signage to remind passengers to collect their baggage and will continue to monitor the situation.

4.4 GAL resumed its Quality of Service Monitor (QSM) surveys in August for the North Terminal. This involves interviewing passengers on their journey experience through the airport. PAG has welcomed the resumption of the monitoring. However, with lower numbers of passengers available for interviewing, obtaining the correct mix of passengers to ensure good demographic coverage has proved challenging. GAL will share the results from the interviews with PAG once they have been analysed.

5. RETAIL AND FOOD AND BEVERAGE

5.1 Despite the continued low passenger numbers, by mid-July all of the retail operators who have decided to remain in the North Terminal had re-opened and the vast majority of food and beverage outlets are now open. Tortilla, a casual Mexican

restaurant, and Juniper and Co. a premium bar and restaurant offering locally sourced produce has been created as a bespoke brand for Gatwick, opened in the North Terminal in September. These are welcome additions to GAL's catering outlets.

6. SURFACE ACCESS

Gatwick Railway Station

6.1 GAL arranged for PAG's Rail Working Group to visit the Railway Station site to see first-hand the progress made and to hear about the new services that will be available to passengers. It is good news that the construction works remain on track for completion in March 2023. We were pleased to learn that the Brighton Main Line upgrade works at Gatwick are being carried out at the same time/merged with the Station project to avoid future disruption on the line and to passengers.

6.2 Another benefit of the project is that passengers requiring special assistance will enjoy easy transfer from plane to train.

Forecourt Charging

6.3 PAG still has on-going concerns about the signage and intuitiveness of the scheme. Signage has improved at the North Terminal but there is still work to do in South, which requires further illumination. PAG's Car Parks Working Group will continue to monitor and feed in comments to GAL on the scheme. It should also be noted that complaints received by GAL about the drop off charge represents 64% of the overall complaints received between June – August. The car park provider, NCP, are responsible for managing the forecourt complaints from users and we look forward to receiving an update on their analysis of complaints in the near future.

7. PASSENGER ENQUIRIES

7.1 GAL received 852 airport enquiries between June and August, that's just 2% less when comparing the same period in 2019. The most popular enquiries are about travel restrictions, hidden disabilities and covid-19 testing.

7.2 GAL received 69% less complaints and 73% less compliments compared to the same period in 2019. The airport complaints are about airline/handling agents, security and the UK Border Zone. GAL received 69 compliments between June and August with 49 of those compliments relating to the special assistance service provided Wilson James staff.

7.3 PAG's Communications Working Group is pleased with the way enquiries, compliments and complaints are being dealt with by GAL, and welcomed the extra support provided by GAL for responding to social media enquiries.

8. NORTHERN RUNWAY

8.1 PAG welcomed the opportunity to participate in GAL's Northern Runway consultation stakeholder event which was hosted for GATCOM and PAG members.

9. GATWICK'S SECOND DECADE OF CHANGE

9.1 PAG welcomed the opportunity to hear about GAL's Second Decade of Change Policy and the ten goals to be achieved over the next 10 years. PAG looks forward to inputting the passenger interest in GAL's development of its action plans.

RECOMMENDATIONS TO GATCOM

Agenda Item 3b

- (1) That GATCOM develops an understanding of the implications of the Government's waiver of the 80:20 runway slot rule on Gatwick's operation; and
- (2) That GATCOM notes the work of PAG and its engagement with GAL as the 'critical friend' and support its role as advocate on behalf of passengers.

SAMANTHA WILLIAMS
PAG CHAIR

GATCOM**14 OCTOBER 2021****NATMAG - SUMMARY OF ISSUES DISCUSSED****REPORT BY LEAD MEMBER FOR NOISE****1. Introduction**

There have been two meetings of NATMAG since the last GATCOM Meeting - the quarterly meeting held on 5 August and an extraordinary meeting held on 16 September to consider the Mid-Term Progress Report on the END Noise Action Plan (NAP). In respect of the latter meeting there is a full report on the outcomes of NATMAG's assessment of GAL's reported status in the draft Mid-Term Progress Report of the NAP at item 3(a). This report therefore provides details of the NATMAG meeting held in August.

2. NATMAG Meeting 5 August 2021 – Issues Discussed

2.1 The unconfirmed minutes of the NATMAG meeting are available on GAL's website at:

<https://www.gatwickairport.com/globalassets/company/airspace/natmag/2021/natmag-minutes-draft-august-2021-v1.2.pdf>. The key points to note are:

Airspace Office Quarterly Report (Q2)

2.2 The airport's flight operations performance over Q2 covering the period 1 April to 30 June 2021 was considered and the complaints analysis reviewed. The quarterly report is available on GAL's website at:

<https://www.gatwickairport.com/globalassets/company/airspace/noise-reports/2021/airspace-office-report-q2-2021.pdf>

2.3 During the period covered there were 5,368 aircraft movements in total at Gatwick, which is a strong increase compared to both the previous quarter and Q2 of 2020. There were no noise infringements during the quarter.

2.4 The Airline Noise Performance Table is given on page 6 of the report. It should be noted that the pandemic continues to impact the aviation industry in an unprecedented manner and Gatwick has seen the number of airlines operating at the airport reduced or ceased which is why there are fewer airlines shown on the table than would be expected in a typical year.

Noise Complaints

2.5 The number of submitted complaints has increased to 535, which is a rise of 40% compared to the first quarter. The areas in 2021 with the greatest number of complaints received so far are Warnham, Reigate and Tunbridge Wells. The number of individual complainants was 71, which is 9% lower than in Q2 of 2020. GAL is aware that the change in aircraft noise perception has been brought on by the long periods of empty skies. GAL will seek to ensure communities are kept informed when traffic returns to the airport.

2.6 In respect of the complaints from the Reigate area these relate to westerly arrivals travelling from the north of the airfield. It was confirmed that the majority of complaints from these areas are not due to arrivals but are relating to Route 3 and Route 4 departures. Complaints seem to have increased due to the improved traffic levels in recent months. NATMAG was interested to learn more about the reasons for these

Agenda Item 3c

complaints and whether complainants had recently moved to the area. NATMAG discussed how GAL could capture this information. GAL will report back.

Go-arounds

2.7 NATMAG continues its interest in the levels of go-around activity, particularly in the spike identified in May 2021, most of which were attributed to weather. It should be noted that during Q2, there was only a single flight that caused a go-around due to runway occupancy and that was due to the departing aircraft being slow to roll.

ILS Joining Point

2.8 The AIP rule is that aircraft shall not join the ILS at less than 10NM from touchdown or below 3000ft at night. In Q2, 0.33% of aircraft joined the ILS inside 8NM using Runway 26 and 0.42% using Runway 08. There was a single infringement of the night time rule in May 2021. It should be noted that the Noise Management Board (NMB) is undertaking a review of the noise abatement procedure for the night time ILS minimum joining point.

2.9 There were no issues arising from the review of the Airspace Office's quarterly report that needed to be brought to the attention of GATCOM.

3. Ground Noise

3.1 The Ground Noise summary report has been considered. The key points to note are that the ground noise report now includes information for dispensations given for APU usage in the event of an APU being run to support the HEPA filter during the COVID-19 pandemic. No APU dispensations have been applied during 2021. It was also noted that flight idle times were notably high during Q2 which can be attributed to increased levels of testing and maintenance to prepare aircraft for flying.

3.2 Aircraft turnaround audits resumed in June 2021.

4. Route 4

4.1 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 2021. NATMAG has received initial monitoring data for the Route. Between 25 February and 30 June, there were 735 flights departing on Route 4 with 45 of these positioning to Heathrow Airport. Track keeping performance has varied during the months with increased levels of vectoring towards British and Irish destinations in the north-west. Prior to the COVID-19 pandemic, only 13% of flights travelled to these destinations, however this now makes up 75% of flights utilising Route 4.

4.2 During the period monitored quicker climb rates were being achieved however the tracks were travelling towards the northern edge of the Noise Preferential Route (NPR) during March and April, although in April track keeping compliance was lower due to the Heathrow positioners being off-track. Adverse weather in June impacted track compliance during this month.

5. KENET route

5.1 Following a discussion at Gatwick's Flight Operations Performance and Safety Committee (FLOPSC), NATMAG was briefed on the forthcoming change to the way in which the KENET departure route is used. It was confirmed that there will be no impact on communities local to Gatwick.

6. END Noise Action Plan – Progress Monitoring

6.1 As part of GAL's new progress monitoring process for tracking the delivery of the END Noise Action Plan (NAP) actions (as endorsed by GATCOM in January 2021), NATMAG considered in detail the progress being made on three NAP actions:

- **Action 32: We will ensure that our Noise and Track Keeping (NTK) systems are suitable, relevant and reliable, providing updates as appropriate** - Phase 3 developments of the NTK system was delivered in the form of an upgrade on the airspace and noise performance dashboard (also known as Insightfull). NATMAG members have been asked to provide feedback on the new performance dashboard.
- **Action 52: We will participate in all activities relating to LAMP – the redesign of the London Terminal Manoeuvring Area (LTMA) and en-route airspace to eliminate chokepoints, alleviate areas of intensive aircraft concentrations, reduce the number of people affected by noise and to create a structure that has capacity to accommodate forecast traffic levels beyond 2040;** and
- **Action 53: Ensure that local communities are informed about LAMP plans and the progress and airport plans for the integration of Gatwick specific departure and arrival procedures** - NATMAG were updated on GAL's engagement activity and workshops held for the airspace modernisation project now known as FASI-South. Details of GAL's methodology for options development and design principle evaluation were also given. NATMAG welcomed the full update.

6.2 Having reviewed the progress being made on actions 32, 52 and 53, there were no issues that needed to be brought to the attention of GATCOM.

7. DEPARTURE NOISE LIMITS REVIEW

7.1 NATMAG had an informative update by Egis who have been contracted by GAL to conduct a review of the current noise limits of the five fixed noise monitors positioned at 6.5km from start of roll either side of the runway. These limits, set by the DfT, were last updated in 2001. The current noise regime comprises limits for the day (94dBA LMax), shoulder (89dBA LMax), and night (87dBA LMax). The noise limits are subject to positional, equipment calibration and tailwind adjustments. Currently, noise fines at Gatwick are £500 for up to 3dB over the noise limit and £1000 for more than 3dB over the limit. In addition, the current noise fines at other London airports were presented for information.

7.2 The review has showed only about three infringements of the limits since 2017. A new enhanced regime is being considered to include possible key features such as differential noise limits for three groups of aircraft type based on QC rating (Cat A-C); a single 24h limit per group; fines varied according to day/shoulder/night and extent of limit breach. Further engagement with stakeholders is planned to progress this study, including airlines and the DfT.

8. Odour and Air Quality Complaints

8.1 As a result of complaints about odour and air quality, GAL has assisted with locating a site for the PID gas monitor at the GASHCo facility on the airfield (by the end of August). The monitor will be in place for a period for calibration to get used to the jet kerosene before it will be redeployed in a more suitable location. NATMAG will be kept updated with progress.

NATMAG's key messages to GATCOM are:

- The PID gas monitor is being sited at the Gatwick GASHCo facility and will be in place until calibrated. NATMAG will decide on a new location to site the monitor, where there have been odour complaints submitted, once the monitor is calibrated.
- The Extraordinary NATMAG meeting to discuss the END NAP mid-term report will take place on 16 September 2021 (see item 3(a))
- An update was given on FASI-S as Action Plan actions from the END NAP. Progress is ongoing with the three rounds of engagement planned/underway.
- An upgrade to the airspace and noise performance dashboard (also known as Insightfull) has been completed with more information available on noise and overflight.
- The number of complainants which may have recently moved to the area attracted the interest of NATMAG. Suggestions were made as to how to capture this information; the Airspace Office will look into this.
- A briefing from Egis on the Departure Noise Limits Review was presented at NATMAG and stimulated good discussion and feedback.
- The KENET route availability change has attracted the interest of NATMAG members and NATS will be providing an update at the November NATMAG meeting.

MIKE GEORGE
GATCOM Lead Member for Noise

GATCOM report

Noise Management Board report: 3 July – 30 September 2021

Since the last GATCOM, the NMB Delivery Group (NDG) and Community Forum (NCF) have taken place on 27 July and 15 September respectively. A meeting of stakeholders of the NCF took place on 16 July to discuss the Fair and Equitable Distribution Study the NMB plans to undertake, and a series of NCF-stakeholder focused surgery meetings were held with the NCF and NEX Chairs during August. Finally, Gatwick also held further FASI-S workshops for stakeholders which included NMB members on 2 and 3 September.

Key points and actions from the regular NCF and NEX meetings, once draft comments are taken into account, can be found at:

<https://www.gatwickairport.com/business-community/aircraft-noise-airspace/engagement/noise-management-board/key-documents/>

GATCOM members may wish to be aware of the following in particular: NCF discussions: At the NMB's Community Forum (NCF) there were two substantive items:

- The first was to **discuss potential aircraft noise impacts from bringing the Northern Runway into routine use** and to ask questions about the noise-related aspects of the project. It was led by Steve Mitchell of Mitchell Environmental, with Jonathan Deegan, Project Director at Gatwick Airport. The session was to allow Forum members to inform their own submissions to the project consultation rather than come to any conclusions. Points covered included the fact that the Northern Runway will operate within existing flight paths, no airspace change is required; that use of the Northern Runway would routinely operate only in the period 06:00 hour to 23:00 hours. Also that proposed mitigation measures include operating flights using procedures designed to minimise noise impacts, a two tier noise insulation scheme covering defined areas, and an air noise envelope to provide certainty to the community that noise levels will be limited and will reduce in the future.
- In the second session Kimberley Heather, GAL, provided an overview of the **Airspace and Noise Performance Dashboard**, the interactive online tool that allows the user to explore data in relation to aircraft noise, including arrivals and holding stacks,

departures, wind and runway direction, and go-arounds. The tool also includes various dashboards including those focused on airspace noise performance, noise monitors and complaints. GATCOM members may wish to try out this link to Webtrak: <https://webtrak.emsbk.com/lgw2> and also

NDG: GATCOM members may recall that delivery of the NMB's workplan is led by the NMB Delivery Group (NDG). Activity is currently focused on the initiatives that can be progressed independent of actual traffic levels, given the current low number of air traffic movements compared with pre-Covid levels, and which can usefully contribute to the work of FASI-S airspace modernisation Options development.

- This focus includes studies intended to help **the definition of Fair and Equitable Distribution (FED) and scope the potential for varying the ILS minimum joining point at night**. These studies are progressing with the FED and ILS Delivery Partners expected to report their findings and recommendations early in the new year, following further engagement with NMB members.
- Noise management regulation includes application of the ICAO *balanced approach* to the management of aircraft noise. This comprises four specific groups of activity, one of which is Land Use Planning and Management - restricting new build activity in areas affected by aircraft noise. This has historically been more difficult to achieve in the UK than the other elements of the *balanced approach*. The NDG has convened a scoping group, which met in August, and will meet again in mid-October, to **identify how to develop a proposal for local planning authorities on the need for greater consideration of aviation noise in Land Use Planning**.
- For **some NDG activities**, including the Reduced Night Noise Trial, **the number of flights at the airport currently remains insufficient for elements of the workplan to usefully advance**. Changes arising as a result of the pandemic have also meant that for some delivery partners, including NATS and the CAA, resources have not been available as originally expected. The situation is being monitored closely to ensure that, once traffic levels have stabilised sufficiently, the paused or delayed activity can recommence as soon as practicable.

- Lastly, NMB members participated in a **FASI-S Airspace Modernisation Workshop** in early September. This discussed the processes involved in the delivery of the Government's airspace modernisation strategy that will contribute to the Government's vision for quicker, quieter and cleaner flights. The core of the Airspace Modernisation Strategy (AMS) involves the redesign of airspace across the UK to make the most of the capabilities of modern aircraft and technologies, including satellite navigation.
- ICCAN: As GATCOM members may have also noted from GATCOM communications, on 6 September, the Aviation Minister announced that **ICCAN has been disbanded** by the Government at the end of September 2021. The NMB Chairs and Secretariat have thanked ICCAN for all their contributions to the NMB.
- New NMB members: The NMB has welcomed the following new members to the NMB Community Forum: **Cllr Katie Nagel from West Sussex County Council; Cllr Margot McArthur from Kent County Council; and Cllr Alan McDermott from Tunbridge Wells Borough Council**. The Forum is also expecting a new member from Crawley Borough Council however the appointed representative is yet to be confirmed. The NMB also welcomes new members to the NMB Executive Board (NEX). **Cllr Liz Lockwood from Tandridge District Council and Cllr Natalie Bramhall from Reigate and Banstead Borough Council have been selected as the new NEX Councillor members**, following nominations by NMB Councils. They have been selected to serve until the end of the current Noise Management Board term. Cllrs Lockwood and Bramhall replace Cllr Liz Kitchen, who stood down as a West Sussex County Councillor at the May local elections and Cllr Ann Newton, from Wealdon District Council, who stood down from the NMB just after the local elections.

There are no issues currently which the NMB Co-Chairs feel need raising at GATCOM for decision but we will keep this under consideration.

The NMB Co-Chairs note that, following the **announced extension to 2025 of the current Night Noise regime**, many communities which are NMB stakeholders, both community noise groups and Councils, hope that voluntary measures can be discussed. This may be a discussion item at the next NMB Executive Board (NEX) meeting in November. As

GATCOM members may recall from my previous report this continues to be a top priority for communities represented on the NMB.

Jonathan Drew
Chair
Gatwick Noise Management Executive Board

CEO REPORT FOR GATCOM



JULY – SEPTEMBER 2021

Gatwick Airport Limited
Stewart Wingate, CEO

YOUR LONDON AIRPORT
Gatwick

Airport & Operations

In August we published our **interim financial results** for the period ending 30 June 2021. Gatwick passenger numbers were very low at just 569k in the first six months due to the impact of COVID-19 and the associated international travel bans. While the airport remained open throughout this period all revenue streams were impacted and the collapse in passenger demand along with Government restrictions led to a £244.6m loss for the six-month period and negative EBITDA at -£50.2m.

A strategic and sustained reduction in capital expenditure resulted in the deferral or cancellation of over £570m from investment originally planned in 2020, 2021 and 2022. Swift and decisive actions taken in 2020 reduced operating costs by 34.4% in the first half of the year through renegotiated contracts, temporary infrastructure shutdowns, halting discretionary expenditure and the continued consolidation of operations into one passenger terminal. Staff costs are £31.3m lower (46.4%) in the first half of the year due to the restructuring that was completed in Q4 2020.

The business has a strong liquidity position with £779m of liquidity including £624m of cash (as of 30 June 2021) which is sufficient liquidity to meet operating cashflows, planned investment levels and interest payments for at least the next 12 months. This ensures Gatwick is well placed for recovery.

Jim Butler joined the Gatwick Board in September as the new Chief Financial Officer, bringing with him a wealth of knowledge from over 20 years' experience in the airline industry.

An update from the **Travel Task Force** came into effect from 19 July, allowing UK vaccinated travellers returning from amber list countries to avoid quarantine. This alleviation initially applied only to travellers who had received their full vaccination status through the NHS, however this was extended from 2 August, to include those vaccinated in the US and EU. Effective from 4 October this has been further extended to include additional countries as well as removal of the pre-departure test for those fully vaccinated passengers arriving into the UK.

Every three weeks throughout the reporting period there have been updates to the **UK travel traffic light system**. With countries regularly moving between red, amber, and green status. There was also the creation of an Amber-Plus list in July for France. This amber-plus categorisation required travellers to quarantine on their return regardless of their vaccination status, however, this was removed on the next update to the traffic light list.

As restrictions have continued to ease, several carriers have resumed services from Gatwick including, Turkish Airlines, Aer Lingus and Air Transat. Turkish Airlines initially operated passenger departures and positioning (empty) arrivals in July as Turkey was on the UK red list. However, in August they decided to suspend their operations until September when Turkey was moved off the red list. During Q3 Gatwick had regular scheduled services operated by 26 airlines, compared with 49 in the same period in 2019.



American low-cost carrier **JetBlue** started flights between New York City (JFK) and Gatwick on 29 September. The seven-days-a-week flights operate from the North Terminal on new Airbus 321LRs. The airline expects to launch a London-Boston service from Summer 2022.

Tickets went on sale with a special introductory fare for U.K.-based travellers starting at £329 for core (economy) and £999 for Mint, JetBlue's premium service. Those wishing to travel further afield can benefit from JetBlue's strong route network which operates over 1,000 flights a day within the US, Canada, Caribbean and central America.

Demand on green list countries heading into summer was strong, with average outbound load factors +12pts higher than on amber routes through August. This has equalised through September following the quarantine alleviation changes. With average international load factors in September now equal between green and amber routes at 70%.

With demand increasing, Gatwick saw it's first month with over 1 million passengers since before the pandemic, in August, with September also breaking the 1 million mark.

With continuing restrictions on travel, and subdued passenger volumes, the airport has continued to reduce the passenger security operating hours, maintained an operation using only the north terminal, and aligned airport fire and rescue cover to demand levels. All reductions are reviewed weekly.

The DfT and DHSC NOTAM that requires all passenger flights arriving into England directly from red list countries, to land at the dedicated terminals at Heathrow and Birmingham remains in effect. Whilst this is in place, Gatwick will not receive any direct red list arrival flights.

The **international travel update** is a significant and welcome step towards recovery. Fully vaccinated passengers now have a larger choice of destinations and can book with more confidence in the months before Christmas and beyond - free from the need to arrange pre-departure tests before coming back into the UK. We also welcome the news that Day 2 PCR tests will be replaced in October with the quicker and more affordable lateral flow tests, which will allow us to start catching up with our competitors in Europe and the US - where passenger numbers are already approaching pre-pandemic levels.

As we are seeing a slower than expected recovery from the impact of the pandemic it is important for us to preserve cash alongside protecting jobs. The Government's furlough job retention scheme ended on 30 September 2021 and the company has therefore proposed **Post Furlough Mitigations**. The delivery of these

measures will enable the business to protect jobs and help to avoid further redundancies and return everyone to 100% pay on 1st October 2021.

In August Gatwick met with the CAA and Public Health England to review COVID-19 secure measures implemented at Gatwick. Following this review it was deemed by the joint CAA and Public Health England team that Gatwick Airport has implemented the relevant parts of the **ICAO Council Aviation Recovery Team (CART) 'Take-Off' Guidance** for Air Travel through the COVID-19 Public Health Crisis' guidance material.

Stewart Wingate was invited to address the **Transport Select Committee** on 21st September, the cross-parliamentary group of MPs whose job it is to hold the Department for Transport to account. Stewart appeared alongside senior leaders from easyJet, BA and Heathrow.

The Select Committee is taking evidence as part of an inquiry considering the recovery of airlines and airports from the COVID-19 pandemic. MPs are examining the effects of the Government's policy on international travel, including the traffic light system and testing requirements as well as how we get back to normal whilst still meeting the country's environmental obligations.

Stewart used this opportunity to brief MPs on the scale of the challenge Gatwick continues to face and the further changes we need to see from Government to help our recovery. This includes a return to the 'use it or lose it' slot rules for airlines for the summer season next year and the removal of all testing for fully vaccinated passengers. Stewart also spoke about Gatwick's Northern Runway Project.

Gatwick Airport successfully transitioned from OHSAS 18001 to the new health and safety standard ISO 45001. This effort is a testament to Gatwick's continued emphasis on high standards of health and safety for our workforce and customers.

Brand new to Gatwick and opened in September in the North Terminal are two new food outlets. **Juniper & Co** - a premium bar and restaurant with locally sourced ingredients and **Tortilla** - light and authentic burritos and tacos - this will be their first airport store. Warrens Bakery and Wagamama, also in the North Terminal, reopened broadening the lunch time selection. In the South Terminal, Bloc Hotel are once again receiving guests.

Investment

As the proposed **Northern Runway plans** are considered a Nationally Significant Infrastructure Project, the airport plans to apply for a Development Consent Order (DCO) to build and operate the scheme. Before the application is submitted Gatwick is running a **twelve-week public consultation**, for anyone who is interested in reviewing or commenting on the proposals, from 9th September 2021 to 1st December 2021.

The proposed plans would allow Gatwick's Northern Runway to be brought into routine use, for departing aircraft, by repositioning its centre line further north by 12 metres. This would enable safe, dual runway operations alongside the Main Runway. The plans would grow our capacity to serve approximately 75 million passengers per year by 2038. The proposals also include improved airport access, highway improvements, changes to airport infrastructure, additional landscape/ecological planting and environmental mitigation. Whilst it seems difficult to imagine a scenario of growth given our present passenger numbers, we need to act now as forecasts predict we will be capacity constrained in the time it is likely to take to secure necessary approvals, complete construction and start operations.

The Statement of Community Consultation (setting out how Gatwick proposes to consult the local community on the proposed Northern Runway project) was published on 25th August at www.gatwickairport.com/futureplans. Full consultation materials were made available on the www.gatwickairport.com/futureplans web pages from the 9th September along with a virtual exhibition and an option to book a telephone surgery with project experts or to request a virtual briefing for local stakeholder groups. For those people who may find online access difficult we are operating a mobile project office which will visit key areas around West and East Sussex, Surrey and Kent and all consultation materials will also be available at various deposit points, including libraries in those areas. We encourage all GATCOM members to participate in the consultation and to help inform local residents about what they can do to become involved.



Since the update last quarter, the **Gatwick Station Project** has continued to progress well with:

- The widening of Platform 5 and 6.
 - The foundation works to the new Airport Entrance.
 - Refurbishment of the existing station entrance.
 - Foundation works on Platform 3 & 4 for the new lift and stair which allow passengers to get to Platform level directly from the station concourse.
 - New flooring in the South Terminal link span (between station concourse & arrivals) pictured.
- Foundations for the new operational back of house accommodation block.

- Construction of the new service core.

The project has

- Entered into service the permanent ramp and stairs on platform 7.
- Completed foundation work for the new escalators and lift pits on platforms 5/6 circa 322m3 of low carbon concrete used.
- Started construction of the new Special Assistance Point in the Station Entrance.
- Commenced breakout of the opening for the new lift portal down to Platform 3 and 4 from the station entrance
- Completed steelwork logistics and escalator wall pour trials.
- Completed strip out of southern overbridge.
- Installed of a second Tower Crane for the next phase of construction.

Sustainability

The **annual S106 verification** was formally completed at the end of August. The full Annual Monitoring Report for 2020 including the verification report will be made available on our [website](#). The 2020 verification was undertaken by independent consultants from Ricardo Energy & Environment and covered 10 obligations: two on Air Quality, three on Noise, three on Surface Access, one on Development and one Community and Economy. All ten items were assessed by the verifier as “On Track”.

Airspace & Noise



In relation to the **Future Airspace Strategy Implementation - South (FASI-S) for Gatwick (ACP-2018-60)** Gatwick held a second round of Stage 2 engagement sessions with community and local government representatives, this time briefing and seeking feedback on the proposed methodology for options development and down selection. The focus of the work now shifts to the production and initial assessment of the comprehensive list of options before further engagement with stakeholders in December on gathering feedback on the first Comprehensive List of Options and the approach to the Design

Principle Evaluation. Progress through Stage 2 is dependent upon the production of the Airspace Modernisation

Master Plan - responsibility for which rests with the Airspace Change Organising Group (ACOG) and CAA - iteration 2 of which is expected to be developed by the end of 2021.

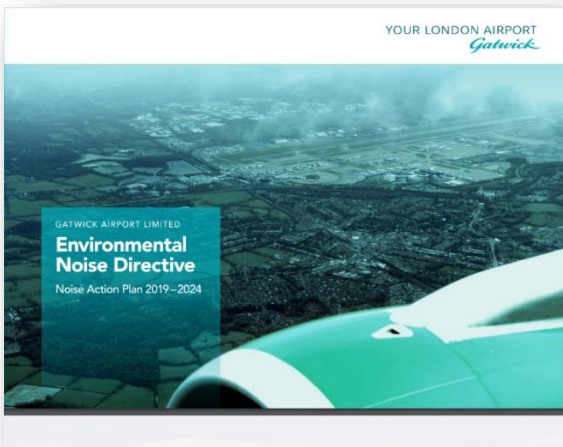
Following the failure to navigate its Stage 2 Gateway the project to redesign the **Route 4 RNAV SIDs (ACP-2018-86)** has focused on agreeing a methodology with the CAA for the definition of a satisfactory baseline during this extended period of a reduced operational tempo. Gatwick has proposed a means to gather a robust data set to enable meaningful progress of this ACP. Next steps will be on defining a comparator 'do-nothing' option and reassessing all proposed options against the new baseline. The current ACP timeline anticipates the Stage 2 Gateway to take place in Q2 2022.

The **Noise Management Board Delivery Group (NDG)** met on 27 July to discuss the delivery of the activities included in the Noise Management Board (NMB) workplan. A briefing on the review of departure noise limits and fines was presented, which discussed the potential for a new regime that could be enhanced to achieve the objectives of the current scheme whilst also acknowledging the Government's proposal of incentivising the quietest performance across different aircraft types. Technical Steering Groups will be established to oversee the delivery of two studies in accordance with an agreed Terms of Reference: an examination of Fair and Equitable Distribution (FED) and a review of the noise abatement procedure for the Instrument Landing System (ILS) minimum joining point during the night. The NDG aims to make progress where possible, though noted the consequences of the pandemic on certain workplan items; for example, the Reduced Night Noise trial and landing gear noise study require data sets of appropriate size and quality to be collected and therefore need sufficient volumes of traffic in order to gather that data.

The first **NMB FED technical Steering Group** meeting was held on the 16 September. The technical Steering Group is comprised of the Chair of the NDG, a representative from the NDG, a representative from the NCF, and a representative from GAL as the sponsor. The aims of the project were discussed, along with the choice of delivery partner and timelines. To enhance the levels of transparency around decision making, a new arrangement was trialled whereby the meeting was held virtually and open to all NMB members to observe, what are normally, 'closed-meeting' discussions.

During August and early September, the Chairs of the NMB Community Forum (NCF) and NMB Executive Board (NEX) met with NMB members for bi-lateral 'surgery' meetings.

The fourth meeting of the **NMB Community Forum (NCF) Meeting** took place on 15 September. This included two briefings: the first on aircraft noise impacts from the Northern Runway Project; and the second an overview of the Airspace and Noise Performance Dashboard, an interactive online tool that allows members of the public to explore data in relation to aircraft noise, including dashboards that can be generated for a specific local area.



The mid-term report of the **Environmental Noise Directive Noise Action Plan** was presented to members of the Noise and Track Monitoring Advisory Group (NaTMAG) in advance of an extraordinary meeting of the Group that took place on 16 September 2021. The reported progress was endorsed, some minor amendments were proposed and accepted, and members acknowledged the comprehensive nature of the report. The key outputs from the extraordinary NaTMAG will be presented to the GATCOM Steering Group on 23 September 2021.

Noise & Track Keeping Performance Data

Parameter		Quarterly Performance	
		Q3 2021	Q2 2021
Track keeping performance (% on track)	▲	98.02%	97.65%
Core Night CDO (% achievement)	▼	92.27%	92.68%
Day/Shoulder CDO (% achievement)	▲	93.01%	87.32%
24 Hour CDO (% achievement)	▲	92.95%	87.49%
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 (%)	-	60/40	55/45

We have seen an increase in both Continual Descent Operations (CDO) and track-keeping compared with the previous quarter largely due to the return of some airlines and pilots having more flight time in the seat. Core night time CDO is the only metric to have decreased slightly, however it is good to see a 5% increase in both the day/shoulder and 24 hour CDO metrics. We have had no 1,000ft or departure noise infringements during the quarter.

Community

Gatwick Engineering & **Engineering Tomorrow** hosted the first transatlantic lab virtually based on bridges. An engineer from the UK Elliott Moreton and an engineer from the US Richa Singhal, explained to students from Millais school in the UK and Mount Saint Ursula in the US, the importance of bridges on societies and the engineering process that goes on behind the scenes in building bridges. Each student had their own kit (generously provided by Engineering Tomorrow) with which to build their bridge and we saw a wealth of varying designs in the wrap up at the end of the lab. During the 3-hour lab students took part in a Q&A session with two women currently studying/working in engineering – Jiane Vane an Engineering Apprentice at Gatwick Airport and Mantijita Camara studying Earth and Environmental Engineering and Architecture at Columbia University, enabling students to find out more about what it's like to venture into the world of engineering and the various routes available.



We welcome four new **engineering apprentices** who have joined the business as the new 2021 cohort. With an equal split of male and females for the first time, this highlights our ongoing commitment to providing opportunities for women into STEM roles.

The new apprentices, aged between 16-18, all come from local schools and colleges and join the current 16 apprentices across the business.

Five apprentices also 'graduated' from the programme this year and have all gone on to accept permanent roles here at Gatwick.

In the quarter Gatwick has submitted letters of intent of being a core partner in the proposed **Institute of Technology** in Crawley and separately, in support of the proposed creation of the **FUSION Innovation Centre** within the Manor Royal Business District in Crawley which will create the environment necessary to drive technological advancement within key growth sectors.

We were delighted to support our **charity partner SASH** (Surrey & Sussex Healthcare Trust Charity) in July with the NHS Big Tea event. It was a time for people nationally to express an outpouring of love and thanks for the work that the NHS staff have supported throughout the pandemic. Tea parties were promoted together with an airport wide text donate. In addition, SASH also ran a raffle to raise funds and all the prizes were Gatwick related giving entrants (particularly aviation fans) a chance to see behind the scenes of the airport: prizes offered included taking a walk on top of the pier 6 bridge, a tour of the airfield and a tour of the fire station (including lunch). The raffle has now closed.



Over the last few weeks teams from Costains - Gatwick Station Project and UkPowerNetworks have helped with the late summer cut of Goat meadow in the Gatwick woodlands with the Gatwick Airport funded People and Wildlife Officer from the **Gatwick Greenspace Partnership**. Managing small patches, removing dominant grasses and tree saplings to create diverse structure and sward, while allowing insects and wildlife to move into the uncut areas. This year we have seen Devil's-bit Scabious in flower for the first time. A welcome addition and a good sign the volunteer efforts are paying off.

Local Economy

Active engagement has continued with local and regional stakeholders including economic partnerships, business groups and local authorities, working collaboratively to drive economic recovery. Our focus has continued to be understanding the economic challenges and sharing insight through engagement, 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 Board, Gatwick Diamond Business, Manor Royal BID, BEIS Cities & Local Growth Unit, Develop Croydon, CBI, Tourism South East, Crawley Town Centre BID, Gatwick Hotels Association, West Sussex County Council, Reigate and Banstead Business Leaders Forum, West Kent Partnership and regional Chambers of Commerce.
- We continued to work with local partners representing the hard-hit visitor economy across Sussex, Surrey and Kent together through the Gateway Gatwick partnership, and attended a Sussex Tourism Event hosted by Visit Britain.
- Bronwen Jones presented a Gatwick update at the Kent Invicta Chamber of Commerce's virtual Construction Focus Group, Jonathan Deegan and Stewart Wingate both participated in the Gatwick Diamond Business series of Ask the Expert webinars, Stewart Wingate presented to members of the London Chamber of Commerce and Industry at an online roundtable, and Tim Norwood participated in The Future of Airport Towns virtual event hosted by the Catalyst South collective of six LEPs from the South region.
- Northern Runway engagement continued prior to the launch of the consultation and we completed a second series of Round Tables in July, which included facilitated discussions with economic partnerships and local businesses.

Why we should resume normal slot rules for Summer 2022

Summary

Given the devastating impact of the pandemic, the strict Government restrictions imposed on international travel and the resulting, almost total reduction in air passengers, we understood the need for some form of slot waiver for the Summer 2021 and Winter 2021/22 seasons; balancing the need to discourage 'ghost flights' and encouraging efficient slot use when health conditions allowed. However, with the high level of vaccination rates across Europe and the US at similar levels to the UK, and the easing of global travel restrictions – **now is the right time to return to the pre-pandemic '80/20' slot rules**. This will help to improve the UK aviation sector's recovery provide competition and choice for consumers and help the UK return to higher levels of flying – similar to those we have seen in Europe.

The situation at Gatwick

Gatwick has been hit particularly hard by both the restrictions placed on international travel and the slots waiver, as longstanding airlines such as BA and Virgin Atlantic have consolidated their fleets at Heathrow or airlines such as Norwegian have contracted to serve only their core routes. We will, of course welcome these airlines back to Gatwick or support their route networks again, but should they continue to decide not to fly from Gatwick from next summer (April 2022 onwards), then we want their slots to be available for other airlines to use permanently with historic rights attached.

The waiver as it stands protects the interests of incumbent airlines who can continue to protect their future slots, even if they have little or no intention of flying those slots any time soon. The full series handback has for the third consecutive season allowed a situation whereby a large number of slots at Gatwick are simply not being used as any incoming airlines are understandably, unable or unwilling to invest the resources and set up costs to establish the necessary infrastructure (i.e a 'base') at the airport for only a limited period, without having the right to retain those slots for the following season. For example, Wizz Air has publicly stated its ambition to base a number of aircraft at Gatwick but is unable to make that significant investment in building market presence without the confidence it will be able to offer services longer term.

Why Summer 2022 is the right time to return to resumption of slot rules

The effective vaccine rollout across the UK and EU, flexible airline cancellation policies and the removal and easing of Government travel restrictions means that air passengers can once again start to book with confidence and therefore, they should have the opportunity of benefitting from a competitive market offering a range of destinations similar to the choice offered prior to the pandemic.

In its most recent consultation, the Department for Transport set out its underlying policy objectives for slot usage rules: supporting and encouraging the recovery of the aviation industry, as well as its financial resilience; efficient slot usage; and future connectivity. The slot regime for Summer 2022 must better reflect the Government's own objectives as well as the progress we have made in vaccinating our populations and re-opening international travel. We are calling for:

- **A return to the 80:20 rule, especially between regions with no or light-touch travel restrictions. A robust 'justified non-use of slots' regime will provide protection against any changes in travel restrictions**
- **Ending the waiver that means airlines can handback series of slots and use them the following season.**

Taken together, these changes will incentivise airlines to return to Gatwick and enhance competition and choice for the benefit of passengers. We are not alone, and **our position is supported by a number of other airports as well as airlines looking to grow** their presence in the UK.

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