

Public Document Pack

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13 January 2022

Gatwick Airport Consultative Committee

A meeting of GATCOM will be held **by virtual meeting** commencing at **2.00 pm** on **Thursday, 20 January 2022**.

Note: This meeting will be held virtually with members in remote attendance. The key messages and minutes of the meeting will be placed on GATCOM's website as soon as possible after the meeting.

A limited number of places are available for members of the public to observe the virtual meeting on a first come, first serve basis. To register your interest to observe the meeting please contact the GATCOM Secretariat by no later than close of business on 18 January 2022 secretary@gatcom.org.uk

Agenda

- 2.00 pm
1. **Apologies for Absence**
 2. **Minutes of the last meetings** (Pages 5 - 20)
 - a) To confirm the minutes of the meeting of GATCOM held on 14 October 2021.
 - b) To confirm the minutes of the Special Meeting of GATCOM held on 26 November 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 - 7 January 2022 - report by Chairman** (To Follow)
 - (b) **Passenger Advisory Group (PAG) - 16 December 2021 - Report by PAG Chair** (Pages 21 - 24)

- (c) **GAL's Noise and Track Monitoring Advisory Group (NATMAG) - 4 November 2021 - Report by GATCOM's Lead Member for Noise** (Pages 25 - 28)
- (d) **Noise Management Board - Report by Chair of NEX** (Pages 29 - 30)

NATIONAL POLICY AND STRATEGY UPDATE

2.20 pm 4. **Airspace Modernisation**

To receive presentations giving a brief overview of airspace modernisation and how Gatwick's FASI-South project fits into the overall UK Strategy and Masterplan for delivering the modernisation programme across the South of England. Presentations will be given by:

- a) Cheryl Monk, Head of Communications, Airspace Change Organising Group (ACOG) – overview of the Airspace Masterplan development and timeline and opportunities for engagement;
- b) Stuart Lindsey, Head of Airspace Modernisation, CAA – overview of the CAA's Airspace Modernisation Strategy Review. The CAA launched its [consultation](#) on the draft Airspace Modernisation Strategy 2022-2040 on 10 January;
- c) Andy Sinclair, Head Noise & Airspace Strategy, GAL – overview of GAL's FASI-South project and stakeholder engagement to date;

GATCOM is asked to discuss the programme insofar as it relates to Gatwick's airspace and any potential issues of concern that require further consideration by GAL.

3.05 pm 5. **ICCAN transfer of functions to CAA** (Pages 31 - 32)

Nic Stevenson, Head of Strategy, CAA to provide an update on the practicalities of the CAA on taking on the new responsibilities following the winding down of ICCAN. Attached is the CAA's recent letter to the Chair of the national body of airport consultative committees, UKACCs, setting out the CAA's work to date.

BREAK 3.20 - 3.30 pm

AIRPORT PERFORMANCE AND DEVELOPMENTS

3.30 pm 6. **Chief Executive Officer's Report** (Pages 33 - 44)

- a) Stewart Wingate, Chief Executive Officer, GAL to give an overview of 2021 recovery of operations and the forecast throughput for 2022.

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

3.55 pm 7. **Northern Runway DCO - next steps** (Pages 45 - 58)

Tim Norwood, Director of Corporate Affairs, Planning & Sustainability, GAL to report on the close of the pre-application consultation and next steps. GATCOM's response to the consultation is attached.

INTERNAL MATTERS

4.05 pm 8. **Annual Meeting of UK Airport Consultative Committee (UKACCs)** (Pages 59 - 62)

To note the key messages and outcomes from the Annual Meeting of UKACCs held on 18 & 19 November 2021.

9. **Dates of next meetings**

- a) To note the next meetings of GATCOM and its sub-groups are scheduled to take place as follows:
- GATCOM Steering Group - Thursday 7 April 2022 at 10:00am.
 - Passenger Advisory Group – Thursday 31 March 2022 at 1:30pm.
 - GATCOM – Thursday 28 April 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 3 February 2022 at 10:00am.
- c) To note the next meeting of the Noise Management Executive Board is scheduled to take place on Wednesday 26 January 2022.

Anticipated finish time of meeting: 4.20 pm.

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 14 October 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
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. Mike George	Horley Town Council
Cllr. Stephen Hillier	Mid Sussex District Council
Angie Hills	ABTA
Alan Jones	Burstow Parish Council
Cllr. Liz Kitchen	Horsham District Council
Chris Larkman	Which? representative
Cllr. Liz Lockwood	Tandridge District Council
Cllr. Caroline Salmon	Mole Valley District Council
Cllr. Rupert Simmons	East Sussex County Council
Richard Streatfeild	Environmental and Amenity Groups
Cllr. Steve Waight	West Sussex County Council
Samantha Williams	Chair, Passenger Advisory Group

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
Melanie Wrightson	Stakeholder Engagement Manager, GAL
Michelle Stanton	Business Change Manager, GAL
Stephen King	Head of Airline Relations, GAL
Richard Lennard	Economic Partnerships Manager, GAL
Ian Greene	Department for Transport
Clem Smith	Head of Economy & Planning, Crawley Borough Council
Paula Street	GATCOM Secretariat
Lisa Sampson	GATCOM Secretariat

Apologies for absence were received from:

46. Apologies were received from Cllr. Richard Biggs (Reigate and Banstead Borough Council), Chris Carter (Airlines UK), Cllr. Margot McArthur (Kent County Council), Colin Stewart (BAR UK), Anthony Middleton (Coast to Capital Economic Partnership).

Minutes of the last meeting

47. Resolved:

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- a) That the minutes of the meeting of GATCOM held on 15 July 2021 be approved and signed by the Chairman; and
- b) That the minutes of the Special Meeting of GATCOM held on 24 August 2021 be approved and signed by the Chairman.

Reports from Sub-Group and Other Meetings

48. 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

49. The Chairman of GATCOM introduced his report (copy attached to the signed minutes) and highlighted key points.

50. It was agreed that:

(1) GATCOM 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 the END NAP annual reporting set out in paragraph 2.5 of the Secretariat's report be endorsed.

(3) GAL be asked to give an update on the FASI-South airspace change project at the GATCOM meeting in January 2022.

Passenger Advisory Group (PAG) – Chair's Report

51. The Chair of PAG introduced her report (copy attached to the signed minutes) and highlighted key points.

52. It was agreed that:

(1) 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) the work of PAG and its engagement with GAL as the 'critical friend' and support its role as advocate on behalf of passengers be noted.

Noise and Track Monitoring Advisory Group (NATMAG) Summary Report

53. GATCOM's Lead Member for Noise introduced his report (copy attached to the signed minutes) and highlighted the key points. GATCOM noted NATMAG's activities over the quarter and the key messages to GATCOM.

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

54. The Chair of NEX introduced his report (copy attached to the signed minutes) and highlighted the key points. GATCOM noted that addressing the night noise climate continues to be a top priority for communities represented on the NMB. GATCOM also noted the NEX Chair's thanks to GAL for its work on and funding of the studies into the fair and equitable distribution of flightpaths, the ILS joining point at night, and the land use planning project which will feed-in to FASI-South airspace change project.

Chief Executive Officer's Report

55. The Chief Executive Officer's commentary on activity and performance of Gatwick over the previous quarter was received (copy attached to the signed minutes). Mr Wingate highlighted key information, including:

- The airport handled c. 569,000 passengers in the first 6 months of 2021 (which is equal to 3 days volume during August and 8-10 days volume in January in normal times). Lower passenger volumes due to Covid-19 resulted in a £244.6m loss for the first 6 months of 2021 in addition to the full year loss reported for 2020. Mitigating actions have been taken including a strategic review of the capital investment programme; GAL has a strong liquidity position, is well placed for recovery in 2021/22, and is planning £70m capital expenditure for improvements in the coming years.
- Over 1m passengers travelled through the airport in both August and September 2021, equivalent to 20% of normal levels. GAL welcomes the easing of Covid restrictions on international travel and has called on the Government to end day 2 testing on entering the UK for double vaccinated travellers and to the remove the waiver of the 80:20 slot rule for the summer 2022 season to aid recovery.
- Jet Blue has begun regular flights between New York (JFK) and Gatwick, increasing to daily in 2022. Airlines are keen to return to regular services from the airport.
- The annual monitoring of legal obligations contained in the Section 106 agreement has been undertaken and the independent verification process was completed in August. All actions audited are on track.
- The Section 106 agreement expires at end of December 2021 and GAL is negotiating a roll forward of the agreement whilst the Northern Runway DCO project goes through the statutory planning process.
- Four more engineering apprentices have been recruited at the airport, bringing the total to 16; five are due to qualify in summer 2022 and all have been offered roles within the business.

56. GATCOM noted GAL's lobbying of Government on the remaining travel restrictions. The Committee also noted that the continued restrictions affected the youth travel sector thus preventing international school trips to many destinations.

Implications of 80:20 Slots Waiver for GAL

57. GAL provided an overview of the implications of the 80:20 slots regime. Key information was highlighted, including:

- The Government's waiver of the 80:20 slot rule 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 current waiver remains in place until at least end of March 2022.
- The waiver has for the third consecutive season allowed a situation whereby a large number of slots at Gatwick are not being used as any incoming airlines are,

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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 seasons.

- GAL is responding to the Government consultation to ease the waiver from April 2022 and 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 means airlines can either hand back series of slots or commit to using them.

58. GATCOM noted the important implications of the current slot rule waiver for GAL and the airport's passengers. It was agreed that GATCOM continue to monitor the implications of this issue.

Northern Runway DCO – Consultation and next steps

59. GAL presented an update on the Northern Runway Development Consent Order (DCO) consultation, an overview of the project and the next steps. Key points to note are:

- GATCOM's and local authorities' calls for a longer consultation period than GAL's originally proposed nine weeks consultation have been taken into account; the consultation launched on 9 September has a consultation period of 12 weeks. The deadline for submissions is 11:59pm on 1 December 2021.
- All consultation documents are available on GAL's website. Information on the consultation is also available via a virtual exhibition tool on the website as well as at deposit locations and from a Mobile Project Office which is visiting various towns across the region. Interested persons can also book a telephone call with an expert if they have further or technical questions on the consultation.
- Responses to the consultation are encouraged from all interested individuals, organisations and other parties either via the consultation website, by completing a hard copy form, sending an email, by phone, or via a freepost address. GATCOM members were encouraged to help disseminate information about the consultation across their own networks and social media channels to encourage the widest possible response.
- After the consultation closes GAL will consider all the feedback received and will then finalise its application to the Planning Inspectorate. In the meantime, GAL will continue to engage with local authorities and other statutory consultees on the detailed technical work still being undertaken.

60. GATCOM members raised the following points:

- It was noted that the consultation material included an assessment of CO2 emissions.
- Feedback had been received from local residents about some of the mobile project offices being hard to find or at inaccessible locations, and some attendees being told they needed to book an appointment. GAL undertook to investigate these matters and make improvements where necessary. GAL also advised that new locations for the mobile project office have been added following feedback from local councillors.
- Communities were concerned about potential increased levels of noise, and highlighted that the frequency of overflight is of equal concern to affected residents which needed to be addressed. GAL confirmed the proposed 'noise envelope' would give residents confidence that as the project reaches full capacity (circa 2038), there would be less noise compared to noise levels in 2019 – the airport's busiest year to date.
- Disturbance from the project construction over many years was a serious concern as well as the potential increased level of construction traffic, including

sub-contractors, on local roads and particularly on rural roads. GAL confirmed construction traffic routings will be established. The majority of vehicles (approx. 80%) arrive at the airport via the M23 spur road which minimises the impact on rural roads. GAL encouraged comments or concerns on this to be made in consultation responses.

- The recent World Health Organisation (WHO) guidance on air quality standards was highlighted and GAL asked if this will be taken into account in the planned expansion. GAL confirmed it is obliged to adhere to the current UK Government standards and that should the Government's standards be revised in future GAL would have to comply with any new standards.
- The representatives of business interests and tourism interests welcomed the proposed expansion at Gatwick and confirmed they will encourage businesses, the supply chain, and the industry to respond to the consultation.

61. GATCOM considered the Secretariat's paper (copy attached to the signed minutes) on a suggested approach to GATCOM's consideration of a response to the consultation.

62. Members suggested that GATCOM considers adopting a position of neutrality reflecting both majority and minority views in its consultation response with a focus upon those issues where there was common ground. The Environmental and Amenity Groups' representative did not agree that GATCOM should adopt a neutral position. It was also commented that GATCOM should take a position on emissions in its response to the consultation, and that clarification is needed on the appropriate emissions and noise baselines.

63. GATCOM also reaffirmed its previously agreed role which is:

- To help disseminate information to interested parties and the wider community on GAL's work, the statutory planning processes which need to be followed and the issues being discussed, and to assist in building an understanding of the implications and impacts through constructive discussion.
- To explore with GAL and the local authorities potential conditions and/or undertakings GAL would be prepared to offer as part of the statutory planning process.
- To recognise there will be differing views across the membership of the Committee but that the essential need for all interests is to have mutual respect for views expressed at meetings when exploring options and, where possible, to build a consensus on those matters/issues where the Committee can agree in order to provide constructive and balanced feedback to GAL.

64. GATCOM also commented on the need for a balance to be struck between encouraging recovery of the airport, allowing for future sustainable growth, and minimising the environmental effect on local communities and carbon emissions.

65. It was agreed that:

(1) GATCOM maintains its previously agreed position that it neither supports nor opposes GAL's growth plans;

(2) GATCOM's previously agreed role as set out in paragraph 5.1 of the Secretariat's report be further endorsed;

(3) a Special Meeting of GATCOM be arranged to take place at the end of November to consider and agree its response to GAL's Northern Runway pre-application consultation; and

(4) the Secretariat be asked to prepare a draft statement of response to the

consultation based on the approach set out in paragraph 5.3 of the Secretariat's report and the comments raised and agreed at the meeting.

Crawley Economic Recovery Task Force

66. Crawley Borough Council's Head of Economy and Planning presented an update on the work of the Crawley Economic Recovery Task Force and Town Deal Board (copy of presentation slides attached to the signed minutes). Key information was highlighted, including:

- Pre-pandemic Crawley was a successful large town, achieving 27% growth between 2013-19 with high economic output and employment levels. The Covid-19 pandemic has had a significant impact on the town with circa 16,000 jobs lost on the Gatwick Airport campus and unemployment rising to 9% of the population, and disproportionately affecting young people at 14% unemployment.
- Crawley experienced the highest rate of furlough in the UK and 57% of Crawley jobs base were judged 'at risk' by Centre for Cities.
- A Recovery Plan and Task Force has been created aiming to regain Crawley's output and build its post-Covid recovery by working collaboratively with stakeholders including representatives from businesses, communities, local MPs, local authorities, Police, NHS, Gatwick Airport, and the Local Enterprise Partnership. Regular meetings take place to assess the ongoing impact on the town, oversee development, engage with community representatives and stakeholders to develop the Towns Fund scheme, and to monitor the delivery of the regeneration scheme.
- £21.1m Government funding has been given for 10 projects identified in the Recovery Plan which included town centre urban regeneration, Crawley growth programme, skills and enterprise, connectivity, retaining professional businesses, and decarbonisation. Maximising sustainable transport connections is also key to sustainable growth.
- The importance of Gatwick to Crawley's economy was highlighted, not just for direct employment but for the secondary and tertiary jobs the airport helps to sustain.

67. GATCOM indicated support for the Task Force's work highlighting diversification as key to enhancing and sustaining the town into the future. Some members expressed concern about the risk of over-reliance on the aviation sector which had been highlighted by the pandemic. There was also a need to draw in younger families to the community surrounding the airport. GAL advised that priorities for the airport included skills development in engineering and digital to support economic recovery and gave an example of a green tech skills pilot project with local West Sussex colleges to help ensure a workforce fit for the future workplace and future employment opportunities in the aviation sector as the airport grows.

Gatwick Airport Station

68. GAL presented an update on the Gatwick Station Redevelopment Project (copy of presentation slides attached to the signed minutes). Key information was highlighted, including:

- The station project refurbishment will provide benefits and new facilities which also aim to provide a seamless journey through the station including improved accessibility for persons with restricted movement.
- The onset of the Covid-19 pandemic led to a small pause of works but is on course to be completed in March 2023. Lower passenger volumes due to the pandemic have enabled the construction contractor to accelerate elements of the project.

- Low-carbon concrete has been used for the development and over the next few months the steel structure will take shape.
- Platforms 1-4 (not included as part of the redevelopment project) already had ample capacity and GAL confirmed that the project design would provide additional capacity to accommodate future airport growth.

69. GATCOM welcomed the positive progress of the project and the anticipated future benefits for passengers. It was queried whether platforms 1-4 (not included as part of the redevelopment project) already have sufficient capacity to cope with increased demand from GAL's growth plans. GAL confirmed platforms 1-4 have ample capacity and that the project design would provide additional total capacity to accommodate its future growth aspirations.

70. GATCOM asked for an update on future train service capacity and track availability, the progress made on the Windmill Junction Project, and the reinstatement of the Gatwick Express. GAL undertook to seek information from Network Rail and GTR on these points.

Dates of next meetings of GATCOM and its sub-groups

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

- Special Meeting of GATCOM to consider the Committee's response to the Northern Runway DCO consultation - Friday 26 November 2021 at 2pm
- GATCOM Steering Group – **rescheduled** to Friday 7 January 2022 at 10am
- Passenger Advisory Group – Thursday 16 December at 1.30pm
- GATCOM - Thursday 20 January 2022 at 2pm.

72. GATCOM noted the next meeting of GAL's Noise and Track Monitoring Advisory Group (NATMAG) on Thursday 4 November 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 a special meeting of the Gatwick Airport Consultative Committee (GATCOM) held on 26 November 2021 by videoconference.

Meeting held with pre-booked public attendance of 8 persons to observe proceedings.

GATCOM Members:

Tom Crowley	Chairman
Jeff Alexander	Gatwick Diamond Business
Claire Booth (substitute)	Vice-Chair, Passenger Advisory Group (PAG)
Cllr. Helyn Clack	Surrey County Council, (Vice-Chair)
Graeme Connor (substitute)	Airlines UK
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
Alan Jones	Burstow Parish Council
Cllr. Liz Kitchen	Horsham District Council
Cllr. Liz Lockwood	Tandridge District Council
Hugh McConnellogue	Gatwick Airline Operators Committee
Cllr. Margot McArthur	Kent County Council
Cllr. Atif Nawaz	Crawley Borough Council
Cllr. Caroline Salmon	Mole Valley District Council
Cllr. Rupert Simmons	East Sussex County Council
Richard Streatfield	Environmental and Amenity Groups
Cllr. Steve Waight	West Sussex County Council

Also in attendance:

Tim Norwood	Director of Corporate Affairs, Planning and Sustainability, Gatwick Airport Ltd (GAL)
Andy Sinclair	Head of Airspace Strategy & Engagement GAL
Melanie Wrightson	Stakeholder Engagement Manager GAL
Steve Mitchell	Noise Consultant GAL
Jonathan Deegan	DCO Lead, GAL
Richard Higgins	Surface Access Lead, GAL
Lee Howes	Airspace and Environmental Performance Manager, GAL
Craig Owen	Public Affairs Lead, GAL
Richard Lennard	Economic Partnerships Lead, GAL
Andrew Walters	Crawley Borough Council, DCO Consultant
Paula Street	GATCOM Secretariat
Suzannah Hill	GATCOM Secretariat

Apologies

73. Apologies were received from Cllr. Richard Biggs (Reigate and Banstead Borough Council), Chris Carter (Airlines UK), Ana Christie (Sussex Chamber of Commerce), Angie Hills (ABTA), Samantha Williams (PAG Chair), Matt Wragg (Coast to Capital Local Economic Partnership).

Gatwick Northern Runway Project: Pre-Application Consultation**a) GAL Presentation: Surface Access Considerations**

74. Richard Higgins, Surface Access Lead, GAL presented an overview of the anticipated surface access impact of the proposed Gatwick Northern Runway Project and GAL's assumptions for meeting future capacity (copy of [presentation slides](#) attached to the signed minutes). Key points made in the presentation concerned the assessments GAL has undertaken, proposed mitigation, construction and parking together with plans for future monitoring. Mr Higgins explained that the information and full details were set out in [Chapter 12](#) of the Preliminary Environmental Information Report (PIER) published as part of the pre-application consultation material.

75. Members raised the following points:

- i. There was concern about an absence of data relating to the use of the road network north of the airport beyond the M23, particularly the A217 and the A23 where congestion is already experienced at various junctions on those roads between Horley and Redhill. GAL clarified that high level assessment work on the overall change across a wide network had been undertaken. A few notable changes had been identified but the assessment work had shown the level of change on some of the other routes to be of a much lower order. The A217 and A23 access into Longbridge roundabout was identified as part of local improvements needed but there was awareness of constraints further along those routes which contributed to traffic using the M23 as they got more congested. GAL advised that the consultation documents and supporting material provided more information on specific flows on local networks.
- ii. The possibility of Smart Motorways being discontinued was highlighted and it was questioned whether account had been taken of the impact should the M23 revert to a three-lane motorway from the current four-lane. GAL explained that while this was being debated there were no plans for the motorway to revert to three-lanes and assessments had been based on what was currently in place. GAL will take into account any change to SMART motorway policies should this be necessary.
- iii. Reference was made to price-driven parking and GAL's efforts to make parking in local roads, including those in Horley, unattractive to drivers from a price perspective. GAL acknowledged the current problems with unauthorised car parking activities in local roads close to the airport which continues to be discussed with key stakeholders. GAL's assessment assumed a reduction in off-airport parking but if that was not the case, GAL's preference is to reduce the impact but that did not necessarily mean providing additional car parking spaces. GAL continue to work with local authorities to address the issue.
- iv. GAL was asked to clarify whether it would pay for all the proposed highway mitigation schemes or whether the local authorities would need to fund some of the works. It was explained that the proposed mitigations were budgeted for as part of the project and GAL would not seek contributions from local authorities.
- v. The possibility that the local highway authorities, particularly Surrey County Council, may identify through their own assessments that further road improvements may be required as the DCO process continued. Reassurance was sought from GAL as to whether any additional works associated with the accommodating growth from the project would be funded by GAL. There was also an absence of any commitment from GAL to help fund public transport initiatives. GAL confirmed that it is committed to providing mitigation as identified as part of the project and modelling. The consultation material

makes clear that GAL is committed to increasing passenger and staff trips to the airport by public transport modes. The planning process will identify where there are impacts on particular road junctions. If GAL was to identify the need for additional mitigation on other parts of the network through revised modelling and further assessment, it would look to make contributions as part of the project.

- vi. It was questioned whether the substantial growth in passenger numbers would affect the future capacity of the M23 and M25. GAL explained that the plans drawn up related to traffic numbers in 2019 and traffic behaviour prior to the pandemic, but that the design of the Smart Motorway took into some future airport growth, but not the proposed northern runway project, alongside background growth. The assessment had therefore looked at possible impact at Junction 9 and the motorway spur. Included in the project was the widening of the eastbound spur but no other improvements were showing as being required. If additional improvements were identified as necessary through revised modelling, GAL would look, as part of the planning process, at how it would contribute to those improvements.
- vii. Timing of delivering the highway improvements mitigation was questioned. GAL confirmed that the assessment of need indicated highway improvements would be required after 2029, and that although there were plans for some modest improvements at the North and South Terminals prior to that date, those were not Northern Runway related.

b) GAL presentation – proposed noise envelope and proposed noise envelope scheme

76. GAL's Noise Consultant, Steve Mitchell, presented an overview of the proposed Northern Runway Project air noise mitigation and specifically the proposed Noise Insulation Scheme and proposed Noise Envelope (copy of [presentation slides](#) attached to the signed minutes). He also explained the process for development of the proposed noise envelope and confirmed that the DCO pre-application consultation signalled the start of the noise envelope development process. There was scope for interested parties to influence the final designs as the DCO process progressed. GATCOM also heard that a range of noise envelope options had been considered. The key focus was to provide a guarantee to local residents that the airport must be quieter than it was in 2019 before the Northern Runway can operate at its full planned capacity.

77. Members raised the following points for clarification:
- i. Whether GAL was prepared to go out to individual parish councils and speak to people about the noise mitigation schemes on how their properties might be affected, including what mitigations could be offered for listed buildings. Mr Mitchell made the point that the consultation closed on the following Wednesday so any input for the consultation would need to be made by then. It was agreed to discuss this particular request outside the meeting.
 - ii. What plans existed to deal with specified noise impacts on communities outside of the noise contours to be limited by the noise envelope, such as noise disturbance experienced in the northern parishes of East Sussex. It was explained that whilst these areas would fall outside the boundary of the proposed noise contours, the measures needed to meet the requirements of the noise envelope implied noise control, improvements and benefits would be felt in other areas beyond the noise contours boundaries.
 - iii. When would the noise insulation scheme be offered, given the long construction period. It was explained that the aircraft noise insulation scheme would be offered at the point at which the project construction commenced. GAL also confirmed that there would be another noise insulation scheme for

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the construction phase of the project which would be offered in advance of the construction works commencing. More information on that scheme would be given to GATCOM at a later date. It was possible that there would be an overlap of the two schemes which would be dealt with at that point in time.

- iv. Whether mitigation was available for houses with regard to ground noise vibration. It was confirmed that the noise insulation scheme covered ground noise.
- v. Whether insulation provided by previous schemes could be updated as part of the new scheme. GAL explained that people could reapply for updated insulation under the new scheme.
- vi. Whether any mitigation was intended to address aircraft engine testing and ground run noise. It was explained that the engine test pattern was not expected to change significantly as a result of the project although there was a reconfigured noise bund proposed for the western boundary of the airport.
- vii. Whether there was a detailed zone map showing the neighbourhoods and roads that would be eligible for the scheme. It was explained that some larger scale maps were available in the PIER documentation but that higher resolution maps would be provided at a later date.
- viii. Confirmation of the square kilometre areas covered in the forecast contour areas compared with the current 2019 contour areas and the justification for the use of those contour areas, particularly at night. It was confirmed that the current 2019 daytime 51 dB Leq area was 136.0sqkm and the night-time 45 dB Leq area was 159.4sqkm. The origin of using these contours is consistent with the DfT advice on the Lowest Observable Adverse Effect Levels.
- ix. The need for reassurance that GAL will work closely and in a meaningful way with local authorities and stakeholders. There was concern that to date engagement with local authorities had been less than satisfactory. It was confirmed that GAL will work closely with local authorities post consultation as the project design evolves.

c) Local Authority Pre-application engagement

78. Andrew Walters, Crawley Borough Council's (CBC) Consultant provided an overview of his coordination role for the host and neighbouring local authorities and how the local authorities were collaborating in responding to and engaging with the Northern Runway DCO process.

79. Mr Walters was employed by CBC to work with all the Section 42 local authority consultees in supporting and coordinating their technical response throughout the DCO process. Mr Walters explained that following the close of GAL's pre-application consultation the local authorities' work would continue. GAL is under an obligation to inform the local authorities of its consultation findings and its response to enable the local authorities to further consider the proposed mitigation and GAL's commitments as the detailed design of the project evolved. The local authorities' objective is to be as proactive and supportive of the process as they can, within limits of resource and technical capacity, and to be active participants to find some level of common ground where all the parties can reach agreement and to narrow the range of examinations at the DCO hearing. The local authorities are not aiming to constrain the process but will aim to make the process as efficient as possible so that at the examination the Planning Inspector has a full understanding of shared common ground and where there are objections and issues around points for examination. The Secretary of State will make the final decision on the application based on the recommendations of the Planning Inspector.

80. To assist the local authorities' own technical teams review of GAL's consultation proposals and the PEIR they had jointly commissioned consultants [York Aviation](#) & [AECOM](#) to provide additional technical review of the consultation material to support their responses to the formal consultation.

81. Mr Walters explained that the Section 106 agreement to sit alongside the DCO will be negotiated and agreed between GAL as the promoter of the project and the lead host authority, CBC (working with the other local authorities). The views of GATCOM would need to be expressed meaningfully and formally to GAL and the local authorities.

d) Suggested GATCOM response to consultation

82. Paula Street, Deputy Secretary, gave an overview of the Secretariat's paper (copy attached to the signed minutes) containing a draft response to GAL's pre-application consultation for approval by the Committee. Mrs Street also advised that since the publication of the report comments had been received from some members suggesting revisions to the suggested draft GATCOM response set out in Appendix 1 of the Secretariat's paper. The comments received had been circulated to GATCOM members in advance of the meeting for consideration (copy also attached to the signed minutes).

83. The Chairman emphasised that GAL's Northern Runway project was a complex and contentious matter and that he wished to structure the Committee's debate firstly on the Secretariat's published report and proposed response to allow further questions and suggestions, following which the Committee would then be asked to consider the additional comments received from members in advance of the meeting. He also explained that in the event of the Committee's position on any of the proposed comments was unclear and no consensus reached then those comments would be included in an Annex to GATCOM's response.

84. Members indicated their general support for the approach taken in the suggested draft response set out in the Secretariat's report and raised the following points:

- i. Paragraph 28 – the airlines had concern about the suggestion that GATCOM request a change to the proposed hours of use of the Northern Runway so that its use was restricted for the full 8 hour night period. They believed the primary benefits of growth and resilience at Gatwick would be diminished without access to the additional capacity in that peak hour (06:00-07:00). Airlines would prefer the proposed noise envelope design was used as the mechanism to ensure any growth outside the night quota period (23:30 – 06:00) is controlled.
- ii. Paragraph 5 – a couple of members suggested the inclusion of reference to the impact of the project construction traffic and noise on Smallfield and Lingfield.
- iii. A request to make a more robust reference in the response to the importance of the project to the regional visitor economy and in helping the 'building back' of the tourism and hospitality sectors.
- iv. concern from airline representatives about any suggestion to restrict the number of ground engine runs as there were already restrictions in place at Gatwick. Any further restrictions could restrict operators in carrying out mandatory safety tasks, although restrictions through the night period would be acceptable. GATCOM noted the concerns but it was highlighted that the suggested response was seeking triggers to seek additional mitigation to address the potential increase in ground running activity.

85. The environmental and amenity groups' representative advised that they could not support the suggested response without the inclusion of the amendments they had put forward in advance of the meeting.

Agenda Item 2

2b

86. Mrs Street referred to the list of comments that had been received from some members in advance of the meeting which had been circulated to all members. The Committee considered each of the comments in turn and agreed the following revisions to GATCOM's response:

- i. Paragraph 3 – Change reference of “manage and mitigate” to “reduce and mitigate”.
- ii. Inclusion of a new paragraph after Paragraph 4 to advise that seeking a reduction in the noise climate (aircraft noise as well as airport ground noise) is of key importance to local communities and people under flight paths, particularly during the night time and that the design of the proposed noise envelope must be progressed in partnership with all key stakeholders, including local communities. GATCOM also wished to see a noise envelope implemented irrespective of the outcomes of the DCO process.
- iii. Paragraph 5 – change last sentence to ensure the proposed mitigation/compensation schemes are agreed in advance with local communities. Also to include reference to the impact of construction traffic routing and noise on the villages of Smallfield and Lingfield.
- iv. Paragraph 7 to include a reference seeking a commitment from GAL not to operate a three-runway airport in the longer term;
- v. Paragraph 10 – include at the end of sentence “and other key stakeholders, including communities.”
- vi. Paragraph 12 – change reference of “limit and minimise” to “reduce and minimise”
- vii. Paragraph 14 – include new second sentence “Any increased use of the Crawley Goods Yard and Railhead, especially at night, would also be a significant concern.”
- viii. Paragraph 20 - include new sentence at the end of paragraph “Any increase in parking should be fully justified in the context of a sustainable surface access strategy.”
- ix. Paragraph 25 - to include reference to traffic impact on the local roads in Surrey, East and West Sussex and Kent areas in the immediate vicinity of the airport, also on the local road network in Surrey and Kent when disruption is experienced on both the M25 and M23. It was also felt premature to include ‘land west of Ifield’ and this reference should be removed.
- x. Paragraph 28 - GATCOM to maintain its previous position in respect of using the northern runway at night (paragraph 3.5 of the Secretariat's report refers) but to note the airlines' concerns.
- xi. Paragraph 31 – include reference that GAL should undertake the CAP1129 process and report back to GATCOM regularly on progress with a view to it being implemented irrespective of the outcome of the DCO process. Reference also needed to be made to the involvement of Gatwick's Noise Management Board.
- xii. Paragraph 32 – include new sentence at end of paragraph “This is in addition to any other matters that appear appropriate to the design team for the formulation of the noise envelope.”
- xiii. Paragraph 40 – change wording of paragraph to reflect that GAL has subsequently published missing air quality evidence and that interested parties have not had time to consider the new information and will therefore need to submit comments on this aspect post consultation.
- xiv. Paragraph 41 – include in last sentence “a qualitative assessment” on ultrafine particles.
- xv. After paragraph 41, add a new paragraph making reference to the World Health Organisation (WHO) recommendations in the revised guidance on ambient air pollution and the importance of GAL considering the implications of any potential change in the UK standards in its assessments.
- xvi. Paragraph 43 – change wording of last sentence to reflect the fact that while some members of GATCOM see the potential national and regional economic

benefits of Gatwick's proposals there are other members who do not consider the economic benefits to outweigh the significant negative impacts arising from the scale of growth.

- xvii. After paragraph 45, to add a new paragraph to reference the importance of the project to support the building back of the regional visitor economy and the effect of that on tourism jobs, careers and skills development. To also reference the need for GAL's Outline Employment, Skills and Business Strategy to include an Implementation Plan to provide greater detail on initiatives, targets, objectives and implementation processes, which may not be covered in this outline strategy.
87. Those matters where there was no overall consensus included:
- xviii. The need for expansion: Some members believed Gatwick's proposals were not consistent with the requirement in the Airports National Policy Statement for it to demonstrate need for the development that is additional to (or different from) the need which is met by the provision of a Northwest Runway at Heathrow. Whereas some members believed the proposals were consistent with Government policy both in the Aviation Policy Framework (March 2013) and the "Beyond the Horizon – Making best use of existing runways" (June 2018). GATCOM noted however that this concern and difference of opinion had been addressed to a certain extent in paragraph 44 of the draft response which made reference to those reports commissioned by other organisations as part of their responses to the consultation on the economic benefits of and need for the project. The draft response requests that GAL gives full consideration to and takes in account the conclusions of those reports.
- xix. Transport: GATCOM discussed the outcomes of GAL's assessments and noted that the draft response calls for further assessment. However, there were some members who believed that GATCOM's response did not go far enough and wished to see GAL give a commitment that there would be no increase in the number of people accessing the airport by road. Whereas other members generally supported GAL's transport plans and the ambitious sustainable mode share targets for both passengers accessing the airport as well as staff.
- xx. Paragraph 15 – the Environmental and Amenity Groups' representative sought the inclusion of a new sentence to state that many GATCOM members find it hard to see how the very substantial increase in emissions forecast by Gatwick can be consistent with the government's policy that aviation makes a significant and cost-effective contribution towards reducing global emissions. Not all members supported this particular view but it was noted that the draft response acknowledged that many GATCOM member organisations had serious concerns about the significant increase in greenhouse gas emissions and the impact on climate change arising from Gatwick's growth plans. GATCOM was supportive of GAL's commitment to low carbon growth and wished to see a reduction trajectory set and a process by which GAL's progress can be monitored and remedial action taken in the event reduction targets are not being met.
- xxi. Paragraph 20 – members discussed the Environmental and Amenity Groups' representative's concerns about GAL's figures for additional car parking spaces needed to accommodate the project. However there was no agreement or position reached on the assumptions made.

88. Mrs Street also referred members to the Environmental and Amenity Groups' representative's three points in their "overall position" - (1) that Gatwick has not made a credible case for expansion (2) that it has serious doubts about the compatibility of the proposals with government and local policies in multiple respects

and (3) that the consultation is not fit for purpose because it does not provide sufficient, accurate information to allow informed responses. However, members were of the view that the overall position did not align with the Committee's draft response and the additional points that had been agreed during the meeting. Members also commented that GATCOM had not been briefed on or had the opportunity to consider the reports commissioned by other organisations to support their own response to GAL's consultation and as such it was not therefore appropriate for GATCOM to comment on those points. GATCOM did not agree the inclusion of the three points in the Committee's response but highlighted that paragraph 44 of the draft response made reference to the reports commissioned by other organisations and the need for GAL to take into consideration the findings of those reports.

89. The Chairman referred GATCOM to the recommendations as set out in the Secretariat's report. It was agreed:

- (1) That, subject to the inclusion of additional comments agreed at the Special Meeting as set out above including the incorporation of an Annex to reflect those matters on which no consensus was reached; the suggested response set out in Appendix 1 of the Secretariat's report be approved and submitted to GAL;
- (2) That GAL be asked to report to a future meeting on those issues of common concern and how they are intended to be addressed, resolved and mitigated, so that all parties have a clear understanding of how the social, environmental and economic impacts and benefits of growth are considered;
- (3) That the draft Heads of Terms of the new Section 106 Agreement be shared with GATCOM at the earliest possible time as part of the DCO process;
- (4) That, at the appropriate time, GATCOM registers as an Interested Party in the DCO examination process and, if necessary, prepare to make written representations to the Planning Inspectorate; and
- (5) That GAL provide an update on the changes/updates made to the current extension of the Section 106 agreement to the GATCOM Steering Group meeting on 7 January.

90. The Environmental and Amenity Groups' representative advised however that he reserved judgement on the response agreed until community groups had seen the amended response. This position was noted.

Date of Next Meeting

91. It was noted that the next meeting of GATCOM was scheduled to take place on 20 January 2022 with the GATCOM Steering Group meeting taking place before that on 7 January.

Chairman

GATCOM**20 JANUARY 2022****PASSENGER ADVISORY GROUP (PAG) - REPORT FOR THE PERIOD OCTOBER TO 16 DECEMBER 2021****REPORT BY THE CHAIR OF THE PASSENGER ADVISORY GROUP****1. OVERVIEW OF PAG'S WORK**

1.1 PAG was hopeful of getting back to business as usual earlier in the Autumn, however, the Omicron variant has impacted the airport's recovery and passenger confidence to travel over the past couple of months. The Government's Plan B restrictions also meant that PAG had to revert to holding its December meeting via video conference. Nonetheless over the past quarter, and before the Government's Plan B restrictions came into effect, there had been a full range of PAG Working Group meetings, two terminal review visits and regular engagement with Gatwick Airport Limited (GAL).

1.2 PAG member visits to Gatwick continue, where possible to do so, so that we can fulfil our role in monitoring passenger services and the end-to-end passenger journey experience. Maintaining good levels of passenger standards and journey experience over the peak Christmas period was a concern to PAG with GAL's planning for the period being a key focus of our discussions in December. We will review with GAL service levels and performance over the festive period at our next meeting.

1.3 PAG remains very mindful of the fact that GAL continues to operate in extremely challenging times operationally and financially.

2. EXECUTIVE OVERVIEW RECOVERY OF OPERATIONS

2.1 GAL reported encouraging signs of recovery with passenger numbers increasing to around 1 million passengers per month and remaining stable during August, September and October. This level of activity however remains low compared with 2019 with Gatwick operating at about 70% below 2019 traffic levels.

2.2 Passenger confidence in air travel has however been further impacted by the global spread of the Omicron variant. The Government's red list for African countries and the pre-departure lateral flow or PCR test from overseas destinations and the Day 2 test requirement, together with other countries also restricting entry for non-EU travellers have impacted Gatwick's recovery and passenger numbers. It is a very complex and evolving situation which has seen a steep rise in "no shows" at Gatwick as travel restrictions were announced, in some cases above 30% on European city destinations, as people decided not to travel and were prepared to forgo the cost of their airline ticket.

2.3 GAL and the wider travel and tourism industry have significant concerns about the erosion of passenger confidence to travel and the impact this will have on the peak booking period early in the New Year, particularly for the summer season 2022. PAG has therefore welcomed the Government's removal of 'managed quarantine' (there are currently no countries or territories on the red list for travel to England) and recent [announcement](#) removing pre-departure testing and also self-isolation requirements for fully vaccinated travellers arriving into England with a negative Day 2 lateral flow test.

2.4 PAG sought an update on GAL's approach to the Government's slot waiver consultation. GAL was keen to see a significant improvement on the current winter 50/50 rule with a reinstatement of the 80/20 slot rule as that will significantly aid the

airport's recovery from summer 2022. The pace of Gatwick's recovery will depend on the outcome of the consultation. The Government's decision is expected in January 2022.

3. TRAFFIC AND ROUTES

3.1 PAG has welcomed the new routes and services from Gatwick including British Airways' new brand, Euroflyer, which is to start operation from March 2022 and will, over time, serve 35 European routes that used to be flown as well as some new routes; and the reinstatement of the important Eastern Airways route to Newquay (a Government designated Public Service Obligation (PSO) route). In respect of the latter, GATCOM will be pleased to note that the inaugural flight to Newquay was flown with 37% Sustainable Aviation Fuel (SAF) for both outbound and inbound journeys, with the airline looking to continue with the use of SAF.

4. OPERATIONAL MATTERS

4.1 As a result of the ongoing effects of Covid-19 on airport operations GAL is currently reporting on a subset of its regulatory Core Service Standards (CSS). In October, PAG is pleased that some of the passenger facing elements of the CSS performance reporting were reinstated for the North Terminal, with service levels performing well against regulatory targets.

Special Assistance Services

4.2 Overall the special assistance service has performed well with the service provider, Wilson James, handling around 17,000 passengers per month and meeting the performance standards. The Quality of Service Monitor (QSM) surveys have resumed with GAL meeting the target scores. PAG notes however that interview sample sizes are very small due to the low passenger volumes at present but is encouraged that the feedback received is the top end of the scores.

4.3 PAG also heard that the CAA is to resume its monitoring of accessibility services across UK airports and as such will publish its annual monitoring report next year. In the meantime, GAL is engaging with the CAA to discuss how further improvements could be made to data collection.

4.4 GAL has also resumed the work of its Independent Gatwick Accessibility Panel and I attended its first meeting since the start of the pandemic in November.

Border Force

4.5 We reported at the last GATCOM that 25 e-gates have benefited from the software upgrade. PAG is pleased to report that queue management at the border has performed well but is also aware that as the number of passengers returning to the airport increases there is the potential for longer processing times at the border with a consequential impact on passenger queuing times. There is also an issue around families with children under 12 having to queue and not use the e-gates. PAG has suggested that greater passenger awareness of the reasons for this is needed possibly through the use of social media.

4.6 GAL has a positive and proactive relationship with the Border Force team to ensure resources are managed to match the evolving levels of passenger throughput. PAG is also pleased to report that Gatwick experienced no significant issues at border control over the past quarter and although there have been some national outages (as reported in the press) this has not impacted significantly at Gatwick.

Security Queue Management System

4.7 GAL's new Veovo security queue management system was presented to PAG to explain how the system's live feed is used to track and manage passenger queues at

central search. The new system, which uses movement sensors, enables GAL to have an operational overview and to quickly identify problems with passenger flows through the security check process.

5. SOUTH TERMINAL READINESS TO RE-OPEN

5.1 The South Terminal has been closed for around 21 months during the pandemic with all operations consolidated into the North Terminal. GAL now needs to invest in preparing the terminal to be reopened once passenger numbers and air traffic movements return to sufficient levels. Based on current forecasts and the hoped for return to the 80/20 slot rule it is possible that the South Terminal would be re-opened to support the summer 2022 airline schedules, which start from April.

5.2 It is a complex process and the timeline to prepare for reopening given the lead times for engineering works (c12 weeks), recruitment and ensuring the food and beverage outlets are available for passengers. We have asked GAL to keep PAG informed of the re-opening schedule so that we can input views at the appropriate time ahead of reopening.

6. SURFACE ACCESS

GoVia Thameslink Railways (GTR) timetable changes

6.1 PAG, through its Rail Working Group, has been kept informed of the changes to rail services through the pandemic. GTR introduced a new timetable on Sunday 12th December, which saw the return of the Gatwick Express. However, over the Christmas period, there were no trains between East Croydon and London Victoria, with most Southern trains diverted to London Bridge. This was necessary to enable Network Rail to continue work on the Victoria re-signalling project, a major four-year programme of investment to upgrade signalling and track at key rail junctions on the south London lines into London Victoria.

6.2 Unfortunately, GTR is continuing to run a temporary reduced weekday timetable on Southern, Great Northern and Thameslink due to the high level of absence among critical railway staff following the increase in coronavirus cases. The temporary timetable can be supported by the crew GTR has available and by running fewer services it reduces the likelihood of 'on the day' cancellations. GTR is continually assessing crew numbers and will add direct services to London Victoria from Crystal Palace, and from Portsmouth & Southampton via Horsham and Gatwick Airport. GTR know that the reduced timetable means that some customers will need to change services leading to longer journeys as a result. It will review the options to see what changes might be possible over the next few weeks.

Car Parks

6.3 PAG regularly monitors the car parking services at Gatwick and is pleased that despite the challenging operating environment there is a good working partnership between NCP and GAL. The bus transfer from the long stay car parks is a current PAG concern as there is a need to ensure that bus drivers are recruited in good time to manage the return in passenger numbers and usage. PAG will continue to closely monitor the situation.

Forecourt Signage

6.4 PAG has concerns about the emerging inconsistency in the style and colour of signage used on the North Terminal forecourt, some of which is very different from the signage used at the South Terminal. GAL is to undertake a wayfinding audit later this year. PAG will seek to review the outcomes from the audit.

7. PASSENGER ENQUIRIES AND FEEDBACK

7.1 GAL received 777 airport enquiries between September and November, which is 2% more when comparing the same period in 2019. The most popular enquiries are about travel restrictions, hidden disabilities and PCR testing.

7.2 There were 333 passenger complaints, 74% less complaints compared with the same period in 2019, which related to security, airline/handling agents and special assistance. GAL also received 129 compliments between September and November with a number of those compliments relating to the special assistance service provided Wilson James staff.

7.3 PAG has also looked at the complaints data for car parking, including forecourt charges. Between September and November there were 94,564 car parking transactions in total which is 67% fewer transactions compared with the same period in 2019. Of those transactions there were 1015 complaints with the top three areas for complaints relating to issues with the booking system, credit/debit refunds, and overcharge payments. Forecourt charging continues to attract a high number of complaints with the average complaint ratio being 7.52 per every 1,000 times a vehicle enters the zone. PAG is pleased that NCP and GAL are aligning the complaint categorisations for the forecourt area to enable better identification of issues and work to resolve them.

7.4 A new area of potential concern is that airlines no longer have a service desk on the arrivals journey and that it is only Global Baggage Solutions that remain in the baggage hall to assist with passenger enquiries. PAG will keep an eye on any issues arising from this change.

8. ARRIVING AND DEPARTING PASSENGER JOURNEY EXPERIENCE

8.1 PAG conducted its first Terminal Review Visits since the start of the pandemic taking a detailed look at the passenger journey experience for both passenger departures and arrivals in the North Terminal. The key points that arose from the visits mainly related to signage. As mentioned above, GAL is to undertake an audit of wayfinding later this year.

9. NORTH TERMINAL INTERNATIONAL DEPARTURE LOUNGE (IDL)

PAG is delighted to be engaged with GAL's plans to refurbish the North Terminal's IDL. PAG has participated in a Working Group set up to input to the proposals and looks forward to further engagement as the project evolves. This group will be meeting again at the end of January.

RECOMMENDATIONS TO GATCOM

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**20 JANUARY 2022****NATMAG - SUMMARY OF ISSUES DISCUSSED****REPORT BY LEAD MEMBER FOR NOISE****1. Introduction**

1.1 The last meeting of NATMAG took place on 4 November 2021. 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-november-2021.pdf> .

2. Airspace Office Quarterly Report (Q3)

2.1 The airport's flight operations performance over Q3 covering the period 1 July to 30 September 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/ao-report-2021-q3.pdf> .

2.2 During the period covered there were 21,258 aircraft movements in total at Gatwick Airport, an increase compared to both the previous quarter and Q3 of 2020. There were no noise infringements during the quarter and there had been improvements to both CDO and track keeping compared with the previous quarters.

2.3 The Airline Noise Performance Table is given on page 6 of the report. GAL's airline engagement programme uses this Performance Table as a guide to target poorer performing airlines. 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

2.4 The number of submitted complaints has increased to 1,928, which is a large increase compared to the second quarter. The number of individual complainants was 161, which is 59% lower than in Q3 of 2020. NATMAG acknowledged that the change in aircraft noise perception brought on by the long periods of empty skies. GAL has given reassurance that it will do its utmost to keep communities informed when traffic returns fully to Gatwick Airport.

2.5 The areas in 2021 attracting the greatest number of complaints received so far were Tunbridge Wells, Warnham and Tonbridge. NATMAG also discussed:

- complaints received from an individual from Forge Wood, the new development in the north-east of Crawley.
- complaints from residents living under the 08 Seaford Noise Preferential Route (NPR) (Route 2). Weather deviations on the westerly departure routes have caused complaints in the Horsham area as ATC has diverted aircraft south to avoid thunderstorms further along the intended route.
- complaints arising from a British Airways Boeing 777-200 Series aircraft en-route from Gatwick to Mauritius during the evening (around 8.30pm)

Go-arounds

2.6 NATMAG continues its interest in the levels of go-around activity. The number of go-arounds slightly increased over the summer months largely due to adverse weather.

2.7 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 Aerodrome Compliance team have been able to resume their audits which were paused due to the COVID-19 pandemic. There was one APU non-compliance which has been addressed by GAL.

4. Route 4

4.1 NATMAG is regularly updated on the current position of all the Route 4 airspace changes. In respect of the change requiring airlines to fly RNAV, or satellite-based, SID overlays of the published conventional procedures as a result of the CAA decision on the 2012 airspace change, GAL and ANS have been actively monitoring Route 4 departures from February to September to gather track conformance data, particularly on the first leg of the turn. This is to ensure that aircraft are flying the route in a safe, consistent, and predictable way. As expected, the results of the monitoring period have shown slightly more northerly departure tracks. Vectoring and changes in destinations has also affected traffic distribution.

4.2 During the monitoring period, there were a total of 3,064 departures on Route 4 which is significantly lower than historic levels. Of these departures, 87 were positioners to Heathrow (LHR) which do not have a defined conventional SID, so they are guided by ATC to ensure they comply with the NPR. Overall Route 4 track-keeping has been good at 93.32% (without LHR positioners) and 92.82% (with LHR positioners).

4.3 ANS have been measuring the lateral spread of aircraft along the route using four gates to measure three months' worth of data on departures. This work has revealed the deviation of aircraft from the centreline (of the NPR not the SID track) towards the left meaning aircraft are flying to the north of the NPR (but largely remaining within the conformance monitoring swathe).

4.4 As regards the Route 4 2018 airspace change proposal this is currently in Stage 2a of the CAA's CAP1616 airspace change process. GAL is planning a stakeholder focus group in February 2022 and the ACP timeline has the Stage 2 Gateway scheduled in May 2022.

4.5 Details on Route 4 are given on GAL's airspace blog - <https://www.gatwickairport.com/business-community/aircraft-noise-airspace/engagement/airspace-blog/>

5. KENET route

5.1 As reported to the last GATCOM meeting NATMAG has received briefings on the change to the way in which the KENET departure route is used. NATS presented to NATMAG its work on this route availability change which has the aim to drive environmental change by reducing CO2, amending procedures to improve efficiency and reduce ATC workloads. NATS' 3Di system of assessing environmental efficiency is used at both Swanwick and Prestwick centres to encourage improved environmental performance.

5.2 The change applies, where possible, to direct routes at higher altitudes at various times of the year when the airspace is quieter, which can save 872 tonnes of CO2 (based on 2019 traffic levels). The winter season relaxation of the restriction at KENET will be a recurring annual change between 1 November and 28 February (inc.) where the en-route network will enable a slightly more efficient track based on an existing route (saving 8.9NM of track miles) during the winter season. It is not a new route and the same Gatwick SIDs will be flown, and this will not change the distribution of traffic. This work will feed into the FASI-S project but it should be noted that solutions considered through FASI-S will be slightly different to this as SIDs and STARs may be re-designed through the airspace change process.

6. END Noise Action Plan – Progress Monitoring

6.1 As part of GAL's progress monitoring process for tracking the delivery of the END Noise Action Plan (NAP) actions (as endorsed by GATCOM in January 2021), NAP Action 5 was selected by NATMAG members as the focus for the November meeting. This action is:

Action 5: In conjunction with our airline partners, we will seek to re-introduce, by the end of this Noise Action Plan period a programme that will rank our airline partners in relation to their overall performance for a range of noise and any other appropriate topic potentially including, but not limited to metrics such as compliance with abatement techniques, fleet age, engine fit and passenger loads per km.

6.2 As mentioned in paragraph 2.3 above, GAL has introduced an Airline Noise Performance Table which is reported as part of the Airspace Office quarterly report. A programme of airline engagement is also in place with meetings taking place with several airlines in 2021. Additional metrics for the Table have also been considered, such as passenger load per km, however this has been put on hold by the NMB due to the COVID-19 pandemic, work should resume in 2022.

6.3 NATMAG noted that the Table only includes airlines who have a minimum of 10 flights per week, which could mean that certain 'outliers' will not be captured in the table. This has been noted by GAL.

6.4 NATMAG has selected the NAP actions for review in 2022 as follows:

- February meeting – NAP Actions 8, 13 and 20
- May meeting – NAP Actions 26, 36 and 45
- August meeting – NAP Actions 14, 29 and 30
- November meeting – NAP Actions 27, 37 and 49.

6.5 NATMAG has also commented on the need to update the status on other NAP actions.

7. Odour and Air Quality Complaints

7.1 As reported to the last GATCOM meeting, GAL from time to time receives enquiries and complaints about odour and air quality. GAL addresses such complaints but the consideration of such complaints falls outside the scope of NATMAG's remit. Whilst GATCOM's NATMAG members did not wish to lose sight of GAL's work in addressing these issues, the Lead/Deputy Lead member for noise will continue to discuss with GAL the most effective way of keeping track of reported issues and how they will be monitored going forward.

8. Other Updates

8.1 NATMAG also received updates from the DfT and NMB Executive Board Chair on their respective workstreams.

8.2 In respect of the DfT's work, the DfT hosted a discussion group on night flights on 14 December for ANEG (DfT's Airspace and Noise Engagement Group) and a limited number of other stakeholders including industry as well as community noise group representatives. I represented GATCOM at this discussion group and the key points discussed included:

- Details of the key points raised in responses to the DfT's night flights consultation
- The overarching night noise policy and night noise objective and what needs to be achieved around night flight nationally, including whether objectives should be tailored for each designated airport
- The metrics used to measure achievement of the night noise objective such as for example potential criteria for the use of N-above contours.
- The DfT's workstreams looking at the costs and benefits of night flying including exploring purchasing new data to update assessments and to fill the gaps and a research project on sleep disturbance and annoyance impacts

8.3 The need to address land use planning and management as well as greater guidance (similar to the advice given in the extant Planning Policy Guidance Note on Planning and Noise (PPG24)) was a common area of concern across all stakeholders.

8.4 In addition to the above, I also attended GAL's proposed Noise Envelope Workshop hosted on 18 November for GATCOM, NATMAG and NMB members as part of GAL's engagement activities on the Northern Runway DCO pre-application process. There is an important need to ensure the process for further engagement on the design of the proposed noise envelope ahead of the GAL's planned application submission is inclusive and transparent. I have also participated in GAL's FASI-South stakeholder engagement briefing in December.

NATMAG's key messages to GATCOM are:

- The Airspace Office have continued to engage with airlines through their airline engagement programme using the Airline Noise Performance Table as a guide to target poorer performing airlines.
- The KENET route availability change was presented by NATS to NATMAG, and members found it useful to understand the seasonal change in route to make it more efficient and provide environmental benefits.
- An update on Route 4 was given to NATMAG and further information will be published on the Route 4 Gatwick webpage.
- The NMB joint Airspace and Noise Annual Public Meeting will take place on 2 December.
- The invitation to the Gatwick Noise Envelope virtual briefing will be extended to GATCOM and NATMAG members.

MIKE GEORGE
GATCOM Lead Member for Noise

GATCOM**20 JANUARY 2022****NOISE MANAGEMENT BOARD REPORT: 1 OCTOBER – 31 DECEMBER 2021**

Since the last GATCOM, the NMB Executive Board (NEX) and NMB Delivery Group (NDG) have taken place on 3 November and 17 November respectively.

Recommendation:

The NMB Co-Chairs recommend that GATCOM agree that the GATCOM Chair writes to GAL seeking a meeting between GATCOM and NMB Chairs and GAL in order to seek assurances on a transparent and appropriately inclusive process for the proposed noise envelope for Gatwick ahead of the GAL's planned application for the Northern Runway.

Recommendation Background:

Although not on the NMB's workplan, **the GAL proposal for a noise envelope is a strategically important moment** for dealing with noise in and around Gatwick airport. The NMB has therefore welcomed the proposal of the noise envelope and was grateful to GAL for organising a specific briefing for NMB and GATCOM stakeholders during the pre-application consultation period for the Northern Runway.

NMB community members, including at the NMB's Executive Board in November, have expressed a strong belief and desire that there should be a transparent and appropriately inclusive process for further engagement on, and development of, the noise envelope before the submission of the application, noting similar precedents from elsewhere. The NMB Co-Chairs would therefore wish GATCOM to consider a proposal that the GATCOM Chair write to GAL requesting that the Chairs of GATCOM and NMB meet GAL to discuss how this might be best achieved.

Other **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:

NEX Discussions: At the NMB's Executive Board (NEX) there were two items worth highlighting:

- CNGs had raised the issue of **further voluntary measures on night flights** and there was a robust debate on the complexities and possibilities or otherwise of achieving any voluntary measures from the aviation industry. The NEX tasked the NEX Chair to raise the issue with the AOC Secretariat with a view to greater engagement on the issue. The NDG Chair also took away an action point for NDG members to explore what might be done on the issue. The NEX and NDG Chairs have since met with the AOC Secretary and there is planned further engagement, potentially with both the AOC and ACC, for the NDG Chair in the next few weeks.
- The NDG Chair outlined the **substantial work of the NDG on the NMB Workplan to date** and also some of the delays – much of which is outlined in the points under the NDG meeting below. To help with transparency and explanation, the NDG Chair outlined that the NDG was producing a "living" Workplan implementation report which would be shared with all NMB Members

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[including the Chair of GATCOM and which could be shared with GATCOM members if the Chair would like to do so].

NDG: Delivery of the NMB's workplan is led by the NMB Delivery Group (NDG).

Activity continues to be focused on the initiatives that can be progressed independent of actual traffic levels, given the continuing 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.

- The studies intended to support **the definition of Fair and Equitable Distribution (FED) and scope the potential for varying the ILS minimum joining point at night** have progressed further and have included workshops with NMB Community Forum members and all NMB community representatives. They are on track to report their findings early this year.
- Following NDG scoping group meetings held in August and October, local planning authorities will be surveyed in the first few months of 2022 to help quantify the Land Use Planning and Management issues faced by planners and 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 remains insufficient for elements of the workplan to usefully advance as previously reported**.
- Following the announced extension to 2025 of the current Night Noise regime, NMB stakeholders, both community noise groups and Councils, are additionally **seeking voluntary measures to reduce night flying in the period until 2025**. The NDG membership is, as a result, currently exploring possible mechanisms to address this request from the NEX to commit to using its best endeavours to minimise night flights in the period from now until the introduction of any new night flight limits in 2025.
- Technical Steering Group meetings for the ILS MJP at night during this reporting period were held on; 21st October, 17th November and 16th December. For the FED study, the technical Steering Group met on 21st October, 24th November and 17th December.

Lastly, NMB members participated in further **FASI-S Airspace Modernisation Workshops on 7 and 9 December**. The purpose of the session was to update stakeholders on the progress GAL had made during September, October and November, to develop a comprehensive list of airspace design options for the ACP and to provide an update on the integration of the GAL FASI ACP with the wider Airspace Change Masterplan that is being developed by ACOG (the Airspace Change Organising Group), the overall timelines for the ACP, and GAL's latest views on the introduction of new technologies and operational concepts that can support airspace modernisation. The sessions included a discussion to seek feedback about the effectiveness of GAL engagement activities so far and an opportunity to ask questions.

Jonathan Drew
Chair
NMB Executive Board



12 January 2022

Dear Colin,

Thank you for your letter of 02 December regarding the winding down of ICCAN and the new roles and responsibilities the UK Civil Aviation Authority (CAA) will be taking on 01 April 2022. May I begin by apologising for the time it has taken me to respond, and thanking you for having me at your Annual Meeting and allowing us the opportunity to update you and your members. Thank you also to your members who have provided insights and feedback on the ICCAN transfer, we value the opportunity for engagement.

Since the Department for Transport's (DfT) announcement in September last year, we have been hearing from stakeholders, and I do acknowledge the concerns amongst ACCs and others about the CAA taking on some of ICCAN's former functions. Our ability to remain independent and impartial throughout the airspace change process and as we deliver those ICCAN functions has been questioned. However, I would like to take this opportunity to assure you that the CAA already has a team of leading experts on aviation noise, and we will be exercising our new responsibilities with the rigour and impartiality expected from an independent regulator.

Our airspace change process was revised in 2018, and is an evidence-based system designed in consultation with stakeholders to be fair, transparent, consistent and proportionate. As the independent primary decision-maker we treat the issue of aviation noise no different to the other considerations we are required to take into account in our decisions, such as safety, capacity and wider environmental impacts.

I should also be clear that ICCAN's role within the airspace change process was to provide best-practice guidance on noise management techniques and on the accessibility of noise information. It did not have a formal role in the decision process and, as such, all airspace change decisions will be made in the same way they always have been under the existing process. The government will retain the ability to procure independent advice to support the Secretary of State call in function should it not be appropriate for the CAA to advise.

With regards to your concerns about research into aviation noise I would like to assure that the additional noise roles undertaken by the CAA will be funded by government, just as ICCAN's work was prior to it being wound down. One of the CAA's new noise functions includes production of research into the effects of noise, alongside best practice guidance and provision of transparent information. This work will be strengthened by the technical expertise of our soon to be recruited Environmental Sustainability Panel which I will go into greater detail on below.

You will be pleased to hear that this week we began an open application process to select the inaugural members of our new Environmental Sustainability Panel. I understand you spoke with the recruitment firm to strengthen the recruitment process and I am grateful for your efforts in doing so. This Panel is designed to help us at the CAA with all our work on

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sustainability and will act as an expert 'critical friend', while providing technical advice to make sure that the environmental and sustainability interests are properly considered when the CAA is working to improve aviation's sustainability. You will be able to find more information about the panel on our [specific recruitment website](#), its key activities are:

- Provision of expert technical advice to support the CAA's environmental roles, or on specific tasks as requested by the CAA.
- Helping the CAA to understand and take account of environmental interests and impacts in its regulatory policy and framework.
- Supporting progress towards the CAA's strategic focus on improving environmental performance, including informing delivery of the CAA's future environment strategy
- Providing advice or critique on research undertaken by the CAA, or help identify where further research may be needed to inform the CAA's sustainability agenda

It is important to be clear, however, that while the Panel's independence is paramount to its success, it will have no statutory basis and will not campaign publicly (although it may feed into responses to relevant external consultations that the CAA is responding to). Nor will it deal with individual complaints from the public, represent or correspond directly with air travellers, industry or community groups. Local issues affecting individuals, such as noise from flight paths, will not fall under the Panel's remit.

While noting your comments about the CAA requiring additional duties, we are confident we can deliver effective regulation, retain our independence, and drive environmental improvements across aviation and aerospace with our current duties. Should we feel our duties require strengthening, we will engage government, and you are obviously very welcome to do so as well. To give one relevant example, we have recently done exactly this with regards to civil sanction powers relating to consumer protection.

Finally, we welcome your suggestions regarding environmental standards reporting and would like to assure that we are already considering a wide programme of potential reporting. This work is being driven by a number of recent developments including the winding down of ICCAN, the UK leaving the European Aviation Safety Agency, and the need for aviation to progress against government's environmental targets. We look forward to engaging with ACCs further on the details of this reporting as they develop.

I hope this information has been helpful and reassures you that the CAA is adequately preparing for its new roles and responsibilities. We hope to continue working with you over the coming months as we subsume our new responsibilities.

Yours sincerely

Nic Stevenson

Head of Strategy

UK Civil Aviation Authority

CEO REPORT FOR GATCOM



OCTOBER – DECEMBER 2021

Gatwick Airport Limited
Stewart Wingate, CEO

YOUR LONDON AIRPORT
Gatwick

Airport & Operations

During this reporting period the UK government announced several changes to travel policies which have reduced the cost and confusion associated with travel. These changes included the removal of the **traffic light system**, effectively creating a simple red and green rating for countries. As of 1st November, all countries were on the UK green list. Effective from 24th October, all fully vaccinated travellers were eligible to use lateral flow tests (LFT) for their day 2 arrival testing, rather than the more expensive PCR tests. This change was announced in early October and came into effect for the October half term, helping keep passenger volumes for the month above 1 million and delivering another month of consecutive growth.

In late November the South African government announced the discovery of a new variant (**Omicron**) of Covid. This led to many South African countries being placed on the UK red list, with a requirement for managed hotel quarantine for all red list arrivals. As concern grew around this new variant, the UK government updated the arrival testing requirements, first requiring day2 PCR tests (rather than LFT) for all international arrivals from 30th November, then requiring a pre-departure test for all arrivals from 7th December.

International destinations also added restrictions to arriving travellers throughout December, with some targeted against UK arrivals. These included countries associated with ski travel such as France, Austria, and Switzerland. With France even restricting transiting travellers until 30th December. These changes, combined with rising cases of Covid both in the UK and in destination markets, caused December passenger volumes to fall below initial forecasts, as travellers cancelled or delayed holidays and trips abroad.

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.

During December we welcomed Emirates back to Gatwick, who are operating their A380 aircraft daily to Dubai. We also welcomed Scoot (Singapore Airlines low-cost subsidiary) operating to Bangkok, Eastern Airways operating to Newquay, Jet2.com, Swiss International, Air Malta, and Wizz Air. During Q4 Gatwick had had regular scheduled services operated by 31 airlines, compared with 41 in the same period in 2019 and we look forward to adding more routes and choice for passengers in 2022.

- **Air Transat:** From May 2022, Air Transat will introduce a new route between Gatwick and the Canadian city of Quebec. Initially a Summer only service, Air Transat will fly once a week to Canada's largest province with an A321neo aircraft. The service will be the only direct route between Quebec and the United Kingdom, and only the second in Europe after Paris.
- **British Airways** has relaunched services to Cancun (22nd October). British Airways also plan to commence non-stop services to Doha. BA will operate a daily 777-200 service between Gatwick and the Qatari capital from the 9th December. Tickets to 35 destinations are on sale for their new short-haul service from Gatwick starting in late March 2022. Destinations will include the return of Gatwick routes

to Faro, Ibiza, Malaga, Marrakech and Tenerife. We'll also see new routes including Athens, Berlin, Madrid, Milan Malpensa and Santorini.

- Regional airline **Eastern Airways** launched its daily service to Newquay on 15 December.
- **Emirates** recommenced flights to Dubai in December, operating daily services. Emirates had initially planned to restart with the 777-300ER, however on the easing of travel restrictions by key markets such as Australia, gave them the confidence to operate the A380 instead.
- **JetBlue** launched their new daily service to New York JFK at the end of September, which generated significant media and public interest. We are working with them to expand their network at Gatwick.
- **Jet2** will be basing 2 aircraft at Gatwick this Winter season, focussed on serving seasonal services (notably Skiing). We expect close to 300 services being operated across the period end of November, to Mid-April.
- **Scoot**, a subsidiary of Singapore Airlines, began operating three-times weekly flights to Bangkok on 16 December.
- **SunExpress**, a joint venture between Lufthansa and Turkish Airlines, will launch two direct connections from London Gatwick to Turkey for the summer season of 2022.
- Popular low-cost airline **Wizz** also returned to Gatwick in December, with flights to Athens, Malta, Lanzarote and Malaga.

This year's **Transport Forum** event was hosted virtually, live from Pier 1. Attendees included Gatwick stakeholders, local councils, business representatives from across the South East and local residents to Gatwick. 96 people attended this year, a 60% increase from 2020. Three external speakers (Jerry Stokes from GRIDSERVE, John Boughton from National Express and Steve Maccallaugh from GRT) joined Stewart Wingate, Tim Norwood and Jonathan Pollard for the event. Questions from the online audience included topics such as EVs, hydrogen, roads, rail, coach, and the Northern Runway proposals.

In November the Airport hosted the Minister for Aviation, Robert Courts MP, and DfT officials for a tour of the South Terminal and airfield.

A new '**parking enforcement**' vehicle, fitted with cameras on the roof and a logo on the side, has been patrolling Gatwick's Red Routes and associated car park locations since June. The vehicle was introduced as NCP and Gatwick's own Surface Transport Team had identified the access road to multi storey car parks, 5 & 6 were being used by motorists for dropping off, avoiding the drop-off fee in the forecourt and raising serious safety concerns. Drivers captured flouting the Red Route regulations will receive a £100 fine, however, this will be reduced to £60 if paid within 14 days. We believe that the mobile parking enforcement vehicle trial is an investment which will improve safety and extend Gatwick's capability to effectively tackle key enforcement priorities. We are still in the data gathering stage and are working closely with NCP to identify a potential permanent solution.



The **Gatwick Express** airport rail link from central London has resumed after 21 months out of service during the pandemic. The return on December 13th on weekdays has been designed to support the recovery of Gatwick Airport and the south-east economy. The service was suspended on March 30, 2020.

Gatwick Express trains will run to a winter timetable from January 4 with two non-stop services running seven days a week between London Victoria station and the airport and onwards to Brighton.

InMotion, the market-leading technology retailer in travel locations, has opened its first store at Gatwick within the North Terminal departure lounge. The new outlet, a brand owned by WHSmith, will offer departing passengers products including tablets, digital action cameras and headphones, as well as an extensive range of travel accessories, such as adaptors, portable chargers and cases, from leading international brands including Apple, Samsung, Sony, Nikon, GoPro, Beats by Dr. Dre, Bose and Fitbit. The new store is due to be joined by a second, larger branch within the North Terminal, which is scheduled to open towards the end of January 2022.

Nearly 100 guests visited the first **internal careers fair** in December which provided the opportunity to speak to colleagues stationed at the 24 different stands representing every department in the airport.

Investment

Gatwick has partnered with sustainable energy company **GRIDSERVE** to build Gatwick's first electric forecourt. Available to passengers, staff, commuters, residents and businesses in the local area, the charging station will host a cafe, a comfortable waiting lounge with free WiFi, a convenience supermarket, children's

play area and a dedicated electric vehicle showcase. The net zero equivalent to a petrol station will be available in Autumn 2022 and forms part of Gatwick’s commitment to reach net-zero carbon emissions for airport operations before 2040.



Located on the Ring Road South approach to Gatwick’s South Terminal and adjacent to the M23 – it will enable 36 Electric Vehicles to be charged simultaneously, with high-power chargers that can deliver up to 350 kW of charging power, capable of adding 100 miles of range in less than 10 minutes.

December 2021 sees **Gatwick Station Project** start the next major stage of this exciting programme of works. Major building works now begin on the second concourse which is the arriving concourse for Rail passengers at Gatwick Airport. In contrast to the current station entrance concourse, this brand new superstructure will tower above existing platforms, doubling the space for passengers and creating an eye-catching gateway to the airport. This is the latest step of the upgrades currently taking place at the station with plans to create wider platforms and improve pedestrian flow - making journeys from the train to the plane easier, generating a more reliable train service and delivering significant benefits for rail users, commuters and airport passengers from across the world. To ensure state-of-the-art accessibility and connections for all passengers, once complete, the station will also have more escalators, lifts and stairs.

Following the new flooring installation in the South Terminal Linkspan area (the walkway between South Terminal Arrivals and the station concourse), the project team are working hard to complete the flooring of the whole Station Concourse before the Summer season begins.

We have launched **AirTurn for Red Handling**, which can be used by Turn Coordinators on their smart phones. AirTurn allows the turn coordinator to record aircraft turn events in a convenient way. More importantly, they can inform Air Traffic Control and Eurocontrol on when the aircraft will be leaving the stand. We are working with other ground handlers to enable this tool for them so that the airport eco system operates more efficiently during busy times.

The focus for the **Northern Runway project** during the period has been the 12 week public consultation, which concluded on 1 December. In accordance with the Statement of Community Consultation, we implemented a wide range of communication and engagement channels and activity to promote the consultation and encourage participation from as wide a range of stakeholders as possible. This included a virtual exhibition on our website; hard copy documents in local public buildings such as libraries; virtual briefings for stakeholders; call the expert telephone sessions for the public; and a mobile project office visited locations in the surrounding area to raise awareness and provide access to consultation materials. This was all supported by a communications and advertising campaign which included a newsletter; a social media campaign; and

advertising via local print and radio media. We were pleased with the level of engagement and we are now undertaking the substantial task of analysis and review. We would like to take this opportunity to thank all stakeholders for their active and constructive participation throughout the process.

Sustainability

In a move to promote more sustainable travel options to staff we have launched a pilot with 12 **EV chargers** installed in staff car park B. The units were used 56 times in the first month and delivered 732 kWh of electricity – that’s enough to power 2,900 miles of range, or about the driving distance of Gatwick to Baku!

In October we published our **Section 106 Annual Monitoring Report 2020**. 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”. The report is available on our website at: <https://www.gatwickairport.com/globalassets/company/sustainability/reports/2020/s106-annual-monitoring-report-2020.pdf>

On 6 October, the UK National Parks launched its “Revere” initiative to develop local offset products from nature restoration in the UK national parks. Gatwick is an inaugural supporter of the project, having committed to support a technical project to convert a small farm to woodland in the South Downs National Park.

Sustainable aviation fuel (SAF) has been introduced for the first time at Gatwick through a collaboration between Q8Aviation, easyJet, Gatwick and Neste. This proof-of-concept demonstrates that the existing aviation fuel infrastructure at the airport is ready to utilise certified A1 jet fuel containing sustainable aviation fuel. The first flight using the new fuel blend took off on 19th October to Glasgow and was an important milestone in the race to reduce net carbon emissions from aviation fuel. Of the 42 flights running on this Neste My Sustainable Aviation Fuel blend, 39 were easyJet flights to Glasgow throughout the COP26 Climate Change Conference. In addition, in December 2021 an Eastern Airways’ flight from Gatwick to Newquay utilised SAF supplied by Air bp.

The Careers & Enterprise Company supported Learn Live to curate a virtual “**Green Careers Hour**” broadcast in November. The hour featured employers from across the economy that provide “green jobs” (ie employment in activity that directly contributes to – or indirectly supports – the achievement of the UK’s net zero emissions target and other environmental goals). The aim was to demystify what is meant by “green jobs” (both for young people and those advising them) and to inspire students to consider the different pathways and future careers options that they open up. Gatwick’s Head of Sustainability, Rachel Thompson took part in the broadcast on behalf of Gatwick as part of our Cornerstone Employer workstream, highlighting the wide range of green careers at the airport.

Airspace & Noise

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

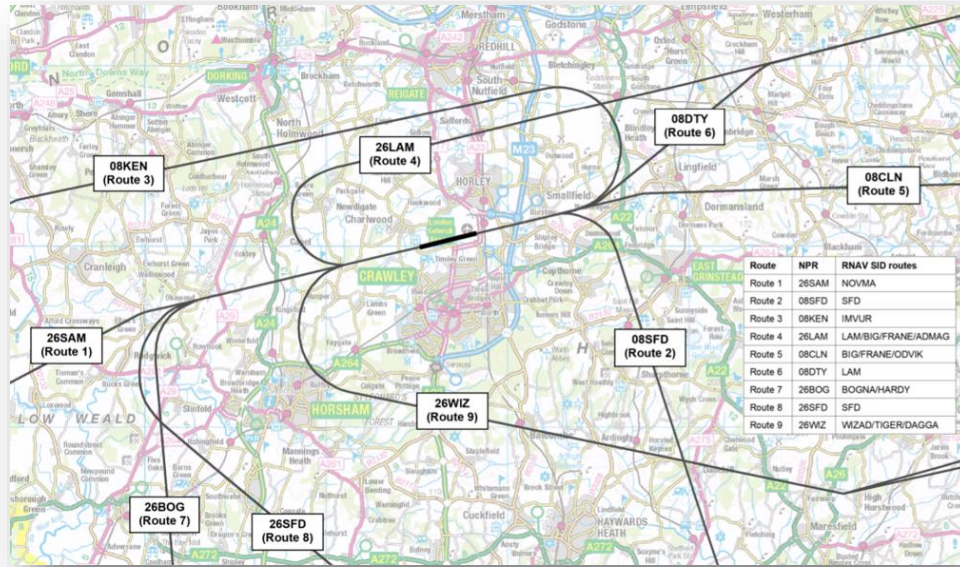


Gatwick held a third round of Stage 2 engagement sessions with airlines, General Aviation, community and local government representatives, this time briefing on the progress of the development of a track assessment tool and initial comprehensive list of options. The comprehensive list of options is being developed and is due to be completed in January 2022.

The next series of stakeholder engagement sessions is scheduled to take place in early February to brief stakeholders on the comprehensive list of options. Progress through Stage 2 is dependent upon the production of the Airspace Change Masterplan - responsibility for which rests with the Airspace Change Organising Group (ACOG) and the Civil Aviation Authority - iteration 2 of which has been delayed and is now anticipated in late January 2022.

Route 4 Standard Instrument Departures (ACP-2018-86): Gatwick has agreed a methodology with the Civil Aviation Authority for the definition of an acceptable baseline during this extended period of reduced operations. The project is now focusing on defining the baseline, ‘do-nothing’ option and reassessing all proposed options against the revised baseline. Focus Group engagement is planned for February 2022. The project is on track for a Stage 2 Gateway assessment by the Civil Aviation Authority in May 2022.

Route 5 Standard Instrument Departures (ACP-2011-01): On 17 November the CAA published its Post Implementation Review (PIR) decision (CAP 2198) confirming that the minor modification of the Route 5 design - implemented in March 2017 - is a better replication than that achieved by the original Route 5 RNAV-1 SID implemented in November 2013. This airspace change process is now concluded.



Noise Management Board (NMB) Delivery Group (NDG) 7 was held on 17 November. Discussions focused upon night flights and the two projects to inform the evidence base for FASI-S, the review of the noise abatement procedure for the Instrument Landing System (ILS) minimum joining point during the night and the Fair and Equitable Distribution (FED) of air traffic.

Technical Steering Groups, overseeing the delivery of the Instrument Landing System (ILS) minimum joining point during the night and the Fair and Equitable Distribution (FED) of air traffic, were held on 21 October, 17 November and 16 December; and 21 October, 24 November and 17 December respectively. To ensure transparency of the oversight of these projects each of these technical Steering Groups were open to NMB members to observe. Furthermore, workshops were held on 23 November and 7 December to allow the project delivery partners to gather feedback directly from local stakeholders.

At the request of GATCOM and NMB a bespoke **Noise Envelope briefing** was held for GATCOM, NaTMAG and NMB members on 18 November. This meeting was scheduled prior to the GATCOM Northern Runway Project special meeting to help inform those meeting discussions.

NMB Executive Board (NEX) 4 took place on 3 November. Discussions focused on workplan progress, airspace modernisation plans (and in particular NMB initiatives to help inform the airspace change process), night flights and Gatwick’s proposals for a Noise Envelope as part of the plans to bring the northern runway into routine use.

Noise and Track Monitoring Advisory Group (NaTMAG) met on 4 November 2021 and was provided with an update on the airline engagement activities by Gatwick’s Airspace Office and the value of the Airline Noise Performance Table in shaping the Team’s approaching to airline engagement. In addition, NATS provided an update relating to a seasonal change to flights routing via KENET and how this has created an environmental benefit by improving flight route efficiency.

The **END Noise Action Plan 2019-2024** actions to be subject to detailed scrutiny in 2022 were agreed at the November NaTMAG meeting. Progress of these actions will be reported on a quarterly basis through 2022 to align with NaTMAG meetings.

In late December, initial discussions took place with the **Department for Environment Food and Rural Affairs (DEFRA)** regarding the anticipated fourth round of strategic noise mapping. DEFRA expects to issue the required guidance to initiate the process by end January 2022.

The **Annual Airspace and Noise Public Meeting** took place virtually on 2 December. Presenters, including Gatwick’s Development Director, Bronwen Jones, reflected on the impacts of the pandemic on the business, progress over the past year and provided a look ahead on Gatwick’s noise management and airspace plans. Questions for panelists were received in advance and during the live presentations via a web-based platform which allowed participants to vote on the questions posed, thus ensuring the most popular questions were answered first. Around 60 participants joined the Webinar.

Noise Quarterly Performance Data

Parameter	Quarterly Performance	
	Q4 2021	Q3 2021
Track keeping performance (% on track)	98.38%	98.02%
Core Night CDO (% achievement)	87.90%	92.27%
Day/Shoulder CDO (% achievement)	90.73%	93.01%
24 Hour CDO (% achievement)	90.60%	92.95%
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 (%)	79/21	60/40

The figures for CDO have slightly declined since the previous quarter. During this assessment period several airlines such as JetBlue, Scoot, Emirates and Jet2 started operating at Gatwick. This has contributed to the drop in CDO values. It is expected that performance will improve as new airlines become more familiar with Gatwick’s noise abatement procedures. This performance data is shared with the airlines operating at the airport and the air traffic control service providers by Gatwick’s Airspace Office as part of the process to help drive continuous improvement.

Community

With the pandemic interfering with in-person fundraising events and donations, we have committed to supporting our charity partners beyond the usual two-year term. **Surrey and Sussex Healthcare NHS Trust charity (SASH)** in particular, can enjoy two extra years of support from us, as they became Gatwick's newest charity partner in early 2020 after a staff vote. **Air Ambulance Kent Surrey Sussex** has been an official partner since April 2018. And we'll continue to partner with onsite **Gatwick TravelCare** as we've done since 1984.

Over the last couple of months Gatwick has donated 197 redundant **laptops** to 19 local community groups, projects and charities. Colleagues from IT donated around 100 hours of their time on furlough to clear Gatwick data, install clean operating systems and sanitised the cases and keyboards ready for use.



Gurjar Hindu Union: “Big thank you to London Gatwick for donating 2 computers. We shall use one in the Temple to live stream various programmes and events and the second one in the office for administration purposes. The computers are a welcome addition. Thank you very much”.

Refugees Welcome Crawley: “Thank you so much for the generous gift of 9 laptops. This has enabled us to help 7 Syrian and Afghan families. One young student seeking asylum here from Uganda said, ‘I would like to thank the donors for the laptop it will help me to do my homework.’”

Gatwick Airport have joined a collective of leading local organisations to support the Love Local Jobs Foundation and the delivery of their **Dare to Dream programme** for local young people. Using themes of resilience, confidence, belief and determination, the entire year 9 cohort of Hazelwick School, Crawley will be motivated by an inspirational speaker and 5 Gatwick colleagues will mentor 15 of the most disengaged students using their own experiences and extensive knowledge to drive and motivate them. The programme will run across the 2021/22 academic year.

As a “Cornerstone Employer”, Gatwick supported “**What Next Sussex**” which provides an exciting opportunity for Year 11 students to hear from educational institutions, training providers and employers from across Brighton & Hove, West Sussex, East Sussex and the border of Kent to help them make an informed choice in what and where to study or train at the end of the year.

Local Economy

We have continued to actively engage with regional economic partnerships, local authorities and business organisations, working collaboratively to drive economic recovery. Focus has been on understanding economic challenges and sharing insight with local and regional partners through engagement and discussion, and further supporting action wherever possible. The work in this quarter has included engagement with the following stakeholders:

- West Sussex County Council, Crawley Borough Council, Gatwick Diamond Business, Gatwick Diamond Initiative, Coast to Capital (C2C) LEP, Manor Royal BID, Tourism South East, Sussex Chamber of Commerce, Develop Croydon, Tourism South East and visitor economy representatives in the Gateway Gatwick partnership.
- Cédric Laurier participated in the **London First webinar** “Reconnection and Recovery in South London and Beyond” alongside panelists from C2C LEP Skills 360 Board, Croydon Council, Deloitte and Hammerson, and delivered a presentation at the South East Construction Expo. Bronwen Jones participated in the **Develop Croydon Conference** panel “Live/Work Croydon – Industrial Opportunities”, and Alison Addy took part in the inaugural **London and South East Manufacturing, Industrial & Logistics Conference** panel on Planning and Growth. We also presented virtually at meetings held by The Chartered Institute of Logistics and Transport Aviation Policy Group, FSB Crawley and Gatwick, Sussex Constructing Excellence Club, Institution of Civil Engineers Southern Branch and Gatwick Airport and Airlines Group.
- Throughout the Northern Runway consultation we continued engagement with partners across the economy, including virtual briefings with local businesses, regional education providers, Coastal West Sussex Partnership and Crawley Borough Council’s Economic Regeneration Working Group .

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Tony Kershaw
Honorary Secretary

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Gatwick Airport Consultative Committee

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

1 December 2021

Dear Stewart,

Gatwick Northern Runway Pre-Application Consultation

As the airport's statutory independent consultative body, GATCOM welcomes the opportunity to comment on GAL's pre-application proposals to bring the existing Northern Runway into routine use alongside the main runway. The Committee understands GAL's desire to make best use of its existing runways in line with Government policy and that the Northern Runway Project is GAL's innovative approach to making best use of its existing runway infrastructure. The Committee recognises the importance of the airport as a significant asset that contributes to the regional economy but is also firmly of the view that any proposals for growth need to be achieved responsibly, sustainably, and with a focus on the well-being of communities around the airport and mitigation to address the substantial negative impacts of the airport's operation.

GAL is already fully aware that there are many differing views across GATCOM's membership about Gatwick's vision for growth from the use of both the main runway and the proposed northern runway. As such GATCOM's response can neither support or oppose GAL's Northern Runway Project but instead highlights areas where members have reached a common view or understanding on matters that it would like GAL to consider and address as the project evolves.

GATCOM has consistently advocated the need for GAL to ensure that all parties have a clear understanding of how the social, environmental and economic impacts and benefits of growth are being addressed. It has also advocated the need to give reassurance to people living near the airport and under flight paths that everything that can be done to reduce and mitigate the impacts of the airport's operation now and into the future, as well as during the construction phase, is being done or will be addressed, and at the right time.

BY EMAIL

Stewart Wingate
Chief Executive Officer
Gatwick Airport Limited
feedback@gatwickfutureplans.com

Of specific concern to many GATCOM members is the increase in greenhouse gas emissions and impacts on climate change. There is a need for interested parties to have an understanding of how airport expansion can be justified in light of national and international carbon reduction targets, particularly the local authorities which have either declared a climate emergency and/or have climate and decarbonisation strategies. It is important that GAL plays its part in helping the local authorities to achieve their climate and decarbonisation targets.

In addition, seeking a reduction in the noise climate (aircraft noise as well as airport ground noise) is of key importance to local communities and people under flight paths, particularly during the night time. The design of the proposed noise envelope must therefore be progressed in partnership with all key stakeholders, including local communities, through the CAP 1129 process prior to the submission of the DCO application. GATCOM also wishes to see a noise envelope implemented irrespective of the outcomes of the DCO process.

There is also serious concern about the significant impact the construction works will have on local communities close to the airport, particularly Charlwood and Horley. The impacts associated with construction such as construction noise, vibration and dust, construction traffic and general disruption will be significant. There is concern that a large proportion of the works are being undertaken in the night period to enable the airport to continue a 24 hour operation. GAL must therefore engage with local councils and affected communities, including those communities that will experience the impact of construction traffic on local roads, such as Smallfield and Lingfield, on the construction phasing, mitigation and proposed compensation schemes in advance of the application submission to ensure that whatever is proposed is agreed.

GATCOM wishes to be kept fully informed of how the issues and concerns of local councils and communities about the construction impacts are to be addressed and of the mitigation measures agreed including construction traffic routings. GATCOM would also like to see GAL's commitments around the construction phase included in the new section 106 agreement given the length of time the impacts are likely to be experienced.

As part of GATCOM's response to the draft master plan consultation, it raised several matters for GAL to consider prior to the publication of the Airport Master Plan in 2019. A number of those matters have yet to be addressed, including the need for GAL to give reassurance to local communities that GAL's vision for growth is not to operate a three runway airport in the longer term. The points previously raised by GATCOM have therefore been taken into account in the Committee's response to the pre-application consultation. GATCOM also suggests a range of potential future undertakings for GAL to consider for possible inclusion in the new section 106 agreement to accompany the DCO application. A copy of GATCOM's response has therefore been copied to the local authorities with a request that those potential matters be explored in more detail as part of the negotiations on drafting the Heads of Terms of the new agreement, including the need for an obligation not to operate a three runway airport in the longer term. GATCOM also asks that GAL report back to the Committee on how those matters are being addressed as the project evolves, including the opportunities that will be given for further engagement with other interested parties prior to the application submission.

It is currently unclear what will happen in the event of the DCO application not succeeding, being withdrawn or the project not proceeding for other reasons and

whether GAL remains committed to a full review of the existing Section 106 agreement. GATCOM therefore asks that GAL report on this possible outcome at a future meeting.

As regards GAL's continued engagement with local authorities following the close of the consultation it is essential that, as the project design and associated mitigation measures evolve, further and more meaningful technical engagement takes place to allow the project design to be fully understood and scrutinised prior to the DCO application being submitted.

The specific matters that GATCOM asks GAL to address are set out in Annex 1 to this letter. GAL's attention is also drawn to Annex 2 which sets out those areas where there is a divergence of views across GATCOM's membership and where no consensus was reached. GATCOM trusts its comments set out in this letter and in its Annexes will be taken into account as the project design evolves and in negotiations with local authorities and other key stakeholders, including communities.

Yours sincerely,



Deputy Secretary

GATWICK NORTHERN RUNWAY PRE-APPLICATION CONSULTATION GATCOM'S RESPONSE – SPECIFIC MATTERS FOR GAL TO ADDRESS

1. CONSTRUCTION PHASING AND DELIVERY OF MITIGATION MEASURES

1.2 It is accepted that a major infrastructure project of this nature will take many years to be delivered especially given the constraints on construction while the airport remains operational 24 hours a day. GATCOM notes the likely construction phasing for the project and that the works in the period up to 2029 allow the airport to transition to serve dual runway operations and that some construction activity will continue over the period 2029 to 2038 to enable the full capacity uplift brought by the Project to be realised.

1.2 GATCOM is concerned however that many of the proposed mitigation measures are to be delivered after the Northern Runway opens. Given the forecast growth of the airport from the use of its main runway over the period of the construction of the northern runway project as well as the uplift in available capacity once the northern runway is opened, GATCOM is concerned that communities will suffer the negative impacts of that growth for many years before the mitigation measures, such as the surface access schemes, are delivered. This is not acceptable given the significant impact and nuisance communities will suffer during the period of the project's construction. Everything that can be done to reduce and minimise the negative impacts of airport growth should be a priority.

1.3 It is vital that mitigation measures are delivered at the right time to ensure the negative impacts are reduced and limited as far as possible as the airport grows. GATCOM therefore expects to see triggers to be applied to the delivery of mitigation schemes linked to passenger and/or ATM growth at the airport from the commencement of the project's construction and that any such triggers should feature in the new section 106 agreement. This will ensure that mitigation measures are delivered at the right time.

1.4 The significant impact of the construction works on local communities close to the airport, particularly Charlwood and Horley, is of serious concern. Any increased use of the Crawley Goods Yard and Railhead, especially at night, would also be a significant concern. The impacts associated with construction such as construction noise and dust, construction traffic and general disruption will be significant, particularly during the night period. GAL must therefore engage with local councils and affected communities, including those communities that will experience the impact of construction traffic on local roads, such as Smallfield and Lingfield, on the construction phasing, mitigation and proposed compensation schemes at the earliest possible time. It is also important for GAL to develop a communication plan to keep affected communities informed of what to expect and how local issues/problems that arise during the construction can be discussed and addressed.

2. CLIMATE CHANGE AND CARBON

2.1 GATCOM acknowledges that many of the Committee's member organisations have serious concerns about the significant increase in greenhouse gas emissions and the impacts on climate change arising from the airport's growth plans. GATCOM is also aware that the Government's policy on aviation decarbonisation is still being developed and the outcomes from the Jet Zero consultation awaited. The Jet Zero

consultation has however reaffirmed the Government's view that international connectivity provided by UK aviation is vital to the country's long term economic prosperity, and that growth in aviation is not incompatible with meeting the UK's greenhouse gas reduction targets.

2.2 While there is divergence of views across GATCOM's membership as to whether the emissions forecast by Gatwick are consistent with the government policy (see Annex 2), the Committee is of the view that addressing the climate impacts and measures to achieve low carbon growth must be a priority for GAL. The commitments given in the pre-application consultation document along with details of the key components to be addressed in the draft Carbon and Climate Change Action Plan give some indication of GAL's approach. However, there is a need for interested parties to have an understanding of how airport expansion can be justified in light of national and international carbon reduction targets, particularly the local authorities which have either declared a climate emergency and/or have climate and decarbonisation strategies. It is important that GAL plays its part in helping the local authorities to achieve their climate and decarbonisation targets.

2.3 GATCOM is supportive of GAL's commitment to low-carbon growth but advocates the need to ensure GAL's draft action plan is subject to further discussion and engagement with the local authorities in identifying and setting out measures to reduce emissions over which GAL has direct control as well as how working in partnership with other organisations GAL can influence and help drive forward reductions in Scope 3 emissions (includes those emissions from flights taking off and surface access trips to/from the airport). GATCOM requests that GAL report back to the Committee on the development of the draft action plan which should seek a progressive, material reduction in the total climate impacts (including non-CO2 impacts) from a 2019 baseline. GATCOM wishes to see a reduction trajectory set and a process by which progress can be independently monitored and remedial action taken in the event that reduction targets are not being met. GATCOM also requests that the commitments given in the action plan be included in the new section 106 agreement.

3. SURFACE ACCESS ASSESSMENTS AND COMMITMENTS

3.1 As highlighted in GATCOM's response to the draft airport master plan consultation, the Committee has on-going concerns about the significant congestion (pre-pandemic) on the motorway and strategic road network in the area and on local roads as well as the capacity constraints on the Brighton Main Line to accommodate Gatwick's growth plans.

3.2 While it is noted that, pre-pandemic, almost half of Gatwick's passengers already use sustainable modes of transport to travel to and from the airport, GATCOM remains to be convinced about the road and rail assumptions made to support the Northern Runway proposals.

3.3 It is noted that GAL is using a number of tools to understand the potential effects of the Northern Runway proposals on regional, local and on-airport transport networks but that the work to date suggests that construction and operation is not expected to have significant effects beyond the immediate local highways. This assessment outcome is questioned. The proposed 18,500 extra car parking spaces alone suggests that there will be a proportionate increase in passengers using private vehicles. Any increase in parking should be fully justified in the context of a sustainable surface access strategy.

3.4 The information of wider traffic impacts is not clear with regard to the difference between 2016 and future 'baseline' and 'future with project' conditions. This makes it difficult to understand background traffic growth on the highway network and the specific impact of the proposals on that network.

3.5 In addition, there are Network Rail and National Highways schemes included in the future baseline assessments that are not fully-funded or going through the relevant statutory planning process. The schemes include the Croydon Area Remodelling Scheme (CARS), a strategic rail improvement, and the Lower Thames Crossing (LTC), a strategic highway improvement. Should these schemes not come to fruition, they may impact travel behaviours and adversely affect the achievement of GAL's proposed mode share targets. GATCOM therefore questions whether transport network changes that are not currently fully-funded or going through the statutory planning process, should be removed from the future baseline assessments.

3.6 More information is also needed on how the Gatwick Mode Choice Model has been developed. It is difficult to understand the suggested changes in mode choice by passengers and staff. Based on the information available the suggested mode share targets are considered to be ambitious because although Gatwick has been relatively successful in targets for sustainable transport mode share by passengers, this has not been the case for airport staff. In addition, the behavioural choices by passengers and airport workers are also uncertain following the COVID-19 pandemic, with many people still reluctant to use public transport and the continuation of remote/virtual working and the reduced number of business trips. The predictability of mode share needs further examination to further test the modelling and assessment of the impacts of airport expansion in a range of scenarios, which should include a lower expectation of shift to public transport in line with recent trends.

3.7 The principle of the proposed improvements to the local highway network at the North and South Terminal roundabouts and at the Longbridge roundabout is supported. These schemes will bring improvements to local traffic flows as the airport grows.

3.8 However, there is a need to also address the ever-growing problem of approaching traffic from the surrounding road network in Surrey, West Sussex, East Sussex and Kent. Pre-pandemic, the local road network, including country lanes, was already being commonly used to access the airport with traffic volumes exacerbated when there is disruption and congestion on the M25 and M23. Account also needs to be taken of the site-specific impacts of emerging large development sites in the area; these include Gatwick Green, and Horley Business Park. Due to their proximity, these strategic sites will have a cumulative impact on the transport network. As part of GATCOM's response to the draft Airport Master Plan the A22, A264, A24 and the possibility of a Crawley western link road were highlighted as potential routes needing improvement where possible financial contributions to local authorities towards improvements may be needed.

3.9 GATCOM also continues to believe that more focus needs to be given to improving the east – west links to the airport particularly to bring forward initiatives to serve passengers and staff accessing the airport from areas in Kent by rail and coach. For example, there is a need for GAL to actively support the need to reinstate the rail service to Tonbridge via Redhill and Edenbridge, with a possible link to the existing service between Gatwick and Reading. This would help widen the economic benefits of the airport to Kent.

3.10 GAL is therefore asked to give further consideration to the impacts of airport growth on these particular points in liaison with the local highway authorities and the rail industry.

4. NOISE IMPACTS

4.1 It is noted that the noise modelling has assumed that use of the northern runway would be limited to the period 06:00-23:00 hours, avoiding scheduling flights in the majority of the more sensitive night period. GATCOM also notes that GAL is not seeking to increase permitted numbers of movements and noise quota for the night quota period (23:30-06:00) set by the Department for Transport. GATCOM questions however why GAL is not committed to limiting the use of the northern runway for the full 8 hour night period 23:00 – 0700. Whilst the airline representatives view the period 06:00 to 07:00 as important to maintain the resilience and efficiency of route networks, GATCOM reiterates the comments made in its response to the draft Airport Master Plan requesting that there be no increase in ATMs on the main runway from 2018 levels during the night period 23.00 – 07.00 as well as giving a commitment to not to operate the Northern Runway during the night period 23.00 – 07.00 except when the main runway is non-operational.

Proposed Noise Envelope

4.2 GATCOM welcomes GAL's proposal to introduce a noise envelope to set a limit on noise from future operations at Gatwick and also to set tighter limits as the number of ATMs grows. This is a positive step forward in managing the noise footprint of the airport as it grows and is a concept that GATCOM would like to see taken forward by GAL even if the Northern Runway project is not progressed.

4.3 However, GATCOM is concerned that prior to the launch of the pre-application consultation there had been no engagement with GATCOM, Gatwick's Noise Management Board or local authorities on the development of the noise envelope proposal. This is disappointing given the Civil Aviation Authority (CAA) guidance set out in [CAP 1129](#) states that as a minimum the airport operator should involve other local authorities in the vicinity of, and affected by, the airport and also airline representatives in developing the noise envelope concept. The guidance also requires the setting up of an "envelope design team" to produce a proposal for the noise envelope design including appropriate metrics and respective limit values before consulting on the proposal.

4.4 Whilst it is appreciated that GAL is consulting widely on the proposal as part of the DCO process, it is important that a noise envelope design team is established following the close of the consultation. The envelope design team should consider the feedback received and input to a revised envelope design in light of consultation responses with a view to seeking further engagement on the revised envelope design. GAL should undertake the CAP1129 process and report back to GATCOM regularly on progress with a view to it being implemented irrespective of the outcome of the DCO process. As part of this process, GATCOM also requests that GAL, in liaison with the local authorities and Gatwick's Noise Management Board, develops a process through which the operational aspects, such as how compliance with the limits is monitored and enforced, so that this may be included in the new section 106 agreement. GATCOM believes that the monitoring and enforcement should lie within the Section 106 agreement's monitoring processes in addition to GAL's own internal performance monitoring.

4.5 As regards specific comments on the proposed noise envelope, GATCOM highlights the need for the frequency of overflight to also be taken into account in the noise envelope design. It is the frequency of overflight that is of greatest concern to local communities affected by aircraft noise. GAL's consultation material advises that noise impacts of the Project would largely be the result of increases in noise due to the increased number of flights on the northern runway, rather than new noise impacts over areas previously unaffected. Whilst GATCOM is aware of difficulties in applying noise frequency metrics, GAL should note that at the Heathrow Terminal 5 Public Inquiry the Inspector highlighted that an annual movement limit was needed in addition to a contour cap, as the Leq index on its own was, in his view, insensitive to the number of ATMs. This is why the Heathrow Terminal 5 planning agreement limits the number of air transport movements (ATMs) to 480,000 each year. GATCOM therefore asks that GAL consider the scope of including as part of the noise envelope a frequency metric. This is in addition to any other matters that appear appropriate to the design team for the formulation of the noise envelope.

Departure Noise Limits

4.6 GATCOM supports GAL's proposal to set new departure noise limits to better incentivise good operational practice across all aircraft and not just the noisiest aircraft, to ensure that aircraft are flown in the quietest way possible. It is also noted that this proposal will be taken forward independent of the DCO process given it is an action in the current statutory noise action plan.

4.7 GATCOM welcomes in principle the proposed noise limits but is aware that there may be specific views of other interested parties that will need to be taken into account in finalising the new limits. GATCOM therefore requests that GAL report on the outcome of the consultation responses and its engagement with airlines on this particular proposal and the administration of a revised system to the Gatwick Noise Management Board so that the final detail of the proposal can be discussed and agreed with all stakeholders before its introduction.

Noise Insulation Scheme

4.8 It is noted that areas under the arrivals and departure routes close to Gatwick would experience the full 20% increase in Gatwick flights but that in areas away from the extended runway centrelines this would not be the case. There is a vital need to mitigate the impact of such an increase in noise events for those communities under flight paths that would be exposed to significant levels of noise disturbance. GATCOM welcomes an enhanced noise insulation scheme with its two zones and the scheme for schools. GATCOM also welcomes GAL's commitment to implement the new scheme at the time construction of the Northern Runway Project begins so that properties can be appropriately modified before the reconfigured northern runway becomes operational. The proposal to enable residents who have previously taken up grants under the existing scheme to apply for the new scheme is also supported.

4.9 However, given the expected increase in the number of flights at the airport, it is questioned whether GAL should look to go even further with the enhanced scheme through the use of the N above contours to determine the boundary of the new scheme. The N above contours would better reflect the number of noise events households experience.

Home Owners Assisted Move Scheme

4.10 This proposed scheme is welcomed.

Ground Noise

4.11 All activities associated with the proposal will increase ground noise at the airport. It is noted that GAL proposes to introduce a variety of measures to mitigate the effects of airport ground noise, including the construction of a new noise bund at the western end of the Northern Runway. It is essential that the level of ground noise is robustly monitored and additional measures put in place if ground noise levels are likely to exceed assessed maximum levels.

4.12 Of particular concern is the potential increase in the number of ground runs. Whilst GATCOM acknowledges the vital importance for mandatory safety tasks to be undertaken on aircraft, GATCOM requests that the new Section 106 agreement continues to include an obligation on the number of ground run engine tests that may be undertaken within any rolling six-month period with triggers to require alternative means of managing or mitigating any material impact, including the consideration of a ground run pen.

5. AIR QUALITY

5.1 It is noted that GAL has assessed the extent to which the Project may result in potential impacts, including cumulative effect, upon air quality having full regard to both construction and operational phases of the Project. However, as there was no source apportionment data in the PEIR it was difficult to understand where expected pollution will come from, for example, whether from aircraft, road traffic (airport and non-airport), construction, the proposed CARE facility or wastewater treatment works. Whilst there are expected to be significant falls in pollution from road traffic, pollutant concentrations in the 2029 scenario are likely to be similar to the 2019 position. The lack of source apportionment in the PEIR means there was no way of determining why pollution levels are not expected to fall. It is understood that GAL has recently provided the missing evidence to local authorities. It is important therefore that GAL acknowledges that stakeholders may need more time to assess the new evidence and accepts post consultation comments.

5.2 It is also noted that no information has been provided on specific emission factors to allow quantitative assessment of ultrafine particles. Whilst GATCOM acknowledges there are currently no UK regulation or standards for controlling ultrafine particles, there is growing evidence about the impact of ultrafine particles on human health. GATCOM requests that a qualitative assessment on ultrafine particles is undertaken and included in the Environmental Statement to be submitted as part of the DCO application.

5.3 GATCOM notes that the World Health Organisation (WHO) published revised guidance on ambient air pollution in September 2021, which recommends that annual average nitrogen dioxide concentration should reduce from 40 µg/m³ (which is the current UK and EU standard) to 10 µg/m³. This compares to average nitrogen dioxide concentration of around 27 µg/m³ at sites around the airport. Whilst it is accepted that the Government has not yet revised the national air pollution standards to reflect the new WHO guidelines it is important for GAL to consider the implications of any potential change in the standards in its assessments.

5.4 The continued monitoring of air quality on-airport as well as in areas in the vicinity of the airport is essential as the airport grows. GATCOM therefore requests that GAL continues its commitment to actively monitor air quality in partnership with the local authorities and to put in place a new action plan, funding and reporting arrangements, to also include the active monitoring of ultrafine particles on and in the

vicinity of the airport. GATCOM also requests that such a commitment is included in the new section 106 agreement.

6. REALISING ECONOMIC BENEFITS

6.1 GATCOM recognises the important role of the airport in maintaining a vibrant and growing economy for the Gatwick region and that it is one of the region's major economic generators bringing a wide range of benefits. This is a position that needs to be protected and supported, particularly as the airport recovers from the unprecedented impact of the COVID-19 pandemic on the Gatwick region. However, while some members of GATCOM see the potential national and regional economic benefits of Gatwick's proposals there are other members who do not consider the economic benefits to outweigh the significant negative impacts arising from the scale of growth.

6.2 GATCOM is aware that other organisations have commissioned their own economic research into GAL's assumptions on the economic benefits of and the need for the Northern Runway project, or the need for certain elements of the project, to assist with their own responses to the consultation. It is important that GAL gives full consideration to and takes account of the outcomes of those studies submitted as part of other organisations' responses in advance preparing the DCO application submission.

6.3 Notwithstanding the difference of opinions about need and scope of the project, GATCOM welcomes GAL's commitment to maximise business and economic opportunities through collaboration and contributing to "smart growth". The airport's role in acting as a catalyst to support a buoyant, healthy and green regional economy is supported. The establishment of a centre of excellence in the development and use of green technologies needs to be fully recognised and GAL's commitment to actively support initiatives needs to be fully embraced. GATCOM also welcomes GAL's commitment to develop a package of training, upskilling and apprenticeship opportunities.

6.4 GATCOM also recognises the importance of Gatwick supporting the visitor economy. Pre-pandemic Gatwick's tourism footprint was extensive with many overseas visitors entering the UK through the airport. The pandemic has had a devastating impact on the regional as well as the national visitor economy and it will be many years before the sector recovers to pre-pandemic levels. GATCOM is aware that growth of the visitor economy is a strategic priority for local partners. However, there is concern that there is a lack of reference in the consultation material on the opportunity for growth around international visitor economy and how GAL intends to work with local partners and national sector bodies to assist in supporting tourism jobs, careers and skills development.

6.5 In addition, GAL's approach to procurement should aim to maximise opportunities for local businesses, including SMEs, and to use the airport's purchasing power and influence to reach beyond its own direct needs to also deliver wider economic and social benefit.

6.6 The Outline Employment, Skills and Business Strategy introduces some promising actions including construction training programmes, business engagement and intelligence sharing, and capacity building for SMEs, together with support and obligations via GAL's procurement. However, the document is very light on detail, with most actions missing any clear commitments. GATCOM therefore expects the

Implementation Plan to provide greater detail on initiatives, targets, objectives and implementation processes, which may not be covered in this outline strategy.

6.7 Proactive engagement and investment by GAL to add real value to partner initiatives will be essential to bring about sustainability benefits. A joined-up approach to investment, coordination and shared resources, in collaboration with education providers and other initiatives is needed. GATCOM therefore wishes to see GAL's commitments backed up by legal obligations in the new Section 106 agreement reflecting priorities identified by local authorities, businesses, colleges and HE providers.

7. COMMUNITY FUNDING & SPONSORSHIPS

7.1 GATCOM welcomes GAL's commitment to continue to invest in the community as the airport grows through continued funding and sponsorship so that communities can benefit from the effects of airport growth. The current levels of funding should however be reviewed and uplifted to reflect the increased negative impacts arising from the Northern Runway project as well as the overall growth at the airport. GAL's funding commitments should also continue to be included in the new section 106 agreement.

AGREED BY GATCOM ON 26 NOVEMBER 2021

AREAS WHERE THERE IS A DIVERGENCE OF VIEWS ACROSS GATCOM'S MEMBERSHIP AND WHERE NO CONSENSUS WAS REACHED

In debating the Committee's response to GAL's Northern Runway consultation there were some matters where members had a divergence of views and did not reach a consensus. Those matters were in relation to:

- **The need for expansion:**

Some members believed Gatwick's proposals were not consistent with the requirement in the Airports National Policy Statement for it to demonstrate need for the development that is additional to (or different from) the need which is met by the provision of a Northwest Runway at Heathrow. Whereas some members believed the proposals were consistent with Government policy both in the Aviation Policy Framework (March 2013) and the "Beyond the Horizon – Making best use of existing runways" (June 2018).

GATCOM previously noted during a debate in [April 2021](#), that national aviation policy is supportive 'in principle' of proposals to increase passenger numbers and air traffic movements by making best use of the existing runways at Gatwick provided any proposals are judged by the relevant planning authority, taking careful account of all relevant considerations, particularly economic and environmental impacts and proposed mitigations.

GATCOM has highlighted in its agreed response that it is aware that other organisations have commissioned their own economic research into GAL's assumptions on the economic benefits of and the need for the Northern Runway project to assist with their own responses to the consultation. It is important that GAL gives full consideration to and takes account of the outcomes of those studies in advance preparing the DCO application submission.

- **Surface Access:**

GATCOM's agreed response highlights the Committee's on-going concerns about the capacity of the motorway, road and rail network to accommodate Gatwick's growth plans and remains to be convinced about GAL's road and rail assumptions. GATCOM has questioned the outcomes of GAL's assessments and has called for further assessment. However, there are some members who believe that GATCOM's response does not go far enough and wish to see GAL give a commitment that there would be no increase in the number of people accessing the airport by road. Whereas other members generally support GAL's transport plans and the ambitious sustainable mode share targets for both passengers accessing the airport as well as staff.

In addition to this, there were some GATCOM members who questioned and had doubts about GAL's figures for the number of additional car parking spaces that would be needed to meet demand created by the Northern Runway project.

It is important that GAL fully considers all responses to the consultation, including other organisation's commissioned reports assessing GAL's surface access assumptions and ambitious modal share targets.

- **Climate Change and Carbon:**

GATCOM's agreed response acknowledges that many GATCOM member organisations have serious concerns about the significant increase in greenhouse gas emissions and the impact on climate change arising from Gatwick's growth plans. GATCOM is supportive of GAL's commitment to low-carbon growth and wishes to see a reduction trajectory set and a process by which GAL's progress can be monitored and remedial action taken in the event reduction targets are not being met.

However, there are some GATCOM members that find it hard to see how the very substantial increase in emissions forecast by Gatwick can be consistent with the government's policy that aviation makes a significant and cost-effective contribution towards reducing global emissions. But not all members supported this particular view.

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GATCOM

20 JANUARY 2022

UKACCS ANNUAL MEETING 2021 – KEY POINTS AND OUTCOMES

REPORT BY SECRETARIAT

1. Introduction

1.1 UKACCs held its 2021 Annual Meeting on 18 and 19 November by way of video conference. The meeting was attended by the Chairs and Secretaries from 22 airport consultative committees (ACCs) of the largest airports in the UK. UKACCs welcomed Exeter and Farnborough ACC as new members of UKACCs. A number of representatives from the DfT and CAA also participated in the meeting which was greatly valued by UKACCs.

1.2 Colin Flack, OBE, Chair of Birmingham ACC was elected as Chair of UKACCs for a term of three years.

1.3 All ACCs reported the extremely challenging time for their airports and wider economies as a result of the impact of the pandemic and travel restrictions. UKACCs has had much engagement with the DfT over the past year and had met the Minister for Aviation, Robert Courts MP, to discuss the challenges for airports and the industry in building back better, the key priorities for the Government and the role of ACCs. The Minister's letter to UKACCs ahead of the Annual Meeting is given in the Appendix. This letter, together with the [short film produced by Sustainable Aviation](#) to coincide with the COP 26 transport day, set the scene for the Annual Meeting discussions. ACCs were asked to consider how they could work with their airports on their journey to meet their net zero commitments and targets. Reference was made to the Airport Operators' Association's [Decarbonisation Report](#) which set out the various airports' net zero commitments.

- 1.4 The key points and outcomes from the Annual Meeting are summarised below:
- **Aviation Policy update** – the DfT gave a brief overview of its work on the review of the Aviation Strategy. The government was working with the aviation industry, including on the Global Travel Taskforce and the Jet Zero Council, and were keen to engage with ACCs to enable them to support airports in building back better. At the time of the Annual Meeting, the DfT hoped that the aviation policy framework would be published by the end of 2021. Its publication is awaited.
 - **Review of DfT guidelines for ACCs** - The DfT gave an update on its review work and programme. The objective is to encourage better working between airports and their ACCs, and to ensure airport stakeholders and communities have an effective voice in airport-related matters that affect them. The DfT believe this objective is more important than ever as the aviation industry looks to recovery of the sector. ACCs were advised that the DfT would commence an information gathering exercise to research the diversity between committees, and the network of their relationships and reach, early in 2021. UKACCs had a discussion of current practices of member ACCs and potential new ways of working. It also received an update from the Heathrow ACC representative on the review currently being undertaken by both Heathrow Airport and the Heathrow Community Engagement Board (HCEB) as a result of the impact of COVID and the pause in Heathrow's expansion plans. The HCEB paper "[HCEB – Community engagement](#)

[in major infrastructure projects: rethinking how and why](#)" has been circulated to ACCs for information.

- **Independent Commission for Civil Aviation Noise (ICCAN): transfer of responsibilities** – the DfT explained the Government’s decision to wind down ICCAN and the transfer of responsibilities to the CAA. The CAA then outlined how it proposed to take on the new responsibilities, the review of its Sustainability Strategy, its existing functions in relation to noise control and monitoring, airspace modernisation and research. It also outlined the proposal to establish a new Environmental Sustainability Panel which would not have a community or advocacy role and its remit would be wider than noise.

UKACCs discussed the concerns about the demise of ICAAN presented by GATCOM’s Chair (as agreed at the last meeting of GATCOM). Whilst many other ACC Chairs shared the concerns of GATCOM about the demise of ICCAN there was no consensus as to whether ICCAN had added value to the work of their airport or ACC. There were however a number of issues that UKACCs collectively agreed should be addressed by the DfT and CAA. The principal concern related to independence and the ability of the CAA to take on the proposed dual role. Building trust and credibility was important but ACCs found it difficult to see how the CAA can be both the regulator responsible for the airspace change and modernisation processes and also provide independent oversight. UKACCs has subsequently followed up discussions with CAA. UKACCs also endorsed the ICCAN Commissioners’ priorities to be taken forward (set out in their letter of 30 September to the Minister for Aviation).

- **Our Future Skies – modernising the UK’s infrastructure in the sky** – there were two presentations:
 - By Mark Swan, Head of Airspace Change Organising Group (ACOG) on the development of the [Airspace Change Masterplan](#) and opportunities for engagement. UKACCs was interested in ACOG’s role in helping to resolve conflict between airports’ airspace change proposals where there was an overlap of airspace use and the need for a transparent framework for benefits and trade-offs to show how the conflict resolution would be managed.
 - By Stuart Lindsey, Head of Airspace Modernisation Strategy & Policy Group, CAA, on the review of the UK Airspace Modernisation Strategy. The [consultation](#) on the draft reviewed Strategy was launched on 10 January.
- **Accessible travel** – the CAA presented an update on its accessible travel work, the impact of COVID, and monitoring of service standards. The results of the accessibility monitoring in 2019/20 were the best since the framework was introduced in 2015 and the CAA were pleased with the way in which it had driven improvements by airports. As a result of COVID, the next Annual Report would be published in Summer 2023, with rolling accessibility audits being undertaken from April 2022. Gatwick was rated as “Good” in the 2019/2020 monitoring report. GATCOM PAG has been advised of the CAA’s work and monitoring report outcomes.

PAULA STREET
GATCOM Secretariat



Department
for Transport

Colin Flack OBE
Chair, UKACCs

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Appendix

From the Parliamentary
Under Secretary of State
Robert Courts MP

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9 November 2021

Dear Colin,

UKACC Annual Meeting Invite

Thank you for your letter of 19 October inviting me to speak at UKACC's annual meeting. Unfortunately, on this occasion I am unable to attend due to diary commitments.

Since we met earlier in the year, it has been an incredibly tough and frustrating time for airports in the face of unprecedented difficulties. Please pass on my thanks and gratitude both to the team at UKACC and to your members for their work over the last year in helping the industry get through the worst crisis to hit the sector in its history.

Covid is far from over - but recent relaxations of travel restrictions including the return of cross-Atlantic travel are clear signs that we are well on the way to recovery. As you are aware, government is starting to look forward by developing a strategic framework for the sector which will focus on building back better and ensuring a successful UK aviation sector for the future. We expect to publish this by the end of the year.

Additionally, our recent Jet Zero consultation considered the environmental challenges we face as set out our vision for the aviation sector to reach net zero by 2050. The consultation outcomes are set to be published in early 2022, when the real work to becoming net zero will begin.

The role of Airport Consultative Committees has never been more key to aid airports in building back better, and I am keen to see how they rise to this challenge in a way that maximise the benefits for their communities and local economies. I would encourage your members to continue to work closely with airports, to use their expertise to challenge industry's ambitions in recovery and to best represent their communities and airport users in these key decisions that affect them.

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Appendix

I understand that UKACC have continued to build the close relationship with the department and are working closely with my officials on how Airport Consultative Committees can be supported in the future. I look forward to hearing more about this work as it evolves, and I wish you all the best with your annual meeting.

Yours sincerely,

A handwritten signature in blue ink that reads "Robert Courts". The signature is written in a cursive, flowing style.

ROBERT COURTS MP

MINISTER FOR AVIATION, MARITIME AND SECURITY