

# Public Document Pack

**Tony Kershaw**  
**Honorary Secretary**

County Hall  
Chichester  
West Sussex  
PO19 1RQ

Telephone 033 022 22543

Website: [www.gatcom.org.uk](http://www.gatcom.org.uk)

If calling ask for  
Mrs. Paula Street

e-mail: [secretary@gatcom.org.uk](mailto:secretary@gatcom.org.uk)



21 April 2022

## **Gatwick Airport Consultative Committee**

A virtual meeting of GATCOM will be held commencing at **2.00 pm** on **Thursday, 28 April 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](http://www.gatcom.org.uk) as soon as possible after the meeting.

A limited number of places are available for members of the public to observe the virtual meeting on a first come, first serve basis. To register your interest to observe the meeting please contact the GATCOM Secretariat by no later than close of business on 26 April 2022, email [secretary@gatcom.org.uk](mailto:secretary@gatcom.org.uk).

## **Agenda**

- 2.00 pm      1.      **Apologies for Absence**
2.      **Development Consent Order (DCO) - Pre-application Process and Engagement Opportunities** (Verbal Report)
- Kay Sully, Operations Lead, Planning Inspectorate, to give an overview of the next steps in the DCO process and opportunities for interested parties to engage in the process leading up to application submission.
- 2.20 pm      3.      **Minutes of the last meeting** (Pages 5 - 14)
- To confirm the minutes of the meeting of GATCOM held on 20 January 2022.
4.      **Reports from Sub-Group and Other Meetings**
- To discuss the key messages and recommendations arising from the meetings of:

- (a) **GATCOM Steering Group** - 7 April 2022 - report by Chairman (Pages 15 - 20)
- (b) **Passenger Advisory Group (PAG)** - 31 March 2022 - Report by PAG Chair (Pages 21 - 24)
- (c) **GAL's Noise and Track Monitoring Advisory Group (NATMAG)** - 3 February 2022 - Report by GATCOM's Lead Member for Noise (Pages 25 - 28)
- (d) **Noise Management Board (NMB)** - Report by Chair of NEX (Pages 29 - 32)

### **AIRPORT PERFORMANCE AND DEVELOPMENTS**

- 2.35 pm 5. **Chief Executive Officer's Quarterly Report** (Pages 33 - 44)
- Stewart Wingate, Chief Executive Officer, GAL to give an overview of his quarterly report.
6. **South Terminal Re-Opening and Outlook** (Verbal Report)
- Pete Coombes, Senior Passenger Operations Manager, GAL to give an overview of the airport's recovery from the impact of the pandemic, the re-opening of the South Terminal and the outlook for summer 2022 and beyond.
- 3.05 pm 7. **Runway Resurfacing Project** (Verbal Report)
- Graham Alder, Head of Aerodrome, GAL to give an overview of the runway resurfacing project and GAL's communication plan and engagement with communities.
- 3.20 pm 8. **Northern Runway Project - Update**
- (a) To discuss the Secretariat's report giving an update on matters raised by GATCOM Members (Pages 45 - 56)
  - (b) Tim Norwood, Director of Corporate Affairs, Planning and Sustainability, GAL to provide an update on preparing the DCO application, further engagement and timeline for next steps. (Verbal Report)

### **SURFACE ACCESS**

- 3.50 pm 9. **Rail Services Update** (Verbal Report)
- GoVia Thameslink Railways to present an overview of the recovery from the impact from the pandemic and the implications for rail services to and from Gatwick and key challenges.

## INTERNAL MATTERS

- 4.30 pm 10. **GATCOM's Indicative Work Programme 2022-23** (Pages 57 - 62)

To agree GATCOM's indicative work programme for 2022-23.

11. **Appointment of Member to Serve on NATMAG** (Verbal Report)

A vacancy has arisen in respect of one of the seats held by GATCOM on GAL's Noise and Track Monitoring Advisory Group (NATMAG). The Secretariat has sought nominations from GATCOM's local authority and environmental interest members. Nominations received will be reported at the meeting. GATCOM is asked to appoint a member for the remainder of the current appointment term until July 2023.

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

- a) To note the next meetings of GATCOM and its sub-groups are scheduled to take place as follows:

Passenger Advisory Group – Friday 10 June 2022 at 1:30pm.

GATCOM Steering Group - Thursday 30 June 2022 at 10:00am.

GATCOM – Thursday 21 July 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 12 May 2022 at 10:00am.

- c) To note the next meeting of the Noise Management Executive Board is scheduled to take place on Wednesday 13 July 2022.

**Anticipated finish time of meeting: 4.45pm.**

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

This page is intentionally left blank

**Minutes of the virtual meeting of the Gatwick Airport Consultative Committee (GATCOM) held on 20 January 2022 by videoconference.**

Meeting held with pre-booked public attendance of 7 persons to observe proceedings.

<b>Present:</b>	Tom Crowley (Chairman)
Jeff Alexander	Gatwick Diamond Business
Cllr. Richard Biggs	Reigate and Banstead Borough Council
Cllr. David Brazier	Kent County Council
Ana Christie	Sussex Chamber of Commerce (attended part)
Nick Darwin (substitute)	Coast to Capital LEP
Cllr. Matt Furniss	Surrey County Council
Cllr. Mike George	Horley Town Council
Cllr. Stephen Hillier	Mid Sussex District Council
Angie Hills	ABTA
Cllr. Rosemary Hobbs (substitute)	Mole Valley District Council
Alan Jones	Burstow Parish Council
Stephen Jones	London Chamber of Commerce and Industry
Chris Larkman	Which? representative
Cllr. Liz Kitchen	Horsham District Council
Rory Lillington (substitute)	Airlines UK
Cllr. Liz Lockwood	Tandridge District Council
Hugh McConnellogue	Gatwick Airline Operators Committee (AOC)
Warren Morgan (Substitute)	Gatwick Noise Management Board – Chair, Community Forum
Cllr. Atif Nawaz	Crawley Borough Council
Cllr. Penny Shoubridge (substitute)	Charlwood Parish Council
Cllr. Rupert Simmons	East Sussex County Council
Colin Stewart	BAR UK
Richard Streatfield	Environmental and Amenity Groups
Cllr. Steve Waight	West Sussex County Council
Samantha Williams	Chair, Passenger Advisory Group

<b>Also in attendance:</b>	
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
Richard Lennard	Economic Partnerships Manager, GAL
Goran Jovanovic	Airspace Office, GAL
Wojciech Witkowski	Airspace Office, GAL
Lochlann Allison	Airspace Office, GAL
Tim May	DfT
Robin Clarke	NATS
Cheryl Monk	ACOG
Stuart Lindsey	CAA

Chris Barnes	Trax Int
Nic Stevenson	CAA
Suzannah Hill	GATCOM Secretariat
Paula Street	GATCOM Secretariat

**Apologies for absence were received from:**

73. Chris Carter (Airlines UK): Cllr. Helyn Clack (Surrey County Council); Jonathan Drew (Gatwick Noise Management Executive Board); Cllr. Carolyn Evans (Charlwood Parish Council); Cllr. Malcolm Fillmore (Rusper Parish Council); Cllr. Margot McArthur (Kent County Council); Cllr. Caroline Salmon (Mole Valley District Council); and Matt Wragg (Coast to Capital Local Economic Partnership).

**Minutes of the last meeting**

74. Resolved:

- a) That the minutes of the meeting of GATCOM held on 14 October 2021 be approved and signed by the Chairman; and
- b) That the minutes of the Special Meeting of GATCOM held on 26 November 2021 be approved and signed by the Chairman.

75. The Environmental and Amenity Groups' representative highlighted that at the Special Meeting of GATCOM he had reserved judgement on the response agreed by GATCOM on GAL's Northern Runway pre-application consultation until community groups had seen the amended response. He reported that community groups which were members of Gatwick Area Conservation Campaign (GACC) could not support GATCOM's submitted response.

**Reports from Sub-Group and Other Meetings**

76. 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

77. The Chairman of GATCOM introduced his report and highlighted key points, including the DfT's information gathering survey of Airport Consultative Committees (ACCs) and the recommendation of the Steering Group that a GATCOM Away Day should be arranged to take place later in the year. Reference was also made to the update to the existing Section 106 which expired at the end of December 2021. GAL confirmed that discussions with Crawley Borough Council and West Sussex County Council were on-going and GAL hoped to agree a finalised form of wording of the agreement in the next few weeks. In the meantime, GAL confirmed that it was continuing to progress commitments from the expired agreement.

78. It was agreed that:

- 1) an Away Day for all GATCOM members/support officers would be arranged to take place later in the year to review GATCOM's membership and future ways of working.
- 2) the GATCOM Steering Group would consider a draft of GATCOM's Indicative Work Programme 2022/23 at its next meeting.

Passenger Advisory Group (PAG) – Chair’s Report

79. The Chair of PAG introduced her report and highlighted key points. It was noted that:

- 1) GAL was seeking PAG’s views on the plans to refurbish the North Terminal International Departure Lounge.
- 2) PAG had raised concerns about the consistency of signage at the airport and was seeking to input to GAL’s review of wayfinding.
- 3) PAG had been active in its engagement with GAL as the ‘critical friend’ over the past quarter in its role as advocate on behalf of passengers
- 4) PAG was monitoring surface access to the airport.

80. Reference was made to the current reduced rail service timetable, particularly in respect of the Gatwick Express, as a result of the pandemic and it was questioned when services would be reintroduced. It was agreed that the train operator, GTR would be invited to the next meeting of GATCOM.

Noise and Track Monitoring Advisory Group (NATMAG) Summary Report

81. GATCOM’s Lead Member for Noise introduced his report and highlighted the key points. GATCOM noted NATMAG’s activities over the quarter and the key messages as follows:

- 1) The Airspace Office had continued to engage with airlines through their airline engagement programme using the Airline Noise Performance Table as a performance-based guide to target airlines. NATMAG members had been referred to the table on page 6 of the Airspace Office quarterly report.
- 2) The KENET route availability change was presented by NATS to NATMAG, and its members found it useful to understand the seasonal change in route usage to make it more efficient and provide environmental benefits.
- 3) Updated information on Route 4 was to be published on GAL’s webpage.
- 4) The NMB/GAL joint Airspace and Noise Annual Public Meeting had taken place on 02 December 2021.
- 5) The invitation to the Gatwick Noise Envelope virtual briefing on 18 November 2021 had been extended to GATCOM and NATMAG members.

82. GATCOM’s Lead Member for Noise had also participated in GAL’s FASI-South stakeholder engagement briefing in December and the DfT’s discussion group on the review of the night flights policy. One area of common concern across all stakeholder groups was the need for the Government to address land use planning and noise management with calls for greater guidance (similar to the advice given in the extant Planning Policy Guidance Note on Planning and Noise (PPG24)).

83. GATCOM noted all the key messages.

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

84. The Chair of NMB Community Forum introduced the report on behalf of the NEX Chair (copy attached to the signed minutes) and highlighted the key points:

- 1) In view of concerns of the NMB’s community members about the need for further engagement and transparency in the proposed noise envelope design as part of the Northern Runway DCO application, the NMB Co-Chairs had recommended that the GATCOM Chair should write to GAL to arrange a meeting between the GATCOM Chairman and the Chair of the NMB Executive Group to

## Agenda Item 3

seek assurances on a transparent and appropriately inclusive process in evolving the design of the proposed noise envelope.

- 2) The NMB Co-Chairs were engaging with GAL and Gatwick's airlines to explore what more could be done on the potential to seek further voluntary measures to reduce the negative impacts of night flights.
- 3) NMB-led studies into the fair and equitable distribution (FED) and the arrivals minimum joining point at night were on track to report findings early this year; and work was underway on how to identify a proposal for local planning authorities on the consideration of aviation noise in land use planning continues.

85. It was agreed that the GATCOM Chairman should write to GAL to seek a meeting between GAL, the NMB NEX Chair and the GATCOM Chairman to seek assurances on the need for an inclusive and transparent process in evolving the noise envelope design ahead of GAL's DCO application submission.

86. GATCOM noted that the CAA had recently published the low noise arrival metric (CAP2302), to measure the efficiency of aircraft arrival performance. GAL will now work with Sustainable Aviation as to how to deploy the metric to improve noise disturbance nationally.

87. There were no matters that GATCOM wished to refer to the NMB for further consideration.

### **AIRSPACE MODERNISATION**

88. GATCOM received three presentations giving an overview of airspace modernisation and how Gatwick's FASI-South project fitted into the overall UK Strategy and Masterplan for delivering the modernisation programme across the South of England (copy of presentation slides attached to the signed minutes).

#### Airspace Change Masterplan

89. Cheryl Monk, Head of Communications for the [Airspace Change Organising Group \(ACOG\)](#) Airspace Change Organising Group (ACOG) gave an overview of the [Airspace Change Masterplan](#) development, timeline and opportunities for engagement. The key points noted were:

- 1) airports were responsible for modernising their route network up to 7000ft and NATS for everything above this. ACOG would work with airports and NATS to ensure the programme was coordinated. There were 21 airports across the UK involved in the programme.
- 2) The Airspace Change Masterplan was a high-level coordinated implementation plan that identified which individual, but interdependent, airspace design changes needed to be developed, and by when, to deliver the range of benefits that modernisation would bring.
- 3) The Plan would describe the potential conflicts, trade-offs and interdependencies between the proposals and the concepts/solutions available to resolve them.
- 4) The second iteration of the Masterplan, focused on interdependencies and trade-offs, was submitted to CAA in December 2021. The third iteration of the Masterplan was to be produced later in 2022 and would involve a public engagement exercise. It would include a description of the proposed airspace structure and route network envisaged by the interdependent airspace change proposals when viewed as a collective. It would not include the detailed designs of all the routes.
- 5) ACOG will be working with airports on developing guidance on how consultations were to be co-ordinated between those airports where there was shared airspace to help ensure consistency in terminology and materials to be used to ensure communities had a clear understanding of what was being proposed.

- 6) It was emphasised that ACOG had no executive powers in the airspace change process and that it was the airports which were responsible for conducting the consultation on their proposed route design options. It would ultimately be the CAA which would decide on whether an airspace change proposal could go ahead.
- 7) The final version of the Masterplan was due to be produced in 2024.

90. Stuart Lindsey, Head of Airspace Modernisation CAA gave an overview of the [CAA - Airspace Modernisation Strategy \(AMS\) Review](#). The key points noted were:

- 1) The Government required the CAA to have an AMS. Progress on delivering the AMS was [reported annually](#). The FASI initiative was included in the current AMS and was driving ACOG's development of the Airspace Masterplan. The CAA was currently consulting on a draft refreshed AMS to 2040. The draft refreshed strategy placed the integration of all airspace users at the core of the strategy, including accommodating new users such as drones, advanced air mobility and spacecraft. The closing date for [comments on the draft strategy](#) was 04 April 2022.
- 2) The direction of the CAA's review had taken account of the views expressed at the CAA's various Stakeholder Engagement & Requirements Gathering Sessions held over the past year which involved a wide range of stakeholders including representatives from the aviation industry, Strategic Aviation Special Interest Group of local authorities (SASIG), the national body for airport consultative committees (UKACCs), community noise campaign groups and ICCAN (before its demise).
- 3) The aim was for a simpler airspace design and supporting regulations which introduced sustainability (a key request of ACCs and community groups), as an overarching principle to be applied through all modernisation activities, including better managing noise, air quality and helping achieve government commitments to net zero emissions.
- 4) The draft strategy document was divided into three parts, plus a governance annex. Part 1 Strategy and Enablers explained the strategy's objectives and a high-level overview of what would enable those objectives to be fulfilled. Part 2, Delivery elements explained the different 'elements' that made up delivery of the strategy. Part 3, Deployment was currently being developed. Consultation on this part was to be published at a later stage when the CAA's consultation on Parts 1 and 2 of the AMS had closed and responses considered.

91. GATCOM members were encouraged to respond to the CAA's consultation.

92. Andy Sinclair, Head of Noise and Airspace Strategy at GAL, gave an overview of GAL's [FASI-South Project](#) and stakeholder engagement to date and linkages to the CAA's AMS and ACOG's Airspace Masterplan. Key points to note were:

- 1) GAL had completed Stage 1 of the CAA's airspace change process set out in CAP1616, during which the design principles for the FASI-South project were agreed. GAL had re-started Stage 2a of the process. The methodology to be used to develop a comprehensive list of options had been subject to engagement with a range of stakeholders in September 2021 with an update and further feedback sought in December 2021. The focus of Stage 2a was on developing options that address objective/s identified in Stage 1 and which align with the defined design principles.
- 2) GAL was at the very early stage of options development and in this respect was working in isolation with no interactions with other airports at this stage.
- 3) ACOG's Masterplan was important as it would frame the development of the comprehensive list of options. Following engagement, the options would be finalised and evaluated against the design principles agreed at Stage 1 to

## Agenda Item 3

narrow down the comprehensive list into a shorter list of sets of route options.

- 4) Engagement was to continue and a series of workshops were to be held in February to share the comprehensive list of options and to seek views on the short list of options and in particular anything that may have been missed in the development and consideration of options.
- 5) A stakeholder group of around 120 different groups had been identified at Stage 1 and all invited to be involved from the initial stages of engagement. However, following feedback at Stage 1 about the absence of engagement with parish councils, and with a short list of options to help identify relevant parishes, GAL was planning to expand the stakeholder engagement list to include potentially affected parish councils at the initial options appraisal stage, likely around mid-2022. Such an approach is above and beyond the required engagement set out in the CAA's CAP1616 process but was considered proportionate given the nature of the change.
- 6) GAL was applying to the CAA to delay the Stage 2a assessment Gateway from July 2022 which would give GAL more time to undertake a thorough and wider engagement process. This would not impact on the parallel work being undertaken by other airports whose routes overfly in the vicinity of Gatwick.
- 7) Research studies commissioned by the NMB on FED and the ILS minimum joining point at night were progressing well and would feed into the FASI-South project.

### 93. GATCOM members raised the following points:

- 1) Community noise campaign groups were concerned that GAL's FASI-South project was being designed with future expansion and increased capacity in mind. Although there was a Post Implementation Review process there was no mechanism available for the Government or the CAA to ensure that the benefits expected from airspace modernisation in terms of noise and emissions reductions to benefit communities were being achieved once the new routes/changes had been implemented. There was also no recourse for communities to seek change if the expected outcomes were not achieved. It was felt important for GATCOM to address these points.
- 2) The list of stakeholders involved to date should be shared. GAL confirmed that all the information on engagement and work to date was available on the [CAA's airspace change portal](#).
- 3) Concern was raised on ensuring that changes to the way airspace and routes were used in the future did not increase the frequency of overflight, lower flight altitudes and/or exacerbate the noise impact for communities under flight paths.
- 4) The importance of ensuring that GAL's consultation with communities was aligned with Heathrow's airspace change timeline so that communities had a clear understanding of potential cumulative effects of airspace changes and the interaction of routes serving both airports. There was a request for Heathrow and Gatwick to engage with affected communities at the same time. The importance of ACOG's Masterplan in coordinating the approach to consultation was reiterated.

94. GATCOM noted that its overarching role in the airspace process was to help raise awareness of the process and how communities/interested parties could engage in the process and where to access information. Members were encouraged to help raise awareness of GAL'S FASI-South project amongst their wider communities.

**ICCAN: TRANSFER OF FUNCTIONS TO THE CIVIL AVIATION AUTHORITY (CAA)**

95. GATCOM received an update from Nic Stevenson, Head of Strategy at the CAA on the practicalities of taking on its new functions. Members were alerted to CAA's letter at item 5 of the agenda pack (copy appended to the signed minutes). Members were reminded that of the concerns raised by the GATCOM Steering Group at its meeting on 07 January 2022 about the demise of ICCAN and the transfer of the majority of its functions to the CAA.

96. The CAA confirmed the following points:

- 1) The CAA already performed a number of different roles in relation to the environmental impact of aviation – its regulatory functions included airspace modernisation and the airspace change process; its commercial functions (noise modelling and monitoring for a range of clients included Government and airports); and its advice functions, which was where the new functions from ICCAN would sit.
- 2) The CAA was creating a Sustainability Team within its Strategy Department reflecting the CAA's and Government's perspective that aviation's environmental impact was a holistic systems issue. The new Team would look at cross cutting impacts.
- 3) The new functions included research into the effects of noise, best practice guidance and the provision of transparent information. The CAA was also taking on ICCAN's commitment to refresh the survey of noise attitudes. Discussions continued with the DfT on the other specific ICCAN initiatives/work to be taken forward by the CAA.
- 4) An Environmental Sustainability Panel would be established to advise the CAA, similar to the CAA's Consumer Panel. It would provide the CAA with expert advice and with technical support, to ensure sustainability and environmental interests were taken fully into account in the CAA's work. It was noted that aviation's environmental impact was complicated, deep and multi-faceted.
- 5) The new Panel's independence was paramount to its success but it would not publicly campaign nor would it deal with individual complaints from the public, represent or correspond directly with air travellers, industry or community groups.
- 6) Recruitment of staff, the Panel members and its Chair had begun. An external recruitment agency had been appointed to lead the recruitment process for the Panel members. The agency had already engaged with a number of stakeholders including some environmental/community groups, UKACCs and the DfT on the types of skills, competencies and capabilities required of Panel members and the Chairman.
- 7) The new team, functions and Panel are to be in place by 01 April 2022.

97. GATCOM members raised the following points:

- 1) Concern remained about how the CAA could be both a regulator and give independent oversight to environmental and sustainability issues, including how the CAA's work would give communities greater confidence in the same way as ICCAN. The CAA gave reassurance that its work would focus on national and overarching strategic issues but it would look to continue with local engagement where needed through existing fora and other sessions.
- 2) Land use planning and noise management were highlighted as an area that the Government and the CAA needed to address. The CAA was aware of this issue but also confirmed that it would not be involved with local planning decisions.

## CHIEF EXECUTIVE OFFICER'S REPORT

98. GATCOM received a report from Stewart Wingate, Chief Executive Officer, GAL which gave an overview of 2021 recovery operations and the forecast throughput for 2022. The key points to note included:

- 1) **Traffic** – airport handled around 1 million passengers a month in the last quarter. GAL expect to handle over 1 million passengers per month from March 2022.
- 2) **New airlines and services** –operations had started or were planning to start, such as British Airways, Wizz Air, JetBlue, Jet2 and Scoot.
- 3) **Easyjet** – planned to operate a fleet of around 80 aircraft in the peak summer months in 2022 which was more aircraft than easyJet operated in 2019.
- 4) **Slot Waiver** - the outcome of the Government's slot waiver consultation which included a proposal for 70/30 rule was awaited. This was an important decision for GAL in understanding how traffic would recover. GAL had submitted a response requesting the reinstatement of the 80/20 rule. The pace of Gatwick's recovery would depend on the outcome of the consultation and would also assist in planning the timing of reopening the South Terminal, the earliest possible date was the start of the summer season – 27 March 2022, and the recruitment of staff.
- 5) **New Jobs** - It was estimated that around 5000 new jobs would be created across the airport's operation in the first half of the year with the re-opening of the South Terminal. Recruitment would be focussed on the local catchment area.
- 6) **Ghost flights** – GAL confirmed that there had been no empty flights operating from Gatwick to enable an airline to retain a slot.
- 7) **Runway Resurfacing** – GAL had decided to resurface the main runway and had been through a full tender process for a contractor to undertake the work which was due to commence in April.
- 8) **Carbon Emissions Reporting** – GAL clarified that it reported on its carbon emissions each year in the Decade of Change Annual Progress Report. In respect of Scope 3 emissions (those emissions outside the direct control of GAL), GAL confirmed it reported on the aircraft emissions in the landing and take-off phase (c3,000ft). Above 3000ft, airlines report on those emissions.

## NORTHERN RUNWAY DEVELOPMENT CONSENT ORDER (DCO) – NEXT STEPS

99. GATCOM received a report from Tim Norwood, Director of Corporate Affairs, Planning and Sustainability, GAL on the close of the pre-application consultation and next steps concerning the DCO process. Key points included:

- 1) The DCO pre-application consultation on the Northern Runway Project closed on 01 December. Several thousand responses had been received. GAL was now in the process of analysing feedback in detail.
- 2) All comments would be individually coded by a specialist coding house. It would take several months for GAL to consider all the comments before starting the process of finalising the environmental statement and the submission to the Planning Inspectorate towards the end of 2022.
- 3) GAL emphasised that this was the very start of the process and there would be opportunities for people to have a further say on the proposals as part of the examination process. People would need to register as an interested party with the Planning Inspectorate at the appropriate time to make their views known.

**ANNUAL MEETING OF UKACCS**

100. GATCOM noted the Secretariat's report summarising the key messages and outcomes from annual meeting of UKACCS held on 18/19 November 2021 which the Chairman and the Secretariat had attended (copy attached to the signed minutes).

**DATE OF NEXT MEETING**

101. The next meeting of GATCOM would take place on Thursday 28 April 2022 at 2.00 p.m.

Chairman

The meeting concluded at 4.50pm.

This page is intentionally left blank

## **GATCOM**

**28 APRIL 2022**

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

#### **REPORT BY CHAIRMAN**

This paper summarises the matters considered by the GATCOM Steering Group at its meeting on 7 April 2022.

#### **1. CAA'S NEW NOISE ADVISORY FUNCTIONS**

1.1 The CAA addressed the last meeting of GATCOM to outline the work and approach being taken to transfer the majority of ICCAN's responsibilities to the CAA. On 1 April, the CAA announced its new noise advisory functions, the DfT's funding arrangement and deliverables for 2022/23. The new advisory functions are to be funded by the DfT on an annual basis. The details of the funding arrangement and deliverables for 22/23 are set out in the [DfT's letter to the CAA](#) .

1.2 The DfT has set out expectations of what the CAA's work programme should include. There are a range of important workstreams included in the [CAA's indicative Sustainability Work Plan for 2022/23](#).

#### **2. BUSINESS & OPERATIONS UPDATE**

2.1 GAL provided an update on traffic levels at the airport over the last quarter. In 2021 the airport continued to be significantly impacted by travel restrictions and handled only 6.3 million passengers, 40% less than traffic in 2020 (10.6 million passengers) and significantly lower than 2019 traffic levels (46.6 million passengers).

2.2 There is now real evidence of recovery and in March 2022, GAL handled 1.7 million passengers and is expecting to handle over 2 million passengers in April. GAL has emphasised that it is difficult to forecast short term traffic levels at the moment for a whole host of reasons and although there have been strong bookings, new routes and a busy Easter period, high fuel prices, the war in Ukraine, the prevalence of Covid and continuing restrictions in some countries, this is having an impact. GAL is expecting 2022 to see a continued recovery handling around 30 million passengers by the end of the year which is 65% of 2019 levels, and increasing in 2023 to around 40 million (85-86% on 2019 levels).

2.3 GAL successfully re-opened the South Terminal, moving airlines across from North Terminal over three days on 27 -29 March. This involved careful logistical management across the whole airport community including commissioning and testing of all equipment, all check-in desks, baggage systems and back of house systems, as well as maintenance and cleaning of the terminal which had not been in operation for nearly two years. GAL was pleased to report that the first week of operations had gone very well. The re-opening attracted a high level of press interest with over 800 articles, and 80 TV appearances/interviews, high social media activity and the use of YouTube. GAL also took steps to proactively alert the local community about the increased level of activity.

2.4 A massive recruitment drive is still ongoing for GAL as well as all its business partners. Almost 4000 roles have been created across the airport community and through the supply chain, retail, airlines and associated businesses which have been a welcome boost for local communities taking advantage of job opportunities. The Steering

## Agenda Item 4a

Group discussed the recent media reports about the challenges for airports and aviation in recruitment. It was acknowledged that it was generally a difficult labour market at present but GAL is confident that demand for jobs at Gatwick is high with many applications being received. The challenge is the length of time taken to get persons security cleared and trained. The airlines reported on the wider problem of recruiting to ground handling roles which is being experienced not only in the UK but also across Europe and the US where the industry is competing for the same resource. GATCOM's Passenger Advisory Group (PAG) has concerns about staffing levels and the recruitment challenge, and the continuing impact of COVID on staffing levels (see the report of the PAG Chair at item4(b)).

2.5 As regards the local labour market, the business community reported that their experience is there has been a rapid bounce back in employment numbers, particularly in the Crawley area. This is an indication that aviation and the airport plays an important role in supporting a diverse and resilient economy enabling it to harness opportunities and bouncing back rapidly. Recruitment challenges are a concern to larger businesses in the region mainly because many people have taken themselves out of the employment market during the pandemic. Businesses hope to encourage them back as experienced in previous economic shocks.

2.6 The Steering Group also had an update on breadth and range of routes on offer for businesses and passengers. More details are given in the CEO report at item 5.

### **Runway resurfacing project**

2.7 GATCOM members were provided with GAL's [briefing paper](#) on the runway resurfacing project on 31 March 2022.

2.8 The runway is resurfaced approximately every 10 years and is a tried and tested process. The main runway was last resurfaced in 2012. Works are due to start on 19 April and, depending on weather, will be completed by mid July ready for the peak summer period. During the time of resurfacing work, operations will switch to the northern runway. The majority of work will take place overnight between 9.00pm and 5.30am Sunday to Thursday dependant on the weather. This minimises the impact to airport operations. A decision will be taken every day whether the works can go ahead each evening. Each night GAL aims to complete about 100 metres of resurfacing which will involve about 70 vehicles.

2.9 GAL is communicating with local communities and will use its "In-Touch" newsletter as well as individual letters to local householders which has been prepared in liaison with Crawley Borough Council. GAL will report on the project at the meeting.

## **3. NORTHERN RUNWAY PROJECT**

3.1 GAL gave an overview of the feedback received to the Northern Runway pre-application consultation. Around 6,500 responses were received from a wide range of stakeholders, interested parties and local people commenting on all aspects of the proposed scheme. Some responses had requested more information on specific aspects of the scheme.

3.2 GAL is analysing all feedback received with each comment being individually coded with codes relating to a particular response and then with comments being grouped into themes. GAL will consider how the comments can be taken into account and used to develop the project further. The comments received and further work needed will help GAL to finalise the Environmental Statement and will inform the Report of Consultation that is required to be submitted with the DCO application.

### 3.3 GAL's work is currently focused on:

- Working with National Highways on addressing concerns about the North Terminal junction alterations. A new concept design is being developed for that junction which will be discussed and agreed with National Highways.
- Provision of car parking and is progressing the Car Parking Strategy.
- Associated demand for new and additional offices and hotels
- Working with the Environment Agency examining potential flood risk and water storage.
- Proposed Noise Envelope Concept. Following a useful discussion with the Chairs of GATCOM and the NEX, GAL has decided to use the Noise Management Board as basis for the mechanism for continuing to engage on the concept of the noise envelope proposed as part of Gatwick's Northern Runway Project consultation. Details will be worked up over the coming weeks and will be shared once the engagement process has been developed.
- New requirements under the Environment Act to achieve Biodiversity Net Gain.

3.4 GAL intends to undertake a targeted and focused statutory consultation on the proposed changes to the highways junction design during the summer using the same consultation approach as the main pre-application consultation. GAL will also use the opportunity to provide an overall project update covering GAL's recent work.

3.5 The Steering Group welcomed the further engagement on the proposed noise envelope concept and that GAL had listened and taken into account the views of GATCOM, NMB and other interested parties. The Chair of NEX was mindful of the timing of when that engagement needed to take place prior to GAL's submission of the DCO application. Taking on this workstream will mean that the NMB's current priorities in the short term would need to be refocused. The proposed noise envelope is an important concept for Gatwick and the surrounding communities and needs a commitment from all parties to devote time to develop a workable proposal using appropriate metrics, and criteria for performance monitoring and review process, that all can agree. It was also important that the further engagement process will fit with the local authorities' engagement and topic working groups. GAL will work up the engagement plan over the next few weeks and highlighted the importance of an open and transparent process for all other parties who have commented on the noise envelope proposal, including the Gatwick airlines.

3.6 The main concern of some local authorities was the need for further information from GAL on certain elements of the project to enable them to respond more substantively as the project evolves.

3.7 The environmental and amenity groups' concern about GAL's preliminary economic impact assessment using outdated carbon cost values was raised. Some members questioned whether GAL needed to issue updated information prior to the submission of the DCO application. GAL explained that the Government published its 'Valuation of greenhouse gas emissions: for policy appraisal and evaluation' less than a week before the consultation was launched. GAL also explained that the Government has also since published in March 2022 its further technical consultation "Jet Zero: further technical consultation" which advises that the new carbon values are not suitable for use in forecasting aviation demand. GAL is considering the implications of this and confirmed that at the time of submitting the DCO application the correct values at the time of submission would be used.

3.8 The Planning Inspectorate has been invited to address GATCOM to explain the pre-application process and opportunities for engagement following the consultation. The Steering Group highlighted the following points it felt would be helpful for the Planning Inspectorate to cover in its address:

## Agenda Item 4a

- What mechanisms/facilities are available for local residents to question/provide further comment on any changes an applicant makes to the scheme design as well as the supporting information on which the pre-application consultation was based? Is there any requirement for an applicant to further consult on changes to assessments/evidence which could change the need and business case for a project?
- How will the question about a scheme's compatibility between Government policy in terms of airports making best use of existing assets and its policy relating to reducing carbon emissions and climate change, be judged?
- How will the Inspectorate balance the social, environmental and economic benefits when considering an application of the scale of the Gatwick project? Achieving the balance between the three imperatives is often misunderstood.
- How are the pre-application comments and data provided by various respondents weighted?

## 4. AIRSPACE UPDATES

### **Route 4 – Stage 2 of the CAA's CAP1616 Airspace Change Process**

4.1 GAL has held more Stage 2 engagement sessions in February 2022, following the CAA's validation of the revised Route 4 baseline. All options previously developed remained the same and it was only the baseline that changed. Nonetheless the engagement sessions had given GAL the opportunity to seek additional feedback and response on the options. GAL is aiming for a Stage 2 gateway assessment with the CAA in June, but due to the CAA's airspace change resource capacity the assessment was most likely to be in July 2022.

### **Reduced Night Noise Trial**

4.2 This NMB initiative, which was paused as a result of the pandemic and the lack of traffic, is now resuming. Engagement with stakeholders and workshop is being planned for the end of April to acquaint stakeholders with the trial plan. GAL hopes to start the trial in January 2023, which will be a challenging timeline given the work needed to plan the trial. The Steering Group has asked GAL to provide an update at the next meeting of NATMAG.

### **Airspace Modernisation: FASI-South - Stage 2 of the CAA's CAP1616 Airspace Change Process**

4.3 GAL is currently at Stage 2a, the options development and assessment of those options phase. The third round engagement sessions took place at the end of February/beginning of March 2022 to seek feedback on the comprehensive list of options produced through a process previously agreed with stakeholders. Due to the complexity of the options development GAL has also held two questions and answers sessions and extended the deadline for feedback.

4.4 GAL also explained that the design principles previously agreed will be used to test the short list of options against the design principles. GAL aims to hold the next round of engagement in May 2022. GAL has taken into GATCOM's comment about the importance of involving parish councils and confirmed that, because the shorter list of options will give a better idea of where routes may go, parish councils will be invited to take part in the stakeholder engagement sessions from May 2022. This was welcomed by the Steering Group.

4.5 GATCOM has always acknowledged the potential risks associated with the release of sensitive information at the early stage of options development to a wider group of local stakeholders. The Steering Group was concerned therefore that one stakeholder had published on social media screenshots of material shared at the stakeholder engagement sessions with a narrative that was inconsistent with the GAL briefing provided to

stakeholders. It is unfortunate that the release of such sensitive information had been incorrectly shared.

4.6 GAL is also engaging with NATS on airspace designs over 7000ft above the London area and also other airports' designs. As regards the interaction with the Heathrow FASI-South project design, the Steering Group was pleased to learn that although Gatwick was further ahead in the CAP1616 process than Heathrow, the projects were now working to a closer timeline with Heathrow bringing forward its Stage 2 Gateway assessment to June 2023 and Gatwick's Gateway assessment being delayed until November 2022.

### **Airspace Modernisation: Community Groups' Concerns**

4.7 The Steering Group considered a [paper](#)<sup>1</sup> prepared by the Gatwick Area Conservation Campaign (GACC) setting out some of the overarching concerns that community and environmental groups, both nationally and around Gatwick, have in relation to the Government's airspace modernisation programme. The Environmental and Amenity Groups' representative explained that community and environmental groups are not against modernising the UK's airspace but they believe there is conflict in the end result of the overarching aim of the programme which is to deliver airspace capacity but not to create benefits or reduce the impact of overflight for communities.

4.8 GAL explained that the Government passed legislation requiring airports and airspace management providers to deliver the airspace modernisation programme which seeks to help to reduce aviation's carbon emissions, reduce the need for stacking, create opportunities to manage how noise impacts local communities, increase the resilience of flights, and increase capacity. GAL disagreed with a number of the assumptions made in the GACC paper but agreed that an important element of the airspace modernisation programme was to have in place KPIs to monitor and measure the success of the programme, including KPIs for environmental improvements. The CAA's recent consultation on the review of the Airspace Modernisation Strategy (AMS) and the review of CAP1616 provided an opportunity for community concerns to be raised to seek a range of appropriate KPIs to be built into the revised AMS.

4.9 The Steering Group concluded that as the law requires airspace modernisation to be taken forward, and that there is a long-standing national strategy and regulatory framework, the points raised by GACC were a matter for the CAA and Government to address.

## **5. GATCOM'S INDICATIVE WORK PROGRAMME 2022/23**

5.1 The Steering Group considered a draft indicative work programme for the ensuing year, the final version of which is to be considered at item 10.

## **6. FUTURE GATCOM SECRETARIAT SUPPORT**

6.1 As members are aware, Paula Street, Deputy Secretary will be stepping down from her role on 15 July 2022. GAL and West Sussex County Council (WSCC), which hosts the Secretariat support service, have now agreed the basis for the future support arrangements and the job description for a full time position. WSCC has commenced recruitment for the position and, as Chairman, I will be involved in the interview process. It is hoped that an appointment will be made during May which will allow a handover and period of shadowing prior to Paula's departure to ensure continuity of support.

**TOM CROWLEY**  
**CHAIRMAN**

<sup>1</sup> <https://www.gacc.org.uk/resources/Corresponence/AIRSPACE%20MODERNISATION%20COMMUNITY%20CONCERNS.pdf>

This page is intentionally left blank

**GATCOM****28 APRIL 2022****PASSENGER ADVISORY GROUP (PAG) - REPORT FOR THE PERIOD JANUARY TO 31 MARCH 2022****REPORT BY THE CHAIR OF THE PASSENGER ADVISORY GROUP****1. INTRODUCTION AND OVERVIEW**

1.1 The past quarter has been an eventful one for Gatwick with the most significant event being the re-opening of the South Terminal. The airport has experienced some disruption in the last quarter caused by storms Eunice and Franklin in February, and failure of the Electronic Flight Progress System (EFPS) in Gatwick's air traffic control tower. The Ukrainian crisis has brought additional instability for the aviation sector as it recovers from the pandemic, with one of the impacts of Government sanctions resulting in Russian owned aircraft being removed from global fleets, which has had a consequential impact on airlines' schedules and the profile of traffic.

1.2 With covid restrictions being removed and slot rules back to near pre-Covid levels, there has been an upsurge in airlines utilising their slots increasing the range of flights on offer and increased competition for routes. As a result there has been a step change in the number of passengers returning, with the airport handling around 3.4 million passengers over the past quarter. The restrictions in place in other countries and the passenger processing requirements for airlines will, however, continue to add complexity and changing circumstances for passengers for the foreseeable future.

1.3 PAG's work has returned to business as usual and I am grateful to all the PAG volunteer members who have been busy reviewing and monitoring the airport environment and experience on behalf for Gatwick's passengers and users and highlighting to GAL areas where additional focus is needed. PAG is also grateful to GAL for the continued engagement and also to members of wider GATCOM who feedback to me, as PAG Chair, in relation to issues they encounter when travelling. I ask that all members continue to do so to help PAG in its work.

1.4 In common with other UK airports, Gatwick has experienced some issues. Gatwick appears to be faring better than other airports which is a reflection of the measures GAL put in place to protect the business in the early days of the pandemic. Nonetheless, PAG has concerns about passenger queuing times and the rate of recruitment, particularly for roles in baggage handling, central security, special assistance and border control. PAG recognises the proactive partnership approach GAL has put in place to assist the airport community with recruitment. The Gatwick community has hosted job fairs which have been successful, but it can take up to 3 months for new staff to be security cleared and trained ready to take up their positions.

1.5 PAG has a long corporate memory and can add value to GAL's approach to recovery and its future plans for passenger services and facilities. The coming few months will be key to ensuring the operational success for Gatwick's peak summer performance. We look forward to positively contributing to Gatwick's thinking and plans as they evolve.

**2. RE-OPENING OF SOUTH TERMINAL**

2.1 After months of planning, refurbishment and careful logistical management across the whole airport community, GAL successfully re-opened the South Terminal over three days between 27 and 29 March. GAL has produced a short video of what was involved in getting the terminal ready to be re-opened which can be seen at -

<https://vimeo.com/693594475> . The re-opening also marked the reintroduction of a split operation for easyJet, which will fly 120 routes – the most ever from the airport – from both North and South Terminals.

2.2 In the weeks leading up to the re-opening PAG members visited the airport and discussed issues with GAL. On the day of the PAG meeting, a few days after the re-opening, members took the opportunity to have a walkaround the terminal reviewing passenger facing facilities and have congratulated GAL, and all parties involved, on the bright and welcoming environment for passengers, with many areas repainted, cleaned and refurbished, including the seating the condition of which was a concern of PAG prior to the pandemic. There was evidence of passenger queues at check-in, bag drop and security but all staff were helping to manage passenger flows.

### **3. OPERATIONAL PERFORMANCE**

3.1 Gatwick handled 3.4m passengers over the past quarter, 65% less compared with the same period in 2019. GAL is expecting to see a sharp increase in passenger numbers over the coming weeks which will place many challenges on resource and services. Easter will see a step change in the number of passengers, rather than the originally anticipated gradual climb, with 3.2 million passengers expected in April. This return of traffic is likely to continue into the summer season.

3.2 The airline community has reported that airspace capacity this summer is likely to be an issue due to the Ukrainian crisis and the restricted use of eastern European airspace, an industrial relations dispute with Air Traffic Controllers in Poland and the implementation of a new ATC system in France which will reduce capacity by 50% for a period of around 6 weeks. This will impact the scheduling of services at Gatwick and any cumulative disruption could result in some flights slipping into the night period.

3.3 PAG will continue to monitor GAL's operational performance through the Core Service Standards performance monitoring regime which focuses on the key passenger facing elements of the passenger experience such as passenger queuing times at security, baggage reclaim, cleanliness, seating availability, the special assistance service, airport wayfinding and flight information.

#### **Border Control**

3.4 GATCOM members will have picked up from various press articles that there have been several national IT failures at Border Control, resulting in the e-gates not being available for use which then significantly impacts on passenger queues and strains the manpower of Border Force. This is not just a Gatwick issue but for all ports.

3.5 PAG is pleased to report that Gatwick has not experienced the significantly long queues at border control as that experienced at other airports. The e-gates performance at Gatwick has been better than that at other airports and has held up as passenger numbers return. PAG remains concerned however about Border Force staffing levels to man desks as families travelling with children under the age of 12 are not able to use the e-gates and having a staff presence to step in when there is an e-gate failure.

3.6 Border Force is recruiting for seasonal staff but staffing levels for the summer peak are not yet at the level needed. To support the immigration process, GAL's concierge service will be retained to help manage and direct passenger flows. PAG has asked that additional ways of keeping passengers informed of any congestion, including in flight announcements, be considered.

3.7 PAG has also suggested that GATCOM invite Border Force to address a future meeting to give an update on its work, the use of new technology and challenges for the future.

## 4. SPECIAL ASSISTANCE SERVICES

4.1 We were pleased to welcome to our last meeting Ann Frye, Chair of the Independent Gatwick Accessibility Panel (IGAP). The Panel, which meets twice a year, is made up of experts in the travel needs of disabled passengers and people with reduced mobility and its purpose is to help shape the airport's accessibility strategy and improve services for disabled passengers with the aim of making Gatwick the most accessible airport in the UK. There are important linkages between PAG's work in monitoring the day-to-day service provision/passenger experience and the strategic approach and role of IGAP.

4.2 A key priority for IGAP is identifying what success looks like as the CAA's measure of performance is based on how many people are given assistance. PAG and IGAP agree that part of the measure of success is how few people use the service as that provides an indication that the airport environment is conducive to enable independent travel. PAG shared its views and priorities which include:

- Intuitive wayfinding and consistency in DDA-compliant signage
- Provision of assistance dogs spending areas and staff awareness of location of areas
- Availability and servicing of accessible lifts
- Building accessibility needs into project planning
- Disruption contingency plans taking into account accessibility and medical assistance needs
- Addressing implications of the "Silent Airport" environment for those with visual, hearing and other impairments such as through the use of digital technology assistance.

PAG will continue to feed priorities and comments to IGAP through my participation in IGAP meetings and on-going engagement with the Chair.

4.3 As regards the overall performance of the special assistance service during the last quarter, PAG is pleased to report that the service provider, Wilson James, continues to perform well in meeting the regulatory performance standards, handling around 58,000 passengers requiring assistance over the past quarter.

## 5. SURFACE ACCESS

### **Gatwick Station**

5.1 PAG welcomes the progress made on the redevelopment project which is still on time for completion in 2023. PAG continues to monitor the impact of the construction works on passengers using the station and has highlighted the need for the signage from the station platforms into the terminal to be improved. GAL will address this with the project team.

### **Gatwick Express return**

5.2 PAG is pleased that the Gatwick Express service re-commenced some services on 4 April. GoVia Thameslink Railway (GTR), the rail operator, will give a full update at the GATCOM meeting.

### **Car parks**

5.3 Throughout the pandemic PAG has acknowledged the challenge facing the car parking teams and the impact it had on parking services businesses. The teams are now rising to the next challenge of managing high demand for car parking associated with a rapid escalation in passenger numbers. NCP is busy recruiting, training and obtaining security clearance of new operatives and has in place flexible working shifts to manage demand.

5.4 An issue that PAG has highlighted to GAL is the need for the multistorey car park bay counters to be rectified and restored to assist with traffic flows and space finding in the car parks.

## **6. PASSENGER ENQUIRIES AND FEEDBACK**

6.1 GAL received 803 airport enquiries between January and March 2022, which is 11% more when comparing the same period in 2019. The most popular enquiries are about hidden disabilities, security and Immigration/Customs.

6.2 There were 475 airport complaints, 49% less complaints compared with the same period in 2019, which related to central search security, airline/handling agent staff/service and immigration/customs waiting time and e-gates. GAL also received 106 compliments between January and March with 75 of those compliments relating to the special assistance service provided Wilson James staff.

6.3 PAG continues to monitor the complaints data for car parking, including forecourt charges. Car parking attracted 388 complaints during March and forecourt charging attracted 1,277 complaints. The top three reasons for complaint relate to duplicate payments being caused by errors in the payment portal, the payment system and from those drivers who entered the area in error. The number of complaints relating to forecourt charging is increasing as passenger numbers return. The complaint ratio currently stands at 7.29 per every 1,000 sessions (each time a vehicle enters the zone).

## **7. RUNWAY RESURFACING PROJECT**

7.1 GAL's main runway resurfacing project is scheduled to run from mid-April through to July, avoiding the peak summer period. GAL has provided an overview of the project, the hours of the resurfacing work and the nightly switch to using the northern runway. The project will marginally affect airlines' schedules due to the operational capacity of the northern runway which will see runway capacity reduced from 55 movements an hour to 30 movements in the first hour of the runway switch over, rising to 35 movements for the remainder of the time the northern runway is used. The capacity changes have been managed with the airline community in advance through GAL's slot co-ordinator, Airport Co-ordination Ltd. PAG has highlighted the need for passenger contingency plans to be in place in the event of significant disruption to flight schedules.

## **8. PAG VICE-CHAIR**

8.1 I am pleased to report that following a process of seeking nominations from PAG members, Claire Booth, volunteer passenger representative, has been re-appointed as PAG's Vice-Chair for the ensuing two years.

## **RECOMMENDATIONS TO GATCOM**

- (1) That GATCOM invites Border Force to present on its work to a future meeting.
- (2) That PAG's engagement with IGAP be endorsed and GATCOM supports the priorities to be addressed set out in para 4.2 above.
- (3) 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**

**28 APRIL 2022**

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

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

##### **1. Introduction**

1.1 The last meeting of NATMAG took place on 3 February 2022. The unconfirmed minutes of the NATMAG meeting are available on GAL's website at: <https://www.gatwickairport.com/globalassets/company/airspace/natmag/2022/natmag-minutes-draft-february-2022.pdf> .

##### **2. Airspace Office Quarterly Report (Q4)**

2.1 The airport's flight operations performance over Q4 covering the period 1 October to 31 December 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-q4-2021.pdf>

2.2 During the period covered there were no noise infringements and there had been improvements to both CDO and track keeping compared with the same period the previous year. There were 25,483 aircraft movements in total during Q4, which was the busiest quarter since the onset of the pandemic, but the level of activity was still significantly lower than 2019 levels. The DfT announcement, on 24 January 2022, of the 70/30 slot usage rule for the summer season has already led to increased activity and the South Terminal was re-opened at the end of March. NATMAG will review the performance of flight operations and the increased activity over Q1 at its next meeting on 12 May 2022.

2.3 As part of the discussion on traffic levels and the use of slots, GATCOM's NATMAG members asked whether there had been any ghost flights operating from Gatwick. GAL reassured NATMAG that there is no evidence that the changes to the slot waiver legislation had led to the onset of ghost flights, where airlines fly empty aircraft in order to maintain favourable slot possession.

2.4 The Airline Noise Performance Table is given on page 6 of the quarterly report. GAL's airline engagement programme uses this Performance Table as a guide to target poorer performing airlines. There are red and amber rankings for some airlines on the table which GAL is addressing with those airlines, especially new carriers with less familiarity with Gatwick specific noise abatement procedures, with the aim to improve performance.

##### **Noise Complaints**

2.5 The number of noise enquiries in Q4 increased to 2,223, with December seeing the largest number of noise complaints for 2021, as traffic levels reached their highest since March 2020. However, the number of individual complainants decreased to 102; approximately 51% of the same number in Q4 2020. The volumes of complaints received from Tonbridge and Tunbridge Wells was noted and it seems communities further afield complain more than those closer to the airport.

## Agenda Item 4c

2.6 GATCOM's NATMAG members highlighted a concern raised direct with GATCOM by a community noise group about off-track and significantly noisy departures utilising both runway 26L and the northern/maintenance runway 26R. After extensive investigation from the Airspace Office, no violation of noise abatement procedures could be found. More substantive evidence of recurring potential issues was needed to aid specific investigation by GAL's Airspace Office outside of the normal complaints handling process and needed to include dates and times of the incident and a full address of the complainant for an issue to be investigated.

### **Go-arounds**

2.7 NATMAG continues its interest in the level of go-around activity. The greatest reason for go-around incidents is caused by runway occupancy. The quarterly report includes a breakdown of the runway occupancy reasons on page 11.

2.8 GATCOM's NATMAG members asked GAL if similar analysis into go-arounds activity at other high frequency, single runway airports was available so that comparisons could be made. Unfortunately, other airports do not provide the same level of detail as that provided by GAL and is not therefore able to be sourced.

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

## **3. Ground Noise**

3.1 The Ground Noise summary report has been considered and there were no issues that needed to be brought to the attention of GATCOM.

## **4. END Noise Action Plan – Progress Monitoring**

4.1 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), the following NAP actions will be reviewed by NATMAG at its next meeting:

- Action 8: We will, as far as is practicable, take all necessary steps to manage the late running of aircraft to prevent scheduled day movements taking place during the sensitive night period.
- Action 13: We will continue to promote adherence to the Arrivals Code of Practice through groups such as FLOPSC, Sustainable Aviation and other engagement events.
- Action 20: We have an annual limit of no more than 5% off-track departures. In future, we will compare on an annual basis the percentage of off-track departures against the average performance over the previous five years.

4.2 In the meantime, as regards Action 8, NATMAG was reminded of the ongoing work of the Noise Management Board, which has various lines of work addressing the management of daytime schedule slippage including the gradual implementation of Airport Collaborative Decision Making (A-CDM), the commencement of the Night Flights Initiative and a range of voluntary airline measures to maintain their schedule punctuality. In respect of Action 20 GAL stated that in the last 15 years, the annual track keeping percentage had always surpassed 95%; the lowest recorded percentage being ~97% in 2011. It was questioned whether the target was still appropriate and needed to be revised.

## **5. Low Noise Arrival Metric Update**

5.1 NATMAG received an update on the CAA's recently published Low Noise Arrival Metric which was developed to incentivise steeper descent profiles at higher levels,

without the need for significant changes to existing arrival procedures. The publication of the new metric allows for more technical preparation to proceed ahead of the expected introduction of monitoring the metric in Q4 2022. The new metric is intended to complement the current Continuous Descent Operation (CDO) definition and be used in conjunction with existing CDO reporting. There are also plans to introduce it into the Gatwick Airline Noise Performance Table once the metric is implemented.

## **6. Runway Resurfacing Update**

6.1 As reported at the last GATCOM meeting, GAL is commencing the Runway Resurfacing project which is taking place over the summer months. The work will involve replacing around 30,000 tonnes of asphalt on the main runway and taxiway Alpha, as well as replacing runway markings and 1400 aeronautical ground lighting (AGL) light bases. Preparatory work started earlier in the year with the main runway resurfacing work commencing on 19 April 2022 and is due for completion by mid July 2022. The works will take place five nights per week, Sunday to Thursday, where the main runway will be closed between the hours 2100-0530. A full update on the project will be given at the GATCOM meeting.

## **7. Airspace Updates**

7.1 GAL updated NATMAG on the progress made and engagement sessions on the FASI-South airspace modernisation project, and Route 4.

## **8. Other Updates**

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

8.2 The Gatwick Odour Assessment was completed by Ricardo Energy and Environment and circulated to NATMAG in January 2022. As the number of odour complaints were so few (not justifying the creation of separate handling) odour issues will continue to fall under the oversight of NATMAG. An update on work and next steps will be given at a future NATMAG meeting.

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

- Ricardo will be invited to attend a NATMAG meeting later in the year to give an update on the ongoing odour work and the proposed next steps.
- A concern was raised around ghost-flights occurring, this was confirmed not to be the case. There was also a discussion around the 70/30 airline slot rules and what would happen if an airline failed to use its slots in summer 2022.
- The Airfield and Civils Programme presented an update to NATMAG on the runway rehabilitation work due in the summer months. An application will be made to Crawley Borough Council separately on the Section 61 agreement.
- Egis presented an update on the Low Noise Arrival Metric with an anticipated rollout in Q4 2022. Cross-industry collaboration is key to the success of this project underway

**MIKE GEORGE**  
**GATCOM Lead Member for Noise**

This page is intentionally left blank

## GATCOM report

### Noise Management Board report: 1 January – 10 April 2022

Since the last GATCOM, the Noise Management Executive Board (NEX), the NMB Community Forum (NCF) and the NMB Delivery Group (NDG) have taken place on 9 March, 26 January and on 19 January & 23 March respectively.

Key points and actions from the regular NCF and NEX meetings, once finalised after member comments, 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: At the NMB's Executive Board (NEX) there were a number of key discussions in addition to the points that are covered in the NDG and NCF sections below, which were, as a matter of standing agenda items, covered at the NEX. The additional points are as follows:

- **Noise Envelope.** There was a discussion on the merits of a further process of stakeholder engagement, subsequent to Gatwick Airport's (GAL) DCO pre-application consultation, which included a special session for GATCOM and NMB stakeholders set up by GAL after previous discussion. Since then there had been further stakeholder requests and this had been discussed by GAL and the Chairs of the NMB and GATCOM. **Subsequent to this discussion at NEX, GAL has agreed to use the NMB as the vehicle for further engagement on this prior to its application** and is currently working through how this might look (eg it has already said that whilst the NMB will be the vehicle further stakeholders will need to be included in Noise Envelope discussions). The NMB Co-Chairs have welcomed this agreement from GAL.
- **Voluntary measures on night flights:** Subsequent to the NEX CNG representatives request, which also received Councillor support, for stakeholders to examine further voluntary restrictions on night flights ahead of the DfT review of the Night Flight regime in 2023, the NDG Chair gave an explanation of where the request stood (there had been little appetite from GAL or the AOC at Gatwick on the issue) and he and a guest speaker from ACL presented the complexities of changes and key parts of the process that would need to happen. CNG representatives expressed their deep disappointment that there was little appetite for the voluntary measures from the stakeholders that would need to take action. An action tasking the NEX Secretariat to ask the AOC a direct question about whether there was AOC appetite to take voluntary measures forward was agreed.
- **NEX processes:** CNG representatives asked that a number of regular NEX processes be examined by stakeholders as they were concerned that these were not working well for CNG members. These have subsequently been circulated to NEX members for comment.

NCF: There were 2 substantive items at the NCF:

- In the first substantive item, Katie Baker of Egis presented and discussed the results of the **Departure Continuous Climb study**. This aimed to compare the noise environment (ie noise contours) of a range of CCO and non-CCO departure climb profiles for a range of aircraft types, and to understand the noise impacts of each. The study made a number of interesting observations and found that aircraft thrust has a significant impact on departure noise. A redistribution of noise was observed, whereby a CCO results in more noise nearer the airport and less further away, compared to a non-CCO aircraft that levels off and recommences the climb phase further from the airport. Variations in noise were also observed as a result of the climb gradient. The findings of the study will feed into FASI-S options development work for future design consideration. Egis provided context to the study and presented some of the noise modelling results and key observations.
- The second item was an Overview of the **Airspace and Noise Performance Table** presented by Kimberley Heather from GAL. The Airline Noise Performance Table, presented with Q3 2022 data during the NCF meeting, was developed as part of the NMB workplan in 2017 with airline input. Since then, it has been adopted in the quarterly and annual Airspace Office reports and is used primarily as a tool for encouraging airlines to improve their CDA and track keeping performance. Currently, it has two operational metrics (CDA and track keeping) and one strategic metric (QC/seat). More metrics will be added in the future, such as the Low Noise Arrival Metric. To feature on the table, an airline must have a minimum of 10 flights per week (arrivals and departures) and Route 4 is omitted from the table due to known flyability issues on this route. However, Route 4 is still reported elsewhere. If an airline has a RAG status of red then the Gatwick Airspace Office meets with the airline as part of their ongoing Airline Engagement Programme to drive continuous improvement. The Table is currently published as part of a quarterly report making it hard for residents to access easily. The NMB has asked, via the NEX Chair, for it to be published in an easily accessible way, at NATMAG.
- There were also updates on the publication of the Low Noise Arrivals Metric, the resolution at GATCOM to meet with GAL on the Noise Envelope, an update on Departure Limits & Fines, Charging Proposals, FED/ILS work plan items, and a substantial report from the NDG Chair on work to address Night flights.

NDG: Key points from the NDG are as follows:

- Workplan items are progressing to the original schedule, or to revised timetables necessary because of pandemic related resource and traffic volume considerations. Nevertheless, each activity is expected to complete within the second term of the NMB.
- The Workplan topics requiring independent study of **Fair and Equitable Distribution (FED)** of aircraft using Gatwick, and the study considering **the**

**potential for varying the ILS minimum joining point at night** have been completed. The studies each included workshops involving NMB Community Forum members.

- The FED study (Part 1 of FED work) has concluded and the report has been shared with the CAA and DfT, it has been agreed that a second phase of this work is needed. GAL are currently scoping the next phase of FED analysis to support the FASI-S Options development.
- Following NDG scoping group meetings held in August and October, local planning authorities are currently being surveyed by GAL, with analysis of responses expected in Q2 2022. These are intended 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.**
- Following the DfT 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 as requested by NEX has explored the possible mechanisms to achieve this objective, seeking best endeavours to minimise night flights in the period from now until the introduction of any new night flight limits in 2025. Investigations have confirmed that any such measures are unlikely to be implemented without formal consultation, extending timescales. Discussions with the AOC Secretariat and GAL on the CNG proposals have not yet revealed any appetite to reduce night flight capacity.
- As a result of some recovery of traffic, work has recommenced with the regulator on planning implementation of the **Reduced Night Noise Trial**, this trial is now expected to commence early in 2023, but subject to further clarifications from NATS and the regulator.

The NMB Co-Chairs have no recommendations for GATCOM to consider.

14 April 2022

This page is intentionally left blank

# CEO REPORT FOR GATCOM

---

JANUARY – MARCH 2022

---

Gatwick Airport Limited  
Stewart Wingate, CEO

YOUR LONDON AIRPORT  
*Gatwick*

# Airport & Operations

Despite continually changing travel restrictions - and the emergence of the Omicron variant - an encouraging end to 2021 saw passenger numbers at Gatwick exceed 1 million in August, September, October, and December - helping reduce the **airport's annual losses** to £370.6 million for the year ended 31 December 2021 - compared to a £465.5 million loss in the previous year.

UK lockdowns and widespread international travel restrictions led to a 38.5% reduction in total **annual passenger numbers** at Gatwick, which hit 6.3 million passengers for the year, compared to 10.2 million previously. The reduced total passenger numbers generated a negative EBITDA at -£26.3m.

The airport was able to offset the impact of reduced total passenger numbers - and maximise the benefits of a stronger second half to the year - through actions taken in 2020 to significantly reduce operating costs, including consolidating all air traffic and passengers into the North Terminal.

Indications are that recent changes to UK travel restrictions and slot regulations are driving strong bookings for Easter and Summer. These very positive indicators means that, after an incredibly challenging two years for the airport, partners and local communities, the **South Terminal reopened** on 27<sup>th</sup> March. We were delighted to welcome Aviation Minister Robert Courts to Gatwick to celebrate this achievement with us. Our associated communications campaign to promote the re-opening of South Terminal secured a high level of media coverage and positive engagement across all communication channels.

Reopening a large terminal is no easy task and a huge amount of work took place behind the scenes to make sure the airport was ready to welcome back passengers in large numbers. Baggage systems, information screens, and travelators all became operational and signage updated to reflect changes in health regulations and to the terminals our airlines will fly from. Hundreds of new staff were trained. Shops, cafes and bars refurbished to make sure passengers have the most pleasurable experience possible. Reopening the terminal is also great news for the local job market, with Gatwick's communities among some of the country's worst affected by the impacts of the pandemic.

The airport continues its **recruitment campaign** to help meet the expected strong demand for air travel this summer and beyond. Gatwick and its partners – airlines, ground handlers, retailers, cafes and bars etc – have been recruiting for more than 2000 new posts over recent months, providing a much-needed boost for local communities across the region. (See below for further details.)

***Gatwick MP Henry Smith told Boris Johnson to get on with scrapping passenger locator forms, branding the regime a “frustrating procedure” stating the forms were “no longer fit for purpose or necessary”.***

There is more optimism about this coming summer, as both consumer confidence improves, and bookings increase. The removal of all remaining **travel restrictions**, including the Passenger Locator Form, was very welcome news in March, particularly as it came just ahead of the busy Easter holiday period. As we all start to 'live with covid', demand for air travel will continue to grow, as well as the number of both short haul and long haul destinations, providing a greater amount of choice for both leisure and business passengers.

From 18<sup>th</sup> March, Gatwick no longer mandated the use of **face coverings** for any staff within passenger-facing areas. Their use is still encouraged, both to help keep others safe and to provide reassurance to our passengers as they travel through the airport.

The Government announced the outcome from its **consultation on airport slots** in January and re-introduced rules requiring a 70/30 use it or lose it principle for the summer 2022 season. This means UK consumers will once again benefit from effective choice and fair pricing. This will also encourage new entrants into the market as the regulations incentivise airlines to use, trade or hand back unused slots. The regulations were suspended during the pandemic, but passenger and flight numbers are widely expected to rise significantly this summer, so a more system has returned.

The new slot regulations were a key driver behind some major uplifts in flying programmes at Gatwick. BA restarted their short haul operation in March, and Wizz Air – one of Europe's largest airlines – will significantly increase its operation from the airport with many new routes, as will BA's sister airline Vueling. easyJet will also fly their biggest ever operation from the airport, and a wide range of other airlines such as Emirates, TUI, Turkish and Westjet will increase their schedules toward pre-covid levels.

Significant increases in **short-haul flying programmes** from the airport indicate a strong 2022 summer season, with easyJet's leasing of BA slots giving the airline their greatest capacity ever at Gatwick with 120 routes utilising 79 Gatwick-based aircraft. The return of BA's short haul operations will also see 18 aircraft flying 35 short haul routes, five Gatwick-based Wizz Air aircraft will support their inbound services for a total of 25 routes and Vueling will serve a total of 16 routes, basing two aircraft at Gatwick.

***Norse Atlantic Airways is a new airline securing slots at Gatwick Airport from Summer 2022 (routes to be confirmed). It will offer affordable fares on long-haul flights with its fleet of 15 modern, fuel-efficient and more environmentally friendly Boeing 787 Dreamliners.***

**Long haul traffic** has also seen strong demand for leisure markets when restrictions allowed, with Caribbean destinations operated by BA and TUI remaining strong throughout 2021. The second half of 2021 also saw WestJet and Air Transat restart services to Canada, BA and TUI restart services to destinations in Florida, Emirates restart daily services to Dubai (this is now double daily) – with other long-haul markets also re-established to Mexico, Mauritius, Costa Rica, Aruba and Qatar.

Following tender, we have awarded a new five-year **Bureau de Change** contract to Prosegur Change, a Joint Venture between Spanish cash management company Prosegur Cash and The Change Group. The new

operator, branded Change Group, commenced operating in South upon reopening of the Terminal and will then take over from Moneycorp in North Terminal on 5<sup>th</sup> April.

The first **InMotion** store, which is located in the smaller old Dixons unit in the North Terminal opened in mid-December, and the larger unit opened in January 2022. The offer has been specifically tailored for travel.

**Non-stop trains** from London to Gatwick Airport running seven days a week are scheduled to resume next month after more than two years. The **Gatwick Express** will finally resume services from 3 April. Two trains an hour will run from London Victoria – a reduction from the former schedule of four hourly services, due to ongoing works to improve Gatwick airport station.

**National Express** have announced new services for Gatwick Airport from 1<sup>st</sup> April, all hourly and via Heathrow to Birmingham, Bristol, Northampton and Southampton.

**Metrobus** recently announced a new offer for all new employees. The scheme is called '4workSAVER' which consists of 4 weeks free travel on all Metrobus services. Metrobus are also pleased to extend this fantastic offer to any employee that has recently changed workplace location within the company. When staff apply, they will receive a key smartcard in their name, loaded with a pre-paid 4-week Metrovoyager ticket. This provides unlimited travel on all Metrobus services and even Brighton & Hove Bus services too.

In addition, Metrobus have also introduced new **Discounts for Staff Returning to Work**. Flexible and capped tap on, tap off contactless gives staff the opportunity to pay flexibly, with minimal planning in advance and will still get rewarded for regular travel. The more journeys made in a week using tap on tap off contactless, the cheaper the daily price cap will get. And if the total cost of journeys reaches the weekly price cap, passengers won't pay any more for that weeks' travel when paying with the same card and tapping on and off as usual. Metrobus offered an introductory special weekly capped rate of just £19 for the first two weeks in March when paying for journeys this way.

The **Cycle2Work scheme** went live in March with our new supplier Halfords. The Cycle2Work scheme allows employees to hire bikes and accessories through 'salary sacrifice'. To support staff who wish to use active travel to get to work, we introduced from March 2022 a higher spend limit to our Cycle2Work scheme and increased the re-payments period from 12 to 18 months. Gatwick's Cycle2Work scheme will run throughout 2022 during the months of March, June, September and December 2022.

As part of the drive to minimise costs during the pandemic, remote staff Car Park X was closed. To avoid increasing staff bus services until later in the year, a new staff parking area within the existing public long stay car park in South Terminal has been created – Staff Car Park A. This includes the introduction of a safe walking route (with comparable walking distances to existing near-to-terminal options) whilst still providing bussing via existing public bus services. Staff Car Park A opened on 24<sup>th</sup> March.

## Investment

We are **resurfacing the main runway** to maintain the highest standards of safety for aircraft operations, which we do approximately every 10 years. It was last resurfaced in 2012. We will close the runway from 2100 to 0530 every night from mid-April to early July. Throughout March and April, we will be carrying out relatively minor

preparation works, before the actual asphalt resurfacing works begin in May, when we will remove the old surface and lay new asphalt. All work will be weather dependent, which we will review on a daily basis.

In planning this work, our priorities are to keep the airport open for business as usual whilst at the same time minimising the impact on the local area. That means that during the night, the Northern Runway will be used by aircraft for both take-off and landing. This will not affect the flight paths of aircraft.

We have appointed the construction contractor Colas to carry out the work, who have extensive resurfacing experience, most recently at Cork Airport in 2021. In preparation, Colas are beginning to set up a temporary work compound on a currently unused airport car park just to the south of the runway. This compound will provide space for all vehicle parking, office accommodation, and the batching plant that will produce the asphalt. By keeping everything in one place, we aim to minimise the number of vehicle movements, as the construction vehicles will have direct access to and from the airfield from this compound. We have worked very closely with Colas to plan every detail of the work required, to make sure it is conducted safely, efficiently and minimises impacts on the airport and the local community.

**Gatwick Station Project** continues to be on track for completion in March 2023 with a busy and visible first quarter of 2022. Some key milestones achieved include the refurbished Southern Network rail overbridge which has opened for use, with the Northern Network Rail overbridge now closed for refurbishment. For the new Airport Entrance concourse, installation of the support steelwork has started and the new structure above Platform 5, 6 and 7 has started to take shape. The new Back of House Accommodation Building steelwork has been completed and the first-floor deck poured. Works have also commenced on the roof. Netting and steel plates are being installed in advance of the main roof sheeting.



The flooring area in the station concourse at the front of the station entrance was completed and opened up on Saturday 26<sup>th</sup> March. The project then moved onto a phase further back in the concourse.

Whilst we are encouraged by the recent relaxation in travel restrictions and the upturn in passenger numbers it will take some time for us to build confidence in a sustained recovery such that we commit to significant capital investment. We expect near term investment to remain limited to a small number of key initiatives. **Gate 55 Domestic Refurbishment:** work has recommenced on the refurbishment of the 6 domestic gates. The focus for 2022 will be the re-instatement of the ceiling, new lighting and the replacement of the old carpet with new flooring throughout. The work will be done in two phases, 3 gates at a time, to minimise disruption and is due for completion by the end of the year. A second phase, planned for 2023 will replace and expand the toilet facilities, upgrade the arrivals route between the gate area and baggage reclaim.

Plans to expand the **North Terminal International Departure Lounge (IDL)** have been delayed by the pandemic. As a consequence, a nearer term project to upgrade the existing lounge has been initiated. The scope of the project will include new flooring, seating, wayfinding, an orientation zone and some limited reconfiguration of space at the exit of the duty free shop. The project received internal approval for design funding in March and work is expected to start on site towards the end of this year.

Dufry's project team have started back on site developing the **South Terminal Duty Free Walkthrough shop** which was paused in March 2020. The programme is currently planning for the walkthrough to be finished by mid-June 2022. This latest design from Dufry reconfigures the pathway and sees the till point areas relocated to enhance the passenger experience.

Following the close of the Consultation on the **Northern Runway Project** on 1 December we are now progressing the substantial task of analysing and evaluating the large number of responses we received. We were encouraged by the overall level of engagement in the consultation and the quality of the responses, and we are currently developing plans for a second stage, targeted consultation which will include updates on some of the key issues raised. This will form part of our ongoing engagement with statutory stakeholders which will continue throughout this year, prior to the submission of the Development Consent Order to the Planning Inspectorate. The original consultation resources published in September 2021 are still available on our website for reference.

The development of the first **electric forecourt** in the UK should move to the next stages of development in May, with the facility hoping to be operational by early 2023.

## Sustainability

In March Gatwick received its 8<sup>th</sup> consecutive **Biodiversity Benchmark Award** following the annual audit undertaken by the Wildlife Trust. Despite the disruptions caused by the pandemic, Gatwick has continued to deliver our Biodiversity Action Plan to enhance biodiversity protection and enhancement. Gatwick is hugely appreciative to the Gatwick Greenspace Partnership and members of the community who have continued to volunteer in the biodiversity areas.

We also published our Annual Biodiversity Review 2021. The report details the considerable progress made against Gatwick's Biodiversity Action Plan during 2021. Highlights include:

- 22 ecology surveys completed
- 76 habitat actions completed
- New and notable species found, including Alder Kitten Moth *Furcula bicuspis* (Nationally Scarce) and the fungus *Inocybe semifulva* which is a new species to the UK
- An increase in abundance of positive indicator wildflower species and a confirmed sighting of a female Long-horned Bee *Eucera longicornis* foraging on Gatwick's wildflower road verge network
- Gatwick Airport awarded a category award at the Vinci Environment Awards for establishing wildflower road verges
- Continued community engagement and volunteering, with a total 1,221 hours of work throughout 2021 carried out by 287 volunteers.

The Report is published here:

<https://www.gatwickairport.com/globalassets/company/sustainability/reports/2021/gatwick-annual-biodiversity-report-2021.pdf>

***“As in previous recent audits, the auditor is extremely impressed with the Biodiversity Management System being implemented at Gatwick Airport in order to protect and enhance biodiversity.”***

The **Gatwick Annual Report and financial statements 2021**, published in the quarter, contains an overview of the sustainability and Decade of Change initiatives we progressed during 2021, along with Gatwick’s energy use and greenhouse gas emissions for 2021. The report also includes a section in support of the recommendations of the Task Force on Climate-related Financial Disclosures. Throughout 2021, we maintained our community engagement programme and noise, air quality, water quality and biodiversity monitoring programmes. Production of a summary Decade of Change Report for 2021 is in progress, with publication due later in the year.

Discussions have taken place with Crawley Borough Council and West Sussex County Council to extend the existing Section 106 Agreement (expired 31<sup>st</sup> December 2021) to the end of 2024. Parties agreed to a ‘light touch’ refresh, with the majority of obligations simply rolling forwards. The Agreement is currently going through internal governance with the aim for the Agreement to be executed in April. In the meantime, work continues in line with the existing obligations meaning our **Section 106 Annual Monitoring Report (AMR)** for 2021 will be provided to Crawley Borough Council and West Sussex County Council in April. This shows that despite Covid, Gatwick continued to meet the majority of the obligations last year.

An important part of Gatwick’s work with our transport providers is designed to increase both passenger and staff use of public transport and also the number of zero or ultra-low emission journeys to the airport. With this aim in mind, Gatwick is contributing funding to support the purchase of a fleet of **20 hydrogen-fuel cell powered buses by Metrobus**. The move means that key local bus services in and out of Gatwick Airport – on frequent 24 hour Fastway Routes 10 and 20 that connect the airport to Crawley, Horley and Manor Royal Business District - will become zero-emission services when the buses are rolled out later this year.

# Airspace & Noise

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



Gatwick's FASI-S project is on track.. A third round of Stage 2 engagement sessions with airlines, General Aviation, community and local government representatives were held in February and March to present and seek feedback on the Comprehensive List of Options.

Further Q&A sessions were held in March to allow stakeholders to ask questions ahead of providing feedback by 8 April. GAL attended a

NATS-led FASI-S initial options development session for London Terminal Manoeuvring Area airspace in March. The next steps of the process are to proceed with a Design Principle Evaluation (of the options) and an Initial Options Appraisal. Further stakeholder engagement on the outcomes of the Design Principle Evaluation are planned for May 2022. The Stage 2 Gateway assessment by the Civil Aviation Authority (CAA) is currently scheduled for November 2022; progress beyond Stage 2 will become much more dependent upon the Airspace Change Organising Group's (ACOG) Airspace Change Masterplan and the progress of the other inter-related FASI-S airspace change proposals.

**Route 4 Standard Instrument Departures (ACP-2018-86):** Route 4 Stage 2 engagement sessions were held in February following the CAA validation of the revised Route 4 baseline; the deadline for feedback following these sessions is end of March. The project is aiming to achieve a provisional Stage 2 Gateway assessment in June 2022 although CAA feedback suggests that due to a significant number of Gateway requests from sponsors it may not be possible to schedule the Gateway until July 2022.

**Noise Management Board Community Forum (NCF) 6** took place on 26 January; following feedback surrounding the need for additional discussion time at the Forum, the Chairs have scheduled an additional series of bi-lateral surgery slots. These surgeries allow NCF members 1-2-1 time with the co-Chairs to discuss any noise-related matters that they felt were not covered during the NCF.

**Noise Management Board Executive Board (NEX) 5** took place on 9 March. Discussions focused largely on workplan progress and on a FASI-S progress update. Workplan activity progress updates of significance included:

- The Low Noise Arrival Metric (LNAM), with publication of the CAA CAP 2302 document on 13 January 2022. Although a delay to publication had impacted the target dates for subsequent activities, a Sustainable Aviation sub-group led by Gatwick had now been re-established.

- Following the dissemination and publication of the Fair and Equitable Distribution (FED) report in early March. The need for follow-on work on this initiative was identified and GAL is currently scoping the next phase of work. The core rationale for this work is to aid the FASI-S options appraisal process.
- In support of the Land-Use Planning line of activity, a survey of local planning authorities is taking place in Q1 2022. A questionnaire has been circulated to local councils and planning authorities. Responses from these are expected towards the end of April, from which potential ‘additional information’ will be identified to form a support document to planning authorities.

**NMB Delivery Group (NDG) 9** was held on 23 March. Discussions focused upon Reduced Night Noise (RNN) trial re-start, the next phase of the FED workplan initiative following the first phase final report dissemination on 2 March and the ongoing FASI-S engagement.

**Noise and Track Monitoring Advisory Group (NaTMAG)** met on 3 February and was provided with an update on the runway resurfacing project due to take place between April and July 2022 and the impact that this may have on night-time operations and noise. In addition, Egis provided an update relating to the LNAM. This new metric was developed to support Continuous Descent Operations (CDO) to optimal descent profiles at greater altitudes to reduce noise, without the need for significant changes to existing arrival procedures.

**Environmental Noise Directive (END) Noise Action Plan / Strategic Noise Mapping:** The Department for Environment Food and Rural Affairs (DEFRA) has set out the technical guidance for airports to commission their Strategic Noise Mapping for 2021 as part of the END Noise Action Plan modelling. GAL has commissioned CAA ERCD to produce this mapping using the mean average tracks from the 2021 summer noise contours. This report is due to be completed by the end of June 2022.

**Noise Specific Engagement.** In order to raise awareness of the increase in flights numbers GAL conducted interviews with a number of media outlets (TV, radio and online) on 17 and 26 March. This was considered particularly important given that local residents may have become used to the relatively low numbers of flights and quiet skies during the pandemic. The pieces provided some important messages on the airport’s contribution to local prosperity and highlighted Gatwick’s key messages to residents that aircraft noise will be returning to more normal, pre pandemic levels in the coming months.

## Noise Quarterly Performance Data

Parameter	Quarterly Performance	
	Q1 2022	Q4 2021
Track keeping performance (% on track)	98.81%	98.38%
Core Night CDO (% achievement)	87.54%	87.90%
Day/Shoulder CDO (% achievement)	91.90%	90.73%
24 Hour CDO (% achievement)	91.73%	90.60%
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 (%)	59/41	79/21

# Community

Jobseekers in Sussex will have another chance to explore new career options in the aviation industry on Tuesday April 12. Spectrum House Jobcentre in Crawley is hosting another **jobs fair** with over 1,200 positions at Gatwick Airport on offer, including check in staff, engineers, hospitality, cargo handlers and cabin crew. Several leading companies are looking to fill vacancies such as British Airways, Pret a Manager, JD Sports, Animal Air Care and WH Smith. Some employers will be offering on the spot interviews on the day.

***Minister for Employment, Mims Davies MP said: “I really welcome the reopening of Gatwick’s South Terminal and the boost it will provide to the local economy. Jobcentres across the country are ramping up support, working hard to get half a million people into jobs by the end of June, as part of our Way to Work campaign.”***

The job fair follows two successful events held on behalf of the airport at the Jobcentre in February and March which saw over 1,500 people attend in total. Over 200 people landed a job on the spot and 1,200 people have offers to progress to the next step towards employment. These next steps into employment include work trials, assessment days and second interviews. The free Jobs Fair will take place at Spectrum House Jobcentre, Beehive Ring Road, Crawley, RH6 0LG and all are welcome.

The **Gatwick Airport Community Trust (GACT)** has supported local projects with grants that benefit local people for over 20 years - from improving youth programmes to brightening up green spaces or upgrading equipment for volunteers who need it. In the quarter we promoted the Trust’s grant programme encouraging local community groups that would benefit from GACT’s support to apply by Thursday, 31 March.



We were pleased to respond to a request for First Aid donations for **Ukraine** as conflict escalated in the country. We were able to support with a large donation of new (out of date) first aid for minor and serious injuries. This supplemented a corporate donation.

We have also supported the relevant local authorities who are facilitating Ukrainian Arrivals in the UK.

The March **Learn Live broadcast** coincided with International Women’s Day and focused on promoting women in IT to encourage younger women to consider working in the sector. Having come from various

backgrounds the four contributors discussed what they do at Gatwick and how they got there. It demonstrated that IT is a vast sector with many different areas that people can work in that can lead to varied careers. February's broadcast was on forecasting and analytics to give an insight in to forecasting and how it is an integral part of the airport operation. In January's broadcast students heard about how the airport uses emerging technology and what it takes to get started on a career in IT innovation.

Early careers engagement included Gatwick's first **Virtual Work Experience Insight Day** in the February half-term at which we welcomed nearly 20 students. The programme sets to improve the aspirations of local young people and attract early talent pipeline to the airport. In this "Prepare for Take Off" Insight Day students were able to meet Airport Security Officers and discover what it's really like to work in security at an international airport and participate in an x-ray screening exercise. The afternoon explored how good retail and food offerings encourage passengers to arrive early to relax, browse and eat before departure with an interactive workshop with Starbucks.

The second **Dare to Dream** event took place at our partner school, Hazelwick in Crawley. The programme aims to motivate young people and give them vital life skills to prepare them for their future careers.



Engineering Apprentice George Frankland was honoured as **2022 Apprentice of the Year** at the Gatwick Diamond Business Awards.

He attributes the award to "being proactive and constantly trying to do more by stepping out of your comfort zone", which he says "is not hard to do when working in such a great environment".

## Local Economy

Active engagement has continued with economic partnerships, local authorities, and business organisations, working collaboratively to drive economic recovery. Focus continues to be on sharing insight with local and regional partners through engagement and discussion on key economic challenges and opportunities, with supporting action wherever possible. Work in the first quarter has included the following activity:

- Engagement with West Sussex County Council, Crawley Borough Council, Gatwick Diamond Business (GDB), Coast to Capital (C2C) LEP, Crawley Economic Recovery Task Force & Town Deal Board, Manor Royal BID, Surrey Business Leadership Forum, CBI South East, Sussex and Surrey Chambers of Commerce, Develop Croydon, London First's Coalition for International Travel, Tourism South East and visitor economy representatives in the Gateway Gatwick partnership.

- We participated in a number of Gatwick Diamond Business events, including presenting an update on airline development and future growth at the February gdb Educational Seminar. We also took part in the Invest Crawley Investor Tour, and the Coastal West Sussex Tourism and Visitor Economy Ideas Exchange.
- Gatwick sponsored the Business and Product Innovation Award at the FSB South East Awards 2022, and the Award for Community Contribution at the Gatwick Diamond Business Awards 2022.
- Work commenced on an Airport Economic Zones report that has been commissioned by Gatwick; this research is being carried out by Coast to Capital LEP on a consultancy basis to support our understanding of how airports and their immediate economic zones' function and promote themselves, building on efforts to explore with partners the potential to define a clear regional 'identity', emphasising regional economic strengths and opportunities as we emerge from the pandemic, and showcasing the area for inward investors as part of Global Britain.

**GATCOM****28 APRIL 2022****NORTHERN RUNWAY PROJECT – PRE-APPLICATION STAGE UPDATE****REPORT BY SECRETARIAT****SUMMARY**

This paper gives an update on matters that have been raised by some GATCOM members since the close of GAL's pre-application consultation on the Northern Runway project. The Planning Inspectorate will give an overview of the requirements and expectations of the pre-application stage of the DCO process at the meeting, but it will not address or discuss specifics of GAL's Northern Runway project. In light of the Inspectorate's advice on process, GATCOM is asked to identify whether there are any matters about process, over and above those matters already raised in GATCOM's response to the Northern Runway pre-application consultation, that it wishes to raise with GAL to be addressed as the project design evolves.

**1. BACKGROUND**

1.1 GATCOM highlighted at a very early stage, when Gatwick Airport Limited (GAL) was preparing the draft Gatwick Airport Master Plan, that given the many differing views across GATCOM's membership about Gatwick's future development plans for growth, the Committee neither supported nor opposed GAL's vision for growth. GATCOM also agreed that its role in the event of GAL pursuing its vision for growth was 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 growth scenarios, the implications and impacts (both positive and negative) through constructive discussion.

1.2 GAL has regularly updated GATCOM on its vision for growth and the Northern Runway proposal particularly throughout the preparation of the DCO pre-application consultation for the Northern Runway project. GAL hosted a stakeholder briefing for GATCOM members and their support officers on 23 September 2021 to outline the main details of the project. Following comments raised at that briefing, GAL then presented details on the Northern Runway project surface access considerations and the proposed noise envelope concept and proposed noise insulation scheme at a Special Meeting of GATCOM on 26 November 2021 to assist GATCOM's understanding as part of its consideration and subsequent approval of GATCOM's response to the pre-application consultation.

1.3 Since the submission of GATCOM's response on 1 December 2021 to the consultation there are two matters that have been raised by some members as follows:

- The Gatwick Noise Management Board (NMB) Co-Chairs' recommendation to the last GATCOM meeting when it was agreed that the GATCOM Chairman should write to GAL to ask for a meeting with GAL and the NMB NEX Chair to seek assurances on the need for an inclusive and transparent process in evolving the noise envelope design ahead of GAL's DCO application submission
- the opportunity to discuss the correspondence between the Gatwick Area Conservation Campaign (GACC) and the GATCOM Chairman relating to findings

## Agenda Item 8a

of the New Economics Foundation (NEF), as outlined in its [article of 27 January](#), on Gatwick's carbon cost values used in the Oxera Economic Impact preliminary findings report published alongside the pre-application consultation.

1.4 Both these matters relate to the consultation material provided by GAL and which all members had the opportunity to respond. These matters also relate to opportunities for further engagement and how different parties, who do not have a statutory role in the DCO process, can continue to raise comments/concerns about the consultation material and GAL's supporting evidence in advance of the DCO application being submitted.

1.5 The purpose of this paper is therefore to continue to raise awareness of the Development Consent Order (DCO) planning process, and how issues of concern for some GATCOM members can be raised as part of the pre-application process. The GATCOM Secretariat has sought advice from the Planning Inspectorate to clarify the engagement mechanisms available as part of the pre-application process. The Secretariat's correspondence with the Inspectorate, along with its advice, is available on the Northern Runway Project page of the Planning Inspectorate's [website](#).<sup>1</sup>

1.6 To assist GATCOM's understanding of the process, the Planning Inspectorate has been invited to address the meeting to outline the next steps and expectations at this stage in the process and mechanisms available to interested parties to continue to input to the process.

## 2. THE DCO PROCESS

2.1 At its meeting in April 2021 GATCOM received a [presentation](#) from the Planning Inspectorate outlining the various stages of the DCO process and opportunities for interested parties to engage in the process. As emphasised during that presentation the DCO process looks for transparency from the applicant (in the case of the Northern Runway Project this is GAL) in what they are applying for, transparency in the process for all stakeholders, and to give a clear understanding and certainty of the various statutory timescales for each part of the process and at what stage in the process parties can get involved.

2.2 The Pre-application Stage, the current stage of the Northern Runway Project, is a key stage of the process. This is an important stage as once an application is submitted to the Inspectorate it is extremely difficult for the applicant to make a change or request a change to what it is applying for – that is the development itself. Although the Planning Act 2008 is not prescriptive, Government guidance recommends "front-loading" information and engagement with stakeholders and others at an early enough stage so that the proposal can still be influenced, while being sufficiently developed to provide some detail on what is being proposed. The [MHCLG guidance](#) on the pre-application stage of the DCO process also emphasises the benefits that the early involvement of local authorities (and communities and statutory consultees) can bring. It also states in paragraph 15 of that guidance that effective consultation will lead to "*applications which are better developed and better understood by the public, and in which the important issues have been articulated and considered as far as possible in advance of submission of the application to the Secretary of State. This in turn will allow for shorter and more efficient examinations*".

2.3 GATCOM does not have any prescribed status in the process. However, local authorities (Counties, Boroughs and Districts) have a prescribed and important role –

---

<sup>1</sup> <https://infrastructure.planninginspectorate.gov.uk/projects/south-east/gatwick-airport-northern-runway/?ipcsection=advice>

see [Planning Inspectorate's Advice Note 2](#). In addition to their statutory functions, local authorities provide an important local perspective at the pre-application stage.

2.4 The Planning Inspectorate's advice to GATCOM Secretariat is that "any concerns regarding the developer's pre-application consultation should be raised directly with them at this stage [pre-application stage] of the process so that any concerns can be appropriately considered before the DCO application is submitted".

2.5 The Planning Inspectorate will outline at the meeting the next steps and expectations at the pre-application stage in the process and mechanisms available to interested parties to continue to input to the process following the close of the pre-application consultation.

### **3. PROPOSED NOISE ENVELOPE CONCEPT**

3.1 In [GATCOM's response](#) to the pre-application consultation, whilst the proposed concept of the noise envelope was welcomed and viewed as a positive step forward in managing the noise footprint of the airport as it grows, the Committee expressed concern that prior to the launch of the pre-application consultation there had been no engagement with GATCOM or Gatwick's NMB. It is understood that GAL received several thousand responses on the noise envelope element of the DCO consultation and that these are currently being assessed to determine how to take this topic forward.

3.2 The NMB Co-Chairs reported at the last GATCOM meeting the on-going concerns of the NMB's community members about the need for further engagement and transparency in the proposed noise envelope design. As a result of the NMB Co-Chairs recommendation at the last GATCOM meeting that the GATCOM Chairman should write to GAL to arrange a meeting between the GATCOM and NMB NEX Chairs and GAL, a meeting was held on 7 March. The case was made for greater involvement of key stakeholders in agreeing what a noise envelope for Gatwick could look like, referring to the CAA's CAP 1129 (Dec 2013) review to inform the concept. Following the useful discussion between GAL and the Chairs of GATCOM and the NEX, GAL announced at the GATCOM Steering Group that it has decided to use the NMB as basis for the mechanism for continuing to engage on the concept of the noise envelope proposed as part of Gatwick's Northern Runway Project consultation. Details will be worked up over the coming weeks and will be shared once the engagement process has been developed.

### **4. ECONOMIC IMPACT ASSESSMENT**

4.1 GAL published alongside its pre-application consultation material, the Oxera economic impact report which gave the preliminary findings of an economic impact assessment of Gatwick's Northern Runway Project. At the time of responding to GAL's Northern Runway pre-application consultation GATCOM referenced in its response that the Committee was aware that other organisations had commissioned their own economic research into GAL's assumptions on the economic benefits of and the need for the Northern Runway project. GATCOM has requested that GAL gives full consideration to and takes account of the outcomes of those studies in advance of preparing the DCO application submission.

4.2 Following the close of GAL's consultation in early December 2021, the NEF published (27 January 2022) the [findings of its analysis calculating](#) the aviation industry's emission costs based on the Government's revised carbon cost values published in September 2021, a few days prior to the launch of GAL's pre-application consultation. The NEF analysis argues that new government guidance more than doubled the climate cost of eight airport expansions, with Gatwick being cited as one of the airports.

4.3 The Environmental and Amenity Groups' representative, GACC, wrote to the GATCOM Chairman on 31 January, as well as to some local authorities, seeking an urgent special meeting of GATCOM to enable these findings to be debated by the Committee. The request for an urgent special meeting of GATCOM was declined. The reasons for this are set out in the correspondence which is reproduced in Appendix 1.

4.4 GATCOM will note that prior to the Chairman's response to GACC, the views of GAL had been sought which confirmed:

- that the consultation supporting material gave a snapshot in time and it is not unusual during the course of preparing big planning submissions for things to change
- that GAL was aware that the Government had published updated carbon pricing a few days before the launch of the pre-application consultation.
- that GAL will be studying what the Government's updated figures mean for its expansion plans over the next few months
- that the latest values will be used in the planning application itself and examined in the proper way through the examination process.

4.5 GACC's initial letter and the Chairman's response were circulated to all GATCOM members on 9 February to raise awareness of the issue and of the Chairman's decision not to hold an urgent special meeting of GATCOM. The Secretariat has since received three separate requests from members to have the opportunity to discuss the correspondence at the GATCOM meeting, together with a further request from GACC, in its follow up letter of 14 February (see Appendix 1).

4.6 It should also be noted that since the Chairman's response to GACC, the DfT published on 21 March a short, further technical consultation "*Jet Zero: further technical consultation*" that will help inform the final outcome of its "*Jet zero: our strategy for net zero aviation*" consultation which ran between 14 July and 8 September 2021. The current consultation, which closes on 25 April 2022, invites views on the new evidence and updated analysis described in the Jet zero: further technical consultation document and accompanying [Jet zero: modelling framework](#).

4.7 Of specific relevance is the DfT's statement in paragraph 2.10 of the technical consultation document:

*"The new carbon appraisal values, published by BEIS in September 2021, use a different methodology to those published previously. There is no longer a separate carbon value series for the traded sector. The single carbon value series does not reflect current allowance prices and is derived solely from a target-based carbon value.<sup>2</sup> As a result, the series is considerably higher, particularly in the short term, and no longer reflects the carbon prices airline operators face (via the UK Emissions Trading Scheme and Carbon Offsetting and Reduction Scheme for International Aviation) in the short-medium term. Use of these values would risk overstating the emissions reductions that could be achieved through carbon pricing measures. For this reason, these new carbon values are not suitable for use in forecasting aviation demand."*

4.8 It is important for GATCOM to recognise that the purpose of the discussion on this matter is to build an understanding of members' concerns and to provide GAL with an opportunity to explain what it is doing in light of recent Government advice. It is also important that GATCOM is not used as a platform to attempt to pre-determine

---

<sup>2</sup> More detail on the methodology underpinning the new BEIS appraisal values can be found at: <https://www.gov.uk/government/publications/valuing-greenhouse-gas-emissions-in-policyappraisal/valuation-of-greenhouse-gas-emissions-for-policy-appraisal-and-evaluation>

consideration of this matter or the adequacy of GAL's consultation. That is the role of the Planning Inspectorate through the DCO process.

4.9 As mentioned in paragraphs 2.3 and 2.4 above, local authorities have a prescribed and important role in the process. The Planning Inspectorate's advice to the GATCOM Secretariat is that "Local authorities can consider the concerns of the local community as part of their AoC [Adequacy of Consultation] representation. Therefore if members of the public (GATCOM included) are not satisfied that an Applicant has taken, or will take, account of their concerns, ideally the next step would be to raise their concerns to a relevant local authority. Notwithstanding this, the Planning Inspectorate does often receive submissions directly from members of the public about the adequacy of preapplication consultation which can be taken into account at the Acceptance stage. For an example of this, please refer to the [Section 55 Acceptance of Applications Checklist](#) [see box 5]..."

4.10 The Planning Inspectorate has also advised that "A DCO application will only be accepted by the Secretary of State when it is submitted to the Planning Inspectorate if it is considered that adequate consultation has been carried out in compliance with sections 42, 47 and 48 of the PA2008. If at the Acceptance stage the Secretary of State concludes that the consultation is inadequate, he or she can recommend that the Applicant carries out further consultation activity before the application can be resubmitted and accepted. You will note from paragraph 114 of the (former) Department for Communities and Local Government's pre-application guidance that regard will be had to any AoC representations received following receipt of the DCO application when forming a view on whether adequate consultation has been carried out."

4.11 The Planning Inspectorate will outline the process and opportunities for interested parties to raise concerns with the applicant, local authorities as well as the Planning Inspectorate as an application progresses through to the examination stage. The Planning Inspectorate will not however discuss the specifics of the Northern Runway proposal.

## **RECOMMENDED**

(1) That the Planning Inspectorate be thanked for outlining the details of the pre-application stage of the DCO process and opportunities for engagement; and

(2) That GATCOM considers whether there are any matters about process, over and above those matters already raised in GATCOM's response to the Northern Runway pre-application consultation, which need to be raised with GAL as the project design evolves.

**PAULA STREET  
GATCOM SECRETARIAT**

**CORRESPONDENCE BETWEEN GATCOM CHAIRMAN AND GACC**



Tom Cowley  
Chairman  
GATCOM

31<sup>st</sup> January, 2022

Dear Tom,

As you may know, the New Economics Foundation (NEF) published a paper last Friday which confirms that Gatwick's DCO consultation used out-of-date values for the carbon emissions projected to be generated by the airport's expansion. I attach a copy of NEF's paper. Specifically, Gatwick's consultation used historic government carbon values of £69 per tonne of CO2 equivalent in 2020 rising to £231 in 2050. The current government values, which were issued before Gatwick's consultation was published, are £241 per tonne in 2020, rising to £378 in 2050.

Previous work by the NEF, which is referenced in our response to the consultation, identified that Gatwick's consultation also failed to quantify both the non-CO2 effects of air travel and the climate impacts of arriving flights. Government guidance requires all these costs to be monetized and taken into account in project appraisals.

The effect of these errors and omissions is that the climate costs set out in the consultation were underestimated by many billions of pounds. The consultation consequently gave a false impression of the project's climate impacts and its economics. The scale of these errors and omissions is such that responses to the consultation, including GATCOM's, were misinformed and cannot be relied upon.

Given the importance of the airport's expansion proposals to all stakeholders, and the fact that GATCOM is not scheduled to meet until late April we are writing to request that an emergency meeting of the Committee be held as soon as possible so that these issues can be discussed and an appropriate way forward agreed.

Yours sincerely,

Tom Crowley  
Chairman

County Hall  
Chichester  
West Sussex  
PO19 1RQ

Telephone 0330 2222543

Website: [www.gatcom.org.uk](http://www.gatcom.org.uk)



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

9 February 2022

Dear Peter,

### **Request for emergency meeting**

Thank you for your letter of 31 January and for bringing this important matter to my attention. I have carefully considered your request to call an emergency meeting of GATCOM to discuss the findings of the New Economics Foundation (NEF) as outlined in [their article of 27 January](#). However, having liaised with the Vice-Chair and the Secretariat, I do not believe there is a need to call a special meeting.

My reason for this is that it is not unusual over the course of preparing a submission of a planning application, particularly for complex/large scale development projects, for circumstances to change. What is important is that when the actual application is eventually submitted the supporting evidence is up to date reflecting the latest government requirements, policies and cost values which will then be scrutinised and assessed by the Examining Authority (PINS) to initially determine whether there are errors and omissions and then ultimately by the Secretary of State.

I have sought GAL's comments on your concerns and its response is set out in the Annex to this letter for your information. As you will see GAL accepts that it will need to study what the Government's updated cost values mean for its expansion plans over the next few months. I am also aware that many GATCOM member organisations are of the view that GAL needs to update evidence (and/or to provide the missing evidence) for a number of topics, not just in relation to carbon.

In addition to this, it is likely that Government will issue a new aviation strategy, its response to the Jet Zero consultation and other new policy guidance between now and GAL's submission of its DCO application, meaning that any new policies and requirements will also need to be taken into account in GAL's submission.

Notwithstanding this, I would also remind you that in responding to GAL's Northern Runway pre-application consultation GATCOM referenced the fact that the Committee was aware that other organisations had commissioned their own economic research into GAL's assumptions on the economic benefits of and the need for the Northern Runway project and had requested that GAL gives full consideration to and takes account of the outcomes of those studies in

advance of preparing the DCO application submission. GATCOM's response therefore captures the fact that the previous work by the NEF for GACC which, as you say, is referenced in your own response to the consultation. In light of GACC's continuing concerns and the new findings of NEF, I suggest it is for GACC to seek to add to its own consultation submission.

GAL reported at the last GATCOM that it will take several months for all the comments received to the consultation to be considered before work begins on revising and finalising the environmental statement and the submission to the Planning Inspectorate (GAL anticipates submission towards the end of the year). I suggest therefore that at the appropriate time we seek an update on this topic and indeed on other matters, where GAL has added to or revised its assumptions and calculations as a result of consultation responses and changes to Government policy and requirements.

I will circulate your letter and my response to all GATCOM members so that they are aware of the concerns you have raised and my response.

Yours sincerely,

Tom Crowley  
Chairman

## ANNEX

### **GAL's advice to Secretariat 07/02/22**

#### **From: Tim Norwood**

The responsibility of examining GAL's planning (DCO) application including checking how calculations have been made and then balancing the reported economic benefits and environmental impacts in reaching a decision rests initially with the Planning Inspectorate and ultimately with the Secretary of State.

For some background info – by necessity our consultation was a snap shot in time. The Govt published its 'Valuation of greenhouse gas emissions: for policy appraisal and evaluation' on 2nd Sept 2021, less than a week before we launched the consultation and after we had already published the SOCC and announced the start date. We did not and could not have foreseen this information becoming available.

We are aware that the Government has updated its carbon pricing but just because we didn't use the figures published a few days before we launched our consultation, does not mean our consultation was misleading or cannot be relied on. Its perfectly normal in the course of preparing big planning submissions for things to change, and so what is important is that the latest values are used in the planning application itself and examined in the proper way through the examination process.

Again for info – we issued the following statement to the local papers in response to some enquiries

A Gatwick spokesperson said: "We are acutely aware of our responsibilities on climate change and the environment and we will grow in a way that supports the Government in achieving its commitment to net zero emissions by 2050. Our Northern Runway plans are designed to unlock new capacity from our existing infrastructure, much of which is already in place.

"We believe our Northern Runway plans can be compatible with UK climate change targets given a strong industry focus on reducing emissions through market-based measures and innovation, including improvements in engine efficiency, the use of sustainable aviation fuels and hydrogen and electric-power technologies.

"We will be studying what the Government's updated figures mean for our expansion plans over the next few months, but we do not anticipate that adopting the new carbon pricing will mean that our plans are not necessary or not consentable."



Tom Cowley  
Chairman  
GATCOM

14<sup>th</sup> February, 2022

Dear Tom,  
Thank you for your letter of 9 February.

We are disappointed and very surprised that you see no need to call a special meeting of GATCOM.

We fundamentally disagree with your analysis of the situation and the appropriate response to it. The issues at stake, but which your response doesn't address, are the integrity of Gatwick's consultation and whether or not the public have been misled.

You are of course right that when the actual application is submitted the supporting evidence must be up to date and reflect the latest government requirements, policies and cost values. However, we fail to understand why you - and Gatwick - appear to feel that that requirement does not apply equally to the consultation. Gatwick has confirmed that it used carbon values that were out of date when its consultation was published. The consequences of its error are plain: climate costs were very materially understated and the net economic benefits of the project very materially overstated. As a direct result, headline claims made about the project in the consultation were factually misleading. None of that is disputed.

In our view the result is that the consultation was not fit for purpose. Amongst other things it was not "*based on accurate information that gives consultees a clear view of what is proposed ...*" as required by the Planning Act 2008 Guidance. It does not provide sufficient information to allow informed responses and it does not permit the "*intelligent consideration*" required by the Gunning Principles for consultations.

We wholly disagree with Gatwick's view that its errors do "*not mean our consultation was misleading or cannot be relied on*". It plainly was misleading and it plainly cannot be relied on. The fact that data, policies and values may change again following the consultation does not absolve Gatwick from ensuring that they were correct as at the date of the consultation.

You will be well aware that the consultation is the main opportunity most members of the public will have to comment on Gatwick's proposals. We are very surprised that you seem content for them to have done so based on data and assertions that are materially wrong. We are also very surprised that, faced with a fundamental challenge to the integrity of a critical consultation, your preference appears to be to dismiss our concerns rather than address.

We continue to believe that a special meeting of the Committee is required. If you are not willing to arrange one, then we request that this issue is prominently on the agenda for the 28 April meeting of the Committee. We think it would be appropriate for the NEF to be invited to present their findings so committee members can understand the key facts. We'd also like Gatwick to be asked to explain when it became aware of the error in their figures and what actions, if any, it took.

We'd be grateful for an opportunity to discuss these issues and proposals with you as a matter of urgency.

On a separate issue, you've now received and circulated our views on the airspace modernisation programme. Having had an industry centric perspective on the programme at the last Committee meeting we hope there will be an opportunity for our views to be presented and discussed at the April meeting.

Yours sincerely,

This page is intentionally left blank

## GATCOM

28 APRIL 2022

### GATCOM INDICATIVE WORK PROGRAMME 2022/23

#### REPORT BY SECRETARIAT

#### 1. BACKGROUND

1.1 GATCOM's Work Programme is viewed as a living document to provide flexibility for the Committee to consider matters in a changing environment. The timescales against the objectives are indicative in acknowledgement that GAL and industry partners continue to operate in challenging and uncertain times with a reduced resource. The focus over the past year has been helping member organisations to develop an understanding of the impact of the pandemic on Gatwick and the wider region, the airport's recovery and how it can build back better, the Northern Runway project and the resumption of Gatwick's airspace modernisation programme.

1.2 GATCOM's Indicative Work Programme reflects the expected role of an airport consultative committee as set out in the [DfT guidelines](#) for airport consultative committees<sup>1</sup>. In summary the key activities are to:

- Promote an understanding both to the surrounding community about airport operations and to Gatwick Airport Limited (GAL) about the impact of those operations and any proposed operations
- Recognise the wider role of the airport as an important local employer and influential driver in the local economy
- Recognise the local environmental impacts
- Protect and enhance the passenger experience
- Facilitate constructive discussion and help resolve differences while maintaining an overview of trends
- Hold the airport to account by monitoring the implementation of commitments made by the airport and challenging its performance where necessary
- Help various interests reach a common understanding of the impact of the airport operations.

1.3 It is important for all member organisations to recognise that GATCOM provides a platform to facilitate constructive discussion to help build an understanding and endeavour to resolve differences between the various interests and the airport's management. GATCOM is not a dispute resolution forum and it has no executive or decision-making power over the airport's management. The Indicative Work Programme also reflects GATCOM's Mission Statement:

"Working constructively with the airport we seek to reach a common understanding across a wide range of different interests enabling us to give a balanced view to the airport, the Government and/or the Civil Aviation Authority on economic, social, environmental and passenger matters arising from the airport's operation and future development plans".

1.4 The draft Indicative Work Programme 2022/23 therefore includes objectives which reflects GATCOM's performance monitoring oversight role as well as topic specific items such as recovery from the impact of the pandemic and what it means for Gatwick, local businesses, passengers, local communities, the environment and the wider industry; the

---

<sup>1</sup> DfT Guidelines for Airport Consultative Committees April 2014 - [https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment\\_data/file/979232/guidelines-airport-consultative-committees.pdf](https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/979232/guidelines-airport-consultative-committees.pdf)

## Agenda Item 10

Northern Runway project; the airspace modernisation programme; and the review of the night flights regime.

1.5 The GATCOM Steering Group at its meeting on 7 April considered GATCOM's work, achievements and topics addressed over the past year. Potential future topics highlighted previously by the Steering Group, as well as topics from the 2021/22 Work Programme which had yet to be addressed, have been taken into account in the draft Indicative Work Programme for 2022/23 which is set out in Appendix 1 for GATCOM's consideration.

1.6 GATCOM needs to remain mindful that GAL and industry partners are continuing to operate in challenging and uncertain times with passenger throughput and air traffic movements in 2021 remaining significantly below those experienced in 2019 (only 13.5% of traffic in 2021 compared with 2019 traffic levels) and was a lower level of activity than that experienced in 2020. GAL's [financial results](#) were published on 9 March 2022. The [Investor Presentation](#) slides provide a traffic outlook for 2022 and 2023 in which GAL indicates that it is confident of a significant recovery during 2022 boosted by the Government's announcement of 70:30 slot usage rules for the Summer 2022 season and some positive announcements from key airline partners committing to rebuild at Gatwick.

1.7 The draft Indicative Work Programme for 2022/23 set out in Appendix 1 focuses on issues of key importance over the coming year. It also reflects the resource available for both the GATCOM Secretariat (which will be dependent on the successful recruitment of the new Secretariat resource) and GAL as well as the time available within GATCOM's meeting cycles to allow an informed and constructive discussion.

### **RECOMMENDED**

That, subject to the inclusion of comments raised at the meeting, the draft Indicative Work Programme for 2022/23 as set out in Appendix 1 be approved.

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

## DRAFT GATCOM INDICATIVE WORK PROGRAMME 2022/23

### Airport Operations and Performance

Objective	How/Area of Focus	Indicative Date/Status
<p>1. As airport operations recover, to build an understanding of Gatwick's approach and initiatives to "Build Back Better", including revised traffic forecasts and investment plans</p>	<p><b>GATCOM:</b> (1) regular update from GAL on traffic forecasts, challenges for the airport as well as new innovations and green technology to support sustainable regional economic growth.</p> <p>(2) Seek engagement on and regular updates from GAL on the new Capital Investment Programme (CIP) including:</p> <ul style="list-style-type: none"> <li>• Updates from the Passenger Advisory Group (PAG) on its engagement with GAL on the preparation of the new Capital Investment Programme.</li> <li>• Update from the airlines representatives on key investment priorities needed at Gatwick</li> </ul>	<p><b>JUL 2022-JAN 2023</b></p> <p><b>OCT 2022 – APR 2023</b></p>
<p>2. To maintain dialogue with GAL on the effectiveness and performance of airport processes, facilities, and surface access choices as airport operations recover from the pandemic with a focus on the associated impacts on passengers, airlines, businesses, local communities and the environment</p>	<p><b>GATCOM:</b> (1) Monitor GAL's progress in delivering its Surface Access Strategy Targets, including establishing better linkages with the work of the Gatwick's Transport Forum Steering Group.</p> <p>(2) Annual update on rail services and network improvements from the main train operating company and Great British Railways (formerly Network Rail), with regular review of rail access and station re-development progress being undertaken by GATCOM's Passenger Advisory Group.</p> <p>(3) Annual update on GAL's review and outcome of consultations with airlines on GAL's Conditions of Use document 2022/23, specifically in relation to airport landing charges and differentials agreed with the airlines on carbon emissions; noise; and the difference in charges for daytime and night operations.</p> <p>(4) Annual overview of runway slot usage, punctuality and turn round performance.</p> <p><b>Passenger Advisory Group (PAG):</b> (5) Regular review of passenger experience and availability of facilities across the whole passenger journey from point of arrival at Gatwick to departure/onward travel including (but not limited to):</p> <ul style="list-style-type: none"> <li>• Departures process and passenger queuing times at check-in and security</li> <li>• Arrivals process and passenger queuing times at Border Control and baggage reclaim</li> <li>• Special assistance service, including establishing better linkages with the work of the Independent Gatwick Accessibility Panel (IGAP)</li> <li>• Car parking provision, the new Grid Serve forecourt and forecourt</li> </ul>	<p><b>TBA</b></p> <p><b>JULY 2022 – APR 2023</b></p> <p><b>JUL - OCT 2022</b></p> <p><b>OCT 2022 – JAN 2023</b></p> <p><b>JUL 2022 – APR 2023</b></p>

## Agenda Item 10

	<p>charging, including impact on driver behaviours, safety and accessibility</p> <ul style="list-style-type: none"> <li>• Retail, food and beverage availability</li> <li>• Seating capacity</li> <li>• Passenger communications</li> </ul> <p>(6) Seek engagement and input views on the North Terminal refurbishment programme</p> <p>(7) Regular performance monitoring of GAL's regulatory core service standards and passenger complaints handling processes</p> <p>(8) Seek engagement and input to GAL's wayfinding and signage review</p> <p>(9) Engage with Border Control on its Gatwick operation</p> <p>(10) Regular report to GATCOM on outcomes of PAG deliberations.</p>	<p><b>APR – OCT 2022</b></p> <p><b>ON-GOING</b></p> <p><b>OCT 2022-APR 2023</b></p> <p><b>JUL – OCT 2022</b></p> <p><b>ON-GOING</b></p>
<p>3. Monitoring of GAL's environmental management performance and, where necessary and appropriate, to identify areas where additional focus may be needed</p>	<p><b>GATCOM:</b></p> <p>(1) Input to the statutory END Noise Action Plan monitoring process working through GATCOM's NATMAG Members in the first instance, review GAL's progress on delivering the actions of the existing statutory END Noise Action Plan and identify if further attention is needed</p> <p>(2) Seek early engagement on the timetable for and preparation of the five yearly review of the statutory END Noise Action Plan, including seeking to ensure the views of the Gatwick Noise Management Board (NMB) and NATMAG are taken into account in the revised/new draft Plan.</p> <p>(3) Consider the outcomes from the Annual Air Quality Monitoring Report prepared jointly by Reigate and Banstead Borough Council and GAL and identify if further attention is needed.</p> <p>(4) Consider the results of the 2021 noise exposure contours for Gatwick</p> <p>(5) Consider the outcomes of the S106 annual monitoring report process</p> <p>(6) Consider the outcomes of the Decade of Change Progress Report 2021</p> <p>(7) Establish a new process with GAL to enable the monitoring of the airport's journey to achieve its net zero emissions target, including an annual update from GAL, Aviation Environment Federation and Sustainable Aviation on progress made nationally by the aviation industry and Gatwick's contribution to that progress.</p>	<p><b>NOV 2022 – JAN 2023</b></p> <p><b>TBA</b></p> <p><b>JUL 2022</b></p> <p><b>TBA</b></p> <p><b>TBA</b></p> <p><b>TBA</b></p> <p><b>TBA</b></p>
<p>4. Develop a shared understanding of Gatwick's wider role and contribution to the regional economy</p>	<p><b>GATCOM:</b></p> <p>(1) Updates from Tourism South East, ABTA and local authorities on how the tourism and visitor economy sector is recovering from the pandemic and planned partnership working with GAL.</p>	<p><b>OCT 2022</b></p>

	<p>(2) GAL update on its local procurement and local supply chain strategy, including opportunities for partnerships and initiatives to support the rebuilding of the business sectors that supply Gatwick.</p> <p>(3) Update from business/economic interests on the importance of Gatwick acting as a catalyst for strategies to attract and retain investment in the Gatwick region including inward investment opportunities.</p> <p>(4) consideration of growth in green innovation and technology and how Gatwick and the aviation sector can be used as a catalyst for the region to become a UK centre for innovation into green technologies, with contributions on possible approaches from other organisations beyond GATCOM's membership.</p> <p>(5) continue to monitor the recruitment opportunities and the local labour market, the impact on the labour market for local businesses and seek to understand GAL's employment and skills strategy</p>	<p><b>JUL – OCT 2022</b></p> <p><b>TBA</b></p> <p><b>TBA</b></p> <p><b>ON-GOING</b></p>
--	--	---

#### Northern Runway DCO Process

Objective	How/Area of Focus	Date/Status
<p>5. Build an understanding across all member organisations of the DCO process, of opportunities to input to the process and of the key impacts being addressed through the planning process</p>	<p><b>GATCOM:</b></p> <p>(1) Continue dialogue with GAL on its work and timetable for progressing the DCO application and its communication strategy to wider communities.</p> <p>(2) Continue regular updates from GAL and/or the host authorities on issues being addressed as part of the pre-application stage and opportunities for engagement, particularly in respect of the development of the proposed noise envelope and the construction phase mitigation measures and communication plan.</p> <p>(3) Seek to influence GAL and the host local authorities in the preparation of the Heads of Terms of the new legal agreement to ensure that matters of key concern to GATCOM are taken into account or addressed through the process.</p> <p>(4) At the appropriate time to consider whether GATCOM should register as an "Interested Party" in the DCO process.</p>	<p><b>JUL 2022 – JUL 2023</b></p> <p><b>JUL 2022 – OCT 2022</b></p> <p><b>JUL 2022 – OCT 2022</b></p> <p><b>OCT 2022 – APR 2023</b></p>

#### Airspace Modernisation

Objective	How/Area of Focus	Date/Status
<p>7. Build an understanding of the importance of and participate in the FASI-South airspace modernisation project</p>	<p><b>GATCOM:</b></p> <p>(1) Regular updates from GAL on progress on the evolving FASI-South project, interdependencies with other airports and matters to be addressed.</p> <p>(2) Update from ACOG on the engagement opportunities and consultation on the 3<sup>rd</sup> Iteration of the Airspace Modernisation Master Plan</p>	<p><b>ON-GOING</b></p> <p><b>JUL 2022 – OCT 2022</b></p>

## Agenda Item 10

	<p>(3) Help to raise public awareness of the importance of the project and of the opportunities to engage in the project.</p> <p>(4) Review implications of Heathrow's airspace proposals and respond to Heathrow consultations as and when appropriate</p>	<p><b>JUL 2022 – JUL 2023</b></p> <p><b>TBA</b></p>
<p>8. Build an understanding of the Departures Route 4 airspace change process</p>	<p>GATCOM:</p> <p>(1) seek to influence GAL's draft communication plan for engagement on the project.</p> <p>(2) Encourage member organisations in the vicinity of Route 4 to engage in the process including participating in GAL's stakeholder workshops and the public consultation.</p>	<p><b>JUL – OCT 2022</b></p> <p><b>JUL 2022 – JAN 2023</b></p>
<p>9. Maintain effective working partnership with Gatwick Noise Management Board (NMB) and GAL's Noise and Track Monitoring Advisory Group (NATMAG)</p>	<p>GATCOM:</p> <p>(1) Participate in and contribute to the work of the NMB and NATMAG and ensure feedback mechanisms between the groups are timely and provide clarity for all stakeholders</p> <p>(2) Assist in communicating to the wider communities the work of NMB and NATMAG including the intended aims of initiatives and outcomes achieved</p> <p>(3) As and when appropriate, to promote the work of NMB and NATMAG with DfT, CAA and NATS to help influence their organisations' work priorities and the timely delivery of new initiatives</p>	<p><b>ON-GOING</b></p> <p><b>ON-GOING</b></p> <p><b>ON-GOING</b></p>

### National Policy/Consultations/Guidance

<b>Objective</b>	<b>How/Area of Focus</b>	<b>Date/Status</b>
<p>10. Contribute views to the Government's Night Flights Review</p>	<p>Building on GATCOM's response to the DfT's Stage 1 consultation, participate in the Government's DfT Stage 2 consultation</p>	<p><b>TBA</b></p>
<p>11. Review the outcome of the DfT's survey of Airport Consultative Committees to identify whether there are matters that need to be taken into account by GATCOM to ensure its future effectiveness</p>	<p>GATCOM:</p> <p>(1) to review GATCOM's membership and ways of working at an all member/support officer away day. As part of the Away Day to consider the comments raised by members at the GATCOM Steering Group, implications of changes in GATCOM's Secretariat Support and the comments of Aviation Environment Federation to the DfT's survey.</p> <p>(2) where appropriate to consider and agree any changes needed to GATCOM's membership and ways of working as a result of the Away Day and/or the outcomes from the DfT's survey.</p>	<p><b>JUN-OCT 2022</b></p> <p><b>OCT 2022-APR 2023</b></p>