

- 3.10 pm 5. **Northern Runway DCO Process - update**
- Tim Norwood to provide an update on progress on finalising proposals prior to submission to the Planning Inspectorate.
- 3.20 pm 6. **Gatwick Airports journey to net zero**
- Mark Edwards, Head of Sustainability, GAL, to provide GATCOM with an overview of the implications of the Jet Zero ambition for "all airport operations in England to be zero emission by 2040".
- 3.40 pm 7. **New Routes and Growth**
- David Bell, Airline Business Development Manager, GAL, to provide a presentation on new routes and growth in the short term
- 4.00 pm 8. **Tourism and the Visitor Economy update**
- Alison Addy (GAL), Fran Downton (Tourism SE) and Angie Hills (ABTA) to provide an update on how the tourism and visitor economy sector is recovering from the pandemic and how Gatwick work with partners such as local authorities and Tourism SE to support the local visitor economy.

AIRSPACE, NOISE AND ENVIRONMENTAL ISSUES

- 4.20 pm 9. **Airspace Update**
- Andy Sinclair, Head of Airspace Strategy and Engagement, GAL to give updates on progress to include:
- a) Departure Route 4
 - b) FASI South

INTERNAL MATTERS

- 4.45 pm 10. **Dates of next meetings of GATCOM and its sub-groups**
- a) To note the next meetings of GATCOM and its sub-groups as follows:
 - GATCOM Steering Group - Thursday 6 April 2023 at 2.00pm.
 - Passenger Advisory Group - Thursday 30 March 2023 at 1.30pm.
 - GATCOM - Thursday 27 April 2023 at 2.00pm via MS Teams
 - b) To note that the next meeting of Gatwick Airport Limited's Noise and Track Monitoring Advisory Group (NATMAG) will take place on Thursday 2 February 2023 at 10.00am.

Anticipated finish time of meeting: 5.00pm.

To all members and nominated substitutes of Gatwick Airport Consultative Committee

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UNCONFIRMED MINUTES**Minutes of the meeting of the Gatwick Airport Consultative Committee (GATCOM) held virtually on 20 October 2022 via MS Teams.**

Present:	
Tom Crowley	Chairman
Cllr Helyn Clack	Surrey County Council
Cllr Richard Biggs	Reigate and Banstead Borough Council
Jonathan Drew	Chair, Noise Management Executive Board
Cllr Rupert Simmons	East Sussex County Council
Cllr Malcolm Fillmore	Rusper Parish Council
Cllr Mike George	Horley Town Council
Cllr. Alan Jones	Burstow Parish Council
Angie Hills	ABTA
Cllr. Liz Kitchen	Horsham District Council
Chris Larkman	Which? representative
Cllr. Liz Lockwood	Tandridge District Council
Cllr. Caroline Salmon	Mole Valley District Council
Peter Barclay	Environmental and Amenity Groups
Cllr. Steve Waight	West Sussex County Council
Fran Downton	Tourism SouthEast
Cllr Margot McArthur	Kent County Council
Sally Brown (substitute)	Gatwick Diamond Business
Cllr Stephen Hiller	Mid Sussex District Council
Stephen Jones	London Chamber of Commerce and Industry
Jo Rettie	Gatwick AOC
Cllr. Penny Shoubridge	Charlwood Parish Council

Also in attendance:	
Stewart Wingate	Chief Executive Officer, GAL
Tim Norwood	Director of Corporate Affairs, Planning & Sustainability, GAL
Andy Sinclair	Head of Noise & Airspace Strategy, GAL
Alison Addy	Head of External Engagement & Policy, GAL
Melanie Wrightson	Stakeholder Engagement Manager, GAL
Kimberley Heather	Airspace & Noise Programme Manager and Chair of NaTMAG
Monique Smart	GATCOM Secretariat
Ruhana Begrum	DfT
Tim Johnson	AEF

Apologies for absence were received from:

Cllr Carolyn Evans(Charlwood Parish Council), Samantha Williams (Chair, Passenger Advisory Group), Ana Christie (Sussex Chamber of Commerce), Cllr Atif Nawaz (Crawley Borough Council), Hugh McConnellogue (Gatwick AOC), Richard Streatfield (GACC), Anthony Middleton (C2C LEP),Robin Clarke (NATs), Brett North (Gatwick Diamond Business), Chris Carter (Airlines UK), Colin Stewart (BAR UK).

Minutes Of The Last Meeting

1. Resolved - That the minutes of the meeting of GATCOM held on 21 July 2022 be approved and signed by the Chairman.

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2. The Environment and Amenity Group representative asked for it to be noted that they did not support the final GATCOM response to the second consultation on the Northern Runway proposals.

Reports From Sub-Group And Other Meetings

3. 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 Board (copies attached to the signed minutes).

GATCOM Steering Group – Chairman's Report

4. The Chairman of GATCOM introduced his report of the last Steering Group meeting on 22 September 2022. In addition to the details in the report the Chairman highlighted the following:
 - The GATCOM [response to the Contracts and Commitments Extension consultation](#) had now been submitted. Prior to submission, it was discussed at both Steering Group and PAG and then agreed by the Chairman, Vice Chairman and the Chair of PAG.
 - The GATCOM Away Day took place at Tilgate Park in Crawley on 6 October. The day was fairly well attended, good discussions took place, and positive feedback had been received. The Chairman confirmed that the Secretariat report with outcomes and actions from the day would be included on the next GATCOM agenda in January.
5. The Environment and Amenity Group representative raised concern about the Noise Envelope Group (NEG) Process. He referred to the process as inadequate with insufficient time given for meaningful engagement. He also stated that they felt GAL's process lacked independent advice or chairmanship and that GAL were not responding to proposals put forward by Community Noise Groups. He requested that GATCOM should advise PINS of these concerns prior to the DCO process. GAL responded stating that they have given a lot of time and provided extra engagement sessions. GAL also stated that the PINS process would provide independent scrutiny and any group or individual will be able to register with PINS as an 'interested party' and make representations.
6. Some Local Authority Members expressed support for the Environment and Amenity Group concerns regarding meaningful engagement and information from GAL.
7. It was agreed that the full note submitted to the GATCOM Chairman from GACC detailing the concerns, would be circulated to all GATCOM Members for consideration. It was also agreed that GAL should be given the opportunity to see the note in advance and provide comment prior to it being circulated to all Members. It would then be discussed at the next GATCOM meeting in January. **ACTION**
8. The Steering Group report was noted.

Passenger Advisory Group (PAG) – Chair's Report

9. The Secretariat introduced the report and highlighted the following on behalf of the PAG Chair:

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- PAG continue to be extremely busy, and all the working groups are fully engaged with GAL and as always PAG thank GAL for that. A special thank you to both Stewart Wingate and Jim Butler for attending the last PAG meeting.
- PAG submitted their part of the response to the Contracts and Commitments extension consultation. The Chair felt there was a potential conflict between passengers who want to see low cost, frequent flights and local community groups, but as a high proportion of the passenger demographic comes from the Southeast, so many passengers would have both sets of interests at heart.
- PAG continue to keep a close eye on inbound baggage, cleanliness and PRM service delivery.
- Two PAG Members recently attended the Gatwick Transport Forum reporting back the good progress on the new Gatwick Airport station due to open by Q2 2023. Also, the Airport Surface Access Strategy majors on meeting the airports target of getting the majority of future passengers and staff to travel to and from the airport either by means of train, bus, walking and cycling.

10. Resolved that GATCOM agreed the recommendations:

- (1) That GATCOM supports GAL's initiatives put in place to reward good performance and to help drive up service standards for passengers;
- (2) That GATCOM shares PAG's concern about the lack of resource many airport companies continue to face which has impacted on the passenger experience at Gatwick; and
- (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.

Noise and Track Monitoring Advisory Group (NATMAG) Summary Report

11. GATCOM's Lead Member for Noise introduced his report. Highlighting the following:

- Noise complaints continue to be monitored, particularly from areas where the greatest number of complaints are being received.
- The next NaTMAG meeting would look into the reasons for the dispensations for night flights.

12. There was a request that the next NaTMAG report to GATCOM should include more detail regarding the Airline Noise Performance Table. This should include how many airlines are engaged with, when and what metric. **ACTION**

13. Members noted NATMAG's key messages to GATCOM as follows:

- There have been no changes or relaxations by the Secretary of State to the current night flight restrictions at the designated airports.
- Ricardo update on their research investigation into the impact of odour at Gatwick Airport. Modelling suggested Horley would be most likely affected by odour, while volatile organic compound measurement near the fuel farm indicated the fuel farm, cargo area and operations associated with the North Terminal as likely sources of odour.

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

14. The report of the NMB Co-Chairs was received.

15. The following updates were noted:

- The Low Noise Arrival Metric (LNAM) had been delayed and there was no target date at present. This was of concern to the NMB that it was taking longer than anticipated.

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- A Departure Noise Limits and Fines workshop, engaging Community views, was expected to take place soon. It was agreed that as soon as dates were agreed they would be circulated to GATCOM members. Confirmation was also sought as to whether proposals for Departure Noise Limits and Fines would be dependent on the DCO application being put in or approved. It was agreed as Andy Sinclair had dropped off the call, that a response to this question would be followed up after the meeting.

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

Jet Zero Strategy

17. GATCOM received a presentation from Ruhana Begum, Head of Strategy, Aviation Decarbonisation Division, The Department of Transport (DfT) on the new government [Jet Zero Strategy](#).

18. Key points to note were:

- The 'Jet Zero' Strategy sets out the Government's approach for achieving net zero aviation by 2050, with an earlier 2040 target for domestic flights and for 'airport operations' in England to be zero emission by the same year.
- The target to make airport operations zero emission by 2040 only applies to ground emissions from airport sources like heating and lighting requirements and on-site vehicles.
- The Government has set a trajectory for aviation emissions to fall between now and 2050, with 2019 being regarded as the peak year.
- A five-year delivery plan has also been published with a commitment to monitor the trajectory annually and to review and update the overall approach every five years.
- The government is planning to publish a Call for Evidence on proposals to provide consumers with environmental information at the point of booking a flight.
- The Jet Zero Strategy is supported by a range of funding including £165m to support the development of sustainable aviation fuel plants in the UK and £685m is going to be provided through the Aerospace Technology Institute to support aerospace R&D over the next three years.
- The Jet Zero Council was launched two years ago. The last meeting took place alongside the launch of the Strategy and a new Zero Emission Flight Delivery Group has been established which complements the existing Delivery Group and subgroups on SAF.

19. Tim Johnson from Aviation Environment Federation (AEF) was also in attendance to provide his views on the Strategy. He stated that AEF welcomed the setting of targets and a downward emissions trajectory, together with a framework for monitoring and reviewing progress, but it had concerns about the Strategy's reliance on optimistic assumptions regarding the likely uptake of SAF and technology to meet the net zero target. Instead, AEF believes a cautious approach to growth is essential until emissions reductions at scale can be proven.

20. The Committee asked questions to which the following responses were received:

- There is a small Sustainable Aviation Fuel (SAF) Plant in the UK that is providing British Airways. The DfT has committed £180M over 3 years and launched a competition to issue the funding towards SAF.

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- CO2 is measured from the aircraft bunker fuels for the whole flight rather than at any point in the sky. However, this is for outward journeys only.
- SAF is expected to have 77% emissions saving on a lifecycle basis.
- There are different ways to produce SAF. Ruhana undertook to provide more detail on the SAF feedstocks and where it will come from outside of the meeting. **ACTION**
- Zero emission technology is also being looked at in the form of electric and hydrogen aircraft and the infrastructure challenges around this area. A specific subgroup is looking into this.
- It is likely with electric aircraft they may be quieter on take off but not on arrival. A lot of work and more evidence is needed around whether hydrogen would have any noise impact.

21. Due to Sustainable Aviation being unable to attend today's meeting and contribute to the debate, it was agreed that the Secretariat would follow up with them and ask if they wish to add anything to the key messages to be circulated to members.

ACTION

Chief Executive Officer's Report

22. Stewart Wingate, Chief Executive Officer, GAL, reported on activity at the airport over the past quarter (copy attached to the signed minutes). He then highlighted the key points from his quarterly report as follows:

- **Declared Capacity** for July and August had the desired outcome and provided stable operations over the summer period.
- **Service Levels** remain high with 93% of passengers getting through security in less than 10 minutes. In terms of punctuality aircraft have been delayed by approx. 7 to 8 minutes more than was the case in 2019. Over 96% of passengers have received their inbound baggage within 55 minutes. Special assistance provider Wilson James achieved all of the service standards in September which is typically the busiest month for special assistance.
- **Investment & Growth** – new long-haul routes have been announced by British Airways. JetBlue has also expanded its network from Gatwick. Delta Air Lines will return to Gatwick next year and Bamboo Airways will start two new routes in winter 2022.
- **Main Runway resurfacing project** – The works were completed with minimal disruption to local residents, the airport operation and the airline community adjusted some slot times to support the working window earlier in the project. The runway has now had its design life extended by approx. 7 years.
- **Community** – GAL have supported a number of community events over the summer period, including Horsham Children's Parade and Crawley Pride.

Northern Runway Project - Update

23. Tim Norwood, Director of Corporate Affairs, Planning & Sustainability, GAL an update on the DCO Process. The key points to note were as follows:
- The Summer 2022 consultation on the updated highways improvements designs and other updates to the Northern Runway project closed on 27 July. Over 550 responses were received.
 - Engagement with statutory stakeholders continues as GAL consider the consultation responses and further refine the DCO prior to submission.

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- GAL hope to submit the DCO in the first quarter of 2023. As GAL finalise the documents, they hope to be able to give a more detailed timing for the submission.
- Once the DCO is submitted the timescales are then set out by PINS and can be found detailed on their [website](#)

Gatwick Airport Community Trust – Update

24. Jo Rettie, Chair of GACT, provided a [presentation](#) detailing the work of GACT and the community projects they have been able to fund. Jo explained that GACT was an independent charity set up in 2001 that is wholly funded by GAL and provides grants to benefit local communities directly affected by airport operations. Trustees are nominated by local authorities and other groups including GATCOM. The presentation, attached to the signed minutes, detailed examples of projects which have been granted funds over the last few years.
25. Members welcomed the presentation, and many praised the work of GACT and thanked GAL for the funding.

Date of Next Meeting of GATCOM and its Sub-Groups

26. GATCOM noted the next meetings of GATCOM and its sub-groups as follows:
- The next meeting of GATCOM will take place on Thursday 26 January 2023 at 2.00 p.m. This meeting would be in person at Gatwick Airport.
 - The next meeting of the GATCOM Steering Group will take place on Thursday 5 January 2023 at 10am virtually via MS Teams.
 - The next meeting of PAG will take place on 15 December 2022.

Chairman

The meeting concluded at 4.20 pm.

GATCOM

26 January 2023

GATCOM STEERING GROUP

REPORT BY CHAIRMAN

This paper summarises the matters considered by the GATCOM Steering Group at its meeting on 5 January 2023.

1. BUSINESS & OPERATIONS UPDATE

1.1 GAL provided an update to the Steering Group on current operations and traffic levels at the airport over the last quarter and highlights from 2022. GAL is expecting to finish 2022 as the 10th busiest airport in Europe with an average of about 600 flights a day and over 32 million passengers having passed through the airport.

1.2 The last quarter included October half term where passengers travelled to 172 different destinations, this compares to 197 in 2019. October saw over 3 million and November saw over 2 million passengers. Cold weather including snow caused the runway to temporarily close for a short period on 11 December. The busiest day over the festive period was 30 December with over 100,000 passengers with popular destinations including Geneva, Dubai and Ireland.

1.3 Industrial Action has resulted in some operational challenges. Border Force strikes from 23 December to 30 December were managed with government officials and military personnel staffing border control points with minimal impact to passengers. GAL also provided additional staff to support passengers. Rail strikes have caused more disruption to passengers and GAL have been working with coach, bus, taxis and car rental providers to ensure other options are available for passengers.

1.4 Lufthansa launches a new daily service to Frankfurt, Germany from April 2023. BA has also updated its short haul schedules for the summer 2023 season to see many routes returning to Gatwick including Faro, Ibiza, Malaga, Marrakech and Tenerife as well as new routes Athens, Berlin, Madrid, Milan Malpensa and Santorini.

1.5 Projects including Gridserve, the electric vehicle charging project, and the Gatwick Railway Station improvements are progressing well. GAL also informed Steering Group that Metrobus have introduced £2 fares for local residents to encourage more people to use the buses. GAL reported that they intend to submit a response to the recent Surrey County Council 'Future bus network review'. It was also noted that the Local Transport Group had resumed and was looking at the frequency and areas covered by local bus services and consulting with local communities to identify need.

1.6 The Community Team continue with outreach work and supporting local businesses. The first Gatwick Economic Summit was a great success and GAL plan to replicate the event again this year. The Gatwick Foundation Fund was relaunched in November with £300,000 available for local community groups to apply for projects across Surrey, Sussex and Kent.

2. NORTHERN RUNWAY PROJECT UPDATE

2.1 GAL provided an update on the DCO process. It was confirmed that work was on track for submission at the end of Quarter 1 2023. A lot of work is taking place to review and check the numerous documents that need to be submitted. Work continues with key statutory consultees such as Local Authorities, National Highways and Environment Agencies to prepare statements of common ground.

2.2 GAL reminded the Steering Group that once submitted the Inspectorate, on behalf of the Secretary of State, has 28 days to decide whether the application meets the required standards to proceed to examination including whether the developer's consultation has been adequate. GAL assured Steering Group that GATCOM would be notified once the submission has been accepted and made public.

2.3 The Steering Group went on to discuss what role GATCOM should play in the next formal stages of the DCO process, including the possibility of making representations to the Planning Inspectorate at the appropriate stages, on matters previously identified by the committee in response to the draft master plan and the statutory consultations.

2.4 GATCOM has responded to all of GALs consultations from the draft master plan to more recent pre submission statutory consultations on the Northern Runway proposals. GATCOM neither supported nor opposed the various development scenarios but made representations which encouraged steps to minimise impacts, mitigate their effects and to secure appropriate transport and other infrastructure. Steering Group agreed that GATCOM should therefore form a view as to how successful the airport has been in addressing GATCOMs points when the formal DCO application is submitted and that would allow us to decide the details of our response at the next stage.

2.5 Steering Group discussed whether a GATCOM response should include a range of views, as previous responses have, or if it should just include issues where there is common ground. This would be something for GATCOM to consider. It was noted that individuals could register as an 'interested party' if they so wished.

2.6 It was suggested that a Planning Inspectorate representative be invited back to GATCOM. GAL suggested that this may need to be before the application is accepted as given the nature of the process this may not be possible once the examination has started and GATCOM should check with the Inspectorate.

2.7 The Planning Inspectorate attended GATCOM in April 2022. Attached as **Appendix A**, for members information, is an extract from the minutes of that meeting that explains the process and includes links to the presentation given by the Planning Inspectorate and advice previously given to the Secretariat.

2.8 It was agreed this should be an agenda item for the forthcoming GATCOM meeting to discuss further and for GATCOM to agree an approach. There are recommendations in relation to this at the end of this report.

3. AIRSPACE UPDATES

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

3.1 GAL is currently at the initial options and appraisal stage of the CAP1616 airspace change process. Briefings to parish councils - to explain the process and progress so far - took place over recent months ahead of the final cycle of stage 2 FASI-South engagement sessions currently planned to complete by early February. The stage 2 document set is expected to be submitted to the CAA in February for a Stage 2 Gateway Assessment at the end of March 2023.

3.2 As this is one part of a national complex multi-project programme there has also been a lot of engagement over the period with other airspace change sponsors, NATS and with the Airspace Change Organising Group (ACOG), which is responsible for coordinating the delivery of the airspace modernisation programme.

Route 4 – Stage 2 of the CAA’s CAP1616 Airspace Change Process

3.3 Stage 2 has now been completed and GAL have progressed to Stage 3 of the CAP1616 airspace change process which requires a full options appraisal and public consultation. Work on stage 3 is expected to commence soon with a full consultation planned to start in June.

Annual Airspace and Noise Management Board (NMB) Public Meeting

3.4 The first in person Airspace and NMB Public meeting in three years took place in December. This included a number of stands and exhibitions from the DfT, CAA, Airlines and other industry representatives that allowed people to view and speak to experts about projects and plans.

NMB Review

3.5 Due to the impacts of the pandemic an extension to the NMB was agreed in 2021 and a review of the NMB towards the end of its second term was proposed. That review is currently planned for summer 2023 and the NMB co-chairs had already initiated an exercise to seek feedback from members, including scheduling an NMB outcomes workshop with all NMB members at the end of March. However, correspondence have been received from a number of community representatives expressing dissatisfaction with the work of the NMB and requesting that the forum be ‘wound up’. GAL, as sponsors, had decided to seek feedback from the NMB co-chairs and other stakeholders over the coming weeks to gain a full understanding of views before deciding on next steps.

4. END NOISE ACTION PLAN (NAP) – ANNUAL PROGRESS REPORT

4.1 NaTMAG continues to regularly monitor the delivery of the various NAP actions and at a special meeting in December they undertook a full review of year four of the five-year NAP to identify where additional focus may be needed by GAL to deliver its commitments in the last year of the period covered by the NAP. The minutes from that meeting are available on the [GAL website](#).

4.2 The Lead Member for Noise provided Steering Group with a report (appended to the report from NaTMAG at agenda item 3c) and went through the suggested actions to be reviewed in 2023 that had been forwarded to GAL.

4.3 Steering Group agreed:

- (1) the way forward and approach set out in the report, and GAL's draft paper be agreed;
- (2) GATCOM's NaTMAG members be thanked for undertaking the detailed assessment of progress reported by GAL.

(Note: The recommendation for GATCOM in relation to this will be dealt with under the NaTMAG report at agenda item 3c)

5. REVIEW OF THE CAA – CONSULTATION RESPONSE

5.1 The Department for Transport (DfT) have launched a call for evidence that forms part of evidence-gathering for the DfT's review of the CAA. It aims to assess the effectiveness and efficiency of the CAA. Comments are sought on whether the CAA has the right powers to effectively regulate the aviation market, whether its charges are good value for money, and whether it is effectively structured.

5.2 The consultation form was circulated to all GATCOM members, and a draft response based on comments received was discussed by Steering Group. It was debated if more emphasis should be included about the CAA being under-resourced, particularly since the abolition of ICCAN. There was also some comment on whether they had conflicting objectives with environmental issues and economic growth. Those members with additional comments agreed to email them to the Secretariat by 13 January. The Secretariat and the Chairman would then finalise the response before the submission date which was 22 January 2023.

6. GATCOM WORK PROGRAMME

6.1 Steering Group reviewed the GATCOM Work Programme 2022/23. The following updates were noted:

- 2 (2) Annual update on rail services – this was previously scheduled for Oct 2022, but GBR have had a number of staff changes. Following surface access discussions at PAG, the Secretariat is working with GALs Senior Surface Access Manager to assist in getting someone along to a future GATCOM.
- 3(7) Jet Zero – Update from DfT & AEF at the last GATCOM. GAL to provide an update on their progress at January GATCOM.
- 4 (1) Annual update from Tourism SE, ABTA and GAL on tourism, visit economy etc – Scheduled for January GATCOM.
- 11 – Report from Away Day next on the agenda and on January GATCOM.

7. GATCOM AWAY DAY

7.1 Steering Group reviewed the draft key messages and actions from the GATCOM away day that took place in October 2022. This had previously been circulated to all attendees of the away day. The Secretariat provided an update on the actions since the report had been drafted.

7.2 The Steering Group views on specific actions from the GATCOM Away Day were:

Membership

- One member asked for consideration be given to appointing an additional member to represent environment and amenity groups. The majority of other members agreed that GACC is an effective member of GATCOM and regularly brings to the Committee's attention a range of environmental concerns and continues to be effective in representing the concerns of the environmental and local amenity groups across the wider Gatwick area.
- Members were also reminded that following the last membership review in 2019/20 the NMB Chairman was appointed to GATCOM to fill an additional environmental seat created at that time.
- In considering issues relating to membership, it is important to ensure that a balance is struck between the need to ensure that key issues and areas are represented whilst guarding against increasing the size of the Committee to an unworkable level.
- Under this topic there was also a suggestion that environment and amenity group representation on GATCOM could be reviewed periodically. The Steering Group did not reach a firm conclusion on this point and contrary views were expressed.
- Whilst not discussed at the meeting, some members will have seen the letter from CAGNE dated 6 January 2023 making their case for membership of GATCOM. As this is a relevant document a copy is appended as **Appendix B**.

Independent Technical Advisor

- Many members agreed that this was something that should be pursued to assist GATCOM in coming to an independent view on technical issues and responding to consultations. The Chairman stated that work had been undertaken in recent years to pursue this, but he would support further scoping work and to revisit this.

7.3 The Steering Group noted the other actions and updates. The revised Away Day report is attached as **Appendix C** and recommendations in relation to this are included at the end of this report.

8. UKACC ANNUAL MEETING

8.1 The Secretariat reported back from the UKACCs Annual Meeting on 24 November 2022 at Birmingham Airport. The main issues discussed were around staffing, recruitment and retention and surface access. Other issues discussed in relation to ACCs was current ways of working and sharing best practice.

8.2 The DfT gave a brief overview of its current work programme and strategies including Flight Path to the Future, Aviation Council, Jet Zero Strategy, Noise Policy Review and Noise Action Plan guidance and their review of the CAA. UKACCs provided updates on ACOGs One Sky, One Plan Environment Strategy and the CAAs Airspace Modernisation Strategy and how UKACCs are engaged in those workstreams.

8.3 The DfT also gave an update on its review work and programme. The objective was to encourage better working between airports and their ACCs, and to ensure airport stakeholders and communities have an effective voice in airport-related matters that affect them. The DfT reported some outcomes from the recent information gathering exercise that showed the diversity between committees. The DfT firmly believes that

ACCs are best placed to support and challenge their airports. The report is expected to be published in early 2023.

8.4 An update was provided by Baroness Liz Sugg, Chair of the newly formed Council for the Independent Scrutiny of Heathrow Airport (CISHA) <https://www.cisha.org/>. CISHA is the successor body to the Heathrow Community Engagement Board (HCEB) and is the result of an extensive review and stakeholder consultation exercise conducted throughout the pandemic which resulted in a compelling case to make engagement more effective, transparent, and efficient. It incorporates their ACC. The GATCOM Chairman and Secretariat are due to meet their Heathrow counterparts for an informal meeting soon.

8.5 Finally it was agreed at the annual meeting that UKACCs would benefit from having a Work Programme to give focus to its work and priorities which would help better communicate to member ACCs, the DfT and CAA, as well as other interested parties. It was also agreed they should produce a brief Annual Report of their work to give other interested parties an insight to UKACCs and the important work of ACCs.

9. DATE OF THE NEXT MEETING

9.1 It was confirmed that the date of the next Steering Group meeting will be Thursday 6 April 2023 at 2pm at Gatwick Airport.

RECOMMENDATIONS

1. To note and endorse actions from the away day, detailed in Appendix C.
2. To consider whether an additional seat on GATCOM should be created for another Environment and Amenity group.
3. To consider whether the Environment and Amenity group representation on GATCOM should be reviewed periodically and if so, how frequently.
4. To consider what role GATCOM should play in the next formal stages of the DCO process, including the possibility of making representations to the Planning Inspectorate at the appropriate stages, on matters previously identified by the committee in response to the draft master plan and formal consultations.

Appendix:

Appendix A – Extract from GATCOM minutes April 2022 in respect of Planning Inspectorate presentation and advice.

Appendix B – Letter from CAGNE 6 January 2023

Appendix C – GATCOM Away Day Key Messages and Actions.

TOM CROWLEY
CHAIRMAN

Extract from GATCOM Minutes 28 April 2022.

DEVELOPMENT CONSENT ORDER (DCO) – PRE-APPLICATION PROCESS AND ENGAGEMENT OPPORTUNITIES

102. The Planning Inspectorate [presented an overview of the pre-application stage](#) of the DCO process and opportunities for interested parties to engage in the process. It was noted that the Inspectorate's presentation was not intended to cover all aspects of the overarching Planning Act 2008 process.

103. GATCOM notes the following key points:

- The **Pre-Application Stage** is an important stage of the process. It encourages the "front-loading" of information and engagement with local authorities, statutory consultees, stakeholders and other parties such as GATCOM at an early stage to help shape the project. There is limited scope to change a project design once an application has been submitted.
- Once the pre-application statutory consultation has taken place, it does not preclude an applicant carrying out further pre-application engagement.
- Sometimes developers may make changes to the proposed application as result of the response to the pre-application consultation. Depending on the scale of the changes to the proposed scheme design, and whether its fundamentally different to what has already been consulted on, those changes may require further consultation and will need to follow the DCO application guidance. An applicant may also decide to carry out a targeted non-statutory consultation.
- The Planning Inspectorate will engage with others during the pre-application stage and provide section 51 of the Planning Act advice on the process. It is open and transparent in the advice given and publishes it on the relevant project page of the Inspectorate's website. Reference was made to the Inspectorate's [advice](#) given to the GATCOM Secretariat to date. The Planning Inspectorate also advised that it published meeting notes on the application page of the project website.
- Local authorities have an important role at the pre-application stage in representing their local area; making representations in respect of their authority; entering into planning performance agreements with the applicant; being the community champion and involvement in and the adherence to the Statement of Community Consultation (SOCC); providing objective technical evidence, local impact reports, preparing Statements of Common Ground (which may also incorporate areas of uncommon ground); and setting out preliminary thinking on the discharge of potential planning requirements associated with the project and their enforcement. The Inspectorate emphasised the importance of local authorities feeding in views at the pre-application stage and playing a part in shaping the application.
- The applicant is required to review and has a duty to take into account any consultation response that it considers relevant and important whether it be from a statutory consultee, residents, businesses, organisations and other interested parties such as GATCOM, and will need to demonstrate how views and concerns have been taken into account or not included, details of which should be set out in the Consultation Report that is required to be submitted with the application.

- Once an application is submitted the Planning Inspectorate will assess the information submitted to see if the application is fit for examination and will also consider the Adequacy of Consultation. The Inspectorate has 28 days to decide whether an application can be accepted for examination.
- If the application is accepted for examination, **the Pre-Examination Stage**, the Examining Authority is appointed. In response to members' questions, the Inspectorate confirmed that it is at this stage when interested parties, which includes town and parish councils, local residents, local businesses and community groups as well as GATCOM, may submit a relevant representation and become an Interested Party – see [Advice Note 8](#). It was pointed out that the Examining Authority may disregard a relevant representation if it considers that it is vexatious or frivolous, or if it concerns the merits of national policy (the role of the Examination is not to debate the merits of National Policy Statements).
- The Pre-Examination Stage conducts an initial assessment of principal issues, host and neighbouring local authorities to bear in mind the likely need for early submission of Local Impact Reports and Statements of Common Ground during examination.
- **Examination Stage** is required to take no longer than six months and is the inquisitorial part of the process. It is at this stage when the merits of project evidence such as carbon emissions, climate change and social, environmental, economic considerations will be considered by the Examining Authority. Host and neighbouring local authorities will need to submit their Local Impact Reports and Statements of Common Ground during examination. The examination is primarily a written process.
- **Recommendation and Decision stage** – the Examining Authority has three months in which to submit its recommendation report to the Secretary of State, together with the recommended DCO, who then has three months in which to make a decision.

The application process:

Pre-Application	Acceptance	Pre-examination	Examination	Decision	Post-Decision
<p>The developer will be developing their proposals and will consult the public and technical bodies. This is the best time to influence the proposal and talk directly to the developer.</p>	<p>The Inspectorate, on behalf of the Secretary of State, has 28 days to decide whether the application meets the required standards to proceed to examination including whether the developer’s consultation has been adequate.</p> <p>(14 days for local authorities to submit adequacy of consultation representation)</p>	<p>You can now register as an Interested Party; you will be kept informed of progress and opportunities to put your case if you have registered. The Examining Authority will hold a Preliminary Meeting and set the timetable for examination.</p>	<p>You can send in your representations in writing. You can request to speak at a public hearing. You can comment on other Interested Parties’ representations.</p> <p>The Examining Authority has 6 months to carry out the examination.</p>	<p>A recommendation to the relevant Secretary of State will be issued by the Examining Authority within 3 months of the examination closing.</p> <p>The Secretary of State then has a further 3 months to issue a decision on the proposal.</p>	<p>There is the opportunity for legal challenge.</p>

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Communities Against Gatwick Noise and Emissions

**The umbrella aviation community and
environment group for Sussex, Surrey and Kent**

6th January 2023

Tom Crowley
Chairman of GATCOM
Gatwick Airport
Destination House
Gatwick
West Sussex

Dear Tom

Thank you for your reply which has been met with great dissatisfaction by the CAGNE committee; your response and tone seem to neither recognise or appreciate the fact that CAGNE is the largest umbrella aviation community and environment group around Gatwick Airport, with membership of over 5,000 residents in Sussex, Surrey, and Kent as well as elected members.

CAGNE is a very active organisation as illustrated by our environmental campaign, pledge to fly less, and our diverse seminars and activities surrounding COP26 and 27. CAGNE is also a recognised climate active body of the Friends of the Earth; an active member of the committee for South East Climate Alliance; and a member of AEF.

We find your outlook both narrow and concerning. To allow the continuing monopoly of an unsubstantiated noise group, without free or open opportunities to challenge or elect a larger and more representative environmental group onto GATCOM is unacceptable. This is compounded by the fact that the chairman of GATCOM is deemed to be an independent chairman of a statutory body, and yet actions and attitude to constructive and evidence based challenge is one of complete disregard.

If GATCOM were a company, the matter would be referred to the monopolies commission. It would seem that the GATCOM chairman is seeking to proactively and purposefully, restrict residents from having a fair and balanced voice on a statutory forum.

Est Feb 2014

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CAGNE

**Communities Against Gatwick
Noise and Emissions**

**The umbrella aviation community and
environment group for Sussex, Surrey and Kent**

Not allowing outside bodies, other than those that favour Gatwick Airport commercially or with infrastructure interests that benefit the airport, to present at public GATCOM meetings or at the 'behind closed doors' away day, is abhorrent, shows clear favouritism and active concealment. No council would be permitted to operate in such a way; as such we copy in all the council members of GATCOM and elected members of government as well as government officials.

You refer to the issue with GACC noise group as if it were personal but in fact our letter was sent from the CAGNE committee who are all duly elected every year at our AGM.

Four members of the CAGNE committee were long standing committee members of GACC with one being a past chairman of GACC. We are therefore very disturbed by what seems an unprofessional personal stance in seeking to address what we believe to be a very serious matter. As an independent Chairman of a statutory body, it is questionable as to why the chairman would oversee and compound the ongoing monopoly of one noise group on GATCOM, with no opportunity offered to challenge this.

The CAGNE committee request again that you allow for openness and transparency, an opportunity to challenge the appointed noise group at an open forum and stop this unhealthy monopoly that seems openly favoured. CAGNE specifically request that you place this on the GATCOM agenda in February 2023, to ensure that members can vote on the matter, having given due diligence to consulting their council members as well as the public that they represent.

Yours sincerely

CAGNE Committee

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GATCOM AWAY DAY

Thursday 6 October 2022

Key Messages and Actions

The PowerPoint slides for the day are available [here](#)

1. Morning Session

1.1 The away day started with introductions and presentations on GATCOM's purpose and aims, an overview of the outcomes from the last away day, and an overview of GATCOM's current ways of working, operating structure and membership including membership of PAG, NaTMAG and NMB.

1.2 Delegates were split across four tables and at each table discussed the following:

- Structure of GATCOM and its sub-groups – does this need changing?
- Ways of communicating and helping members in fulfilling their role
- Does anything need to change to ensure GATCOM remains effective, influential and adds value for member organisations, GAL and other organisations

Group Leads noted points raised in discussion and in their feedback covered the following:

Structure and Membership

- More input was required from Airlines, the Business Community and Unions.
- Secretariat to follow up on regular non-attenders.
- GATCOM should consider ways of engaging with a youth representative. It was suggested this could be from a local college or youth council.
- Should GATCOM consider public written questions?

Communication

- Consider reinstating a monthly newsletter for Members.
- Encourage Members to share the 'Key Messages' and newsletter with the organisations they represent (e.g., parishes, community groups, businesses, trade partners etc).
- Secretariat to seek feedback from Members after each meeting.
- Consider if the GATCOM Annual report is needed.

Meetings

- The mix of virtual and in-person meetings was welcomed.
- The venue and room layout were good for in-person meetings
- The CEO Report was well received
- External presentations should be kept short to allow for more questions and discussion.
- Some felt that there should only be one main item or presentation per meeting but understood that urgent items may need to be added in addition.

Agenda Item 3a

Appendix C

1.3 The morning continued with a presentation about GATCOM's Performance Monitoring Role and outlined the current process for Noise Action Plan monitoring, PAG monitoring, S106 monitoring and Air Quality monitoring.

1.4 In a general discussion the group was asked if they felt there was public trust and confidence in GATCOM's current approach to monitoring the implementation of commitments made by the airport and whether GATCOM was effective in challenging their performance when necessary.

The discussion included whether there was a need to develop better linkages to:

- Gatwick's Transport Forum
- Independent Gatwick Accessibility Panel
- Gatwick's Management of carbon and the journey to Net Zero Emissions
- S106 monitoring and future input to S106 agreements

The following points were noted:

- Should GATCOM share the results of monitoring with the DfT? It was agreed that issues of importance should be communicated by GATCOM to the DfT.
- GATCOM should monitor best practise via UKACC. It was noted that Heathrow has a new structure, and it will be interesting to see how that progresses.
- GATCOM should encourage GAL to be proactive with regard to reporting Ultra Fine Particles. Could this be incorporated into a revised S106 agreement as part of the DCO process? It was noted that the CAA are looking at Environmental Reporting but the timescales for publishing this was unknown.
- It was noted that two PAG Members would attend the Gatwick Transport Forum, but it was suggested that GATCOM could have better linkages into this group.
- The Independent Gatwick Accessibility Panel had reported into PAG, but it was suggested an update to a future GATCOM would be welcomed.

2. Afternoon Session

2.1 The afternoon session included a presentation on the current work programmes of Government, the CAA and GAL and how they can be monitored and influence GATCOM's work programme. This included the new Aviation Strategy, Jet Zero, recovery from the pandemic, growth, economy and investment, airspace modernisation, night flights regime, review of noise policy and the DfT review of ACCs.

2.2 Delegates were once again split across four tables and at each table discussed the following:

- What are the key topics of interest to members that should be included in the GATCOM work programme
- GATCOM's approach to contentious and sensitive topics. Is the current approach in seeking a balanced response to consultations, right?
- The expected role of GATCOM in the Northern Runway DCO process and beyond

Group Leads noted points raised in discussion and in their feedback covered the following:

Key Topics for Work Programme

- Climate Change
- Night Flight regime and night noise consultation

- Airspace Modernisation
- END Noise Action Plan
- Surface Access
- Air Quality
- Recovery from the pandemic
- Net Zero
- Future technologies

DCO Process

- Mixed views as to whether GATCOM should register as an 'interested party' and therefore provide a response to PINS.
- Due to differing views and the unlikely consensus, it was felt by some that GATCOM should not respond directly to the DCO Process but should be kept regularly informed and be a vehicle for information for communities.
- Others suggested that GATCOM should review the DCO documentation against its previous responses to consultations. If GAL have not addressed all issues, then GATCOM should consider submitting a response.

2.3 It was generally felt that GATCOM's approach to contentious and sensitive issues was managed well. It was noted that responses to consultations can be time critical, but GATCOM should allow as much time as possible for members to consider draft responses.

2.4 It was concluded that there are many challenges and major issues for Gatwick, probably too many for GATCOM to consider at a quarterly meeting. It is important for GATCOM to review what is on the horizon and regularly review priorities for inclusion in GATCOM's work programme.

2.5 Another issue that was raised at different points during the day was that GATCOM should appoint an independent technical advisor as this post had been vacant for some time.

3. Actions and Progress

Actions	Progress
Reinstate a regular newsletter	From 17 November a weekly newsletter has been produced and circulated to all GATCOM members, substitutes, support officers and PAG members. It is also added to the website and circulated to those signed up to receive GATCOM agendas.
Invite a Youth Representative to become involved in GATCOM	The Secretariat attended a meeting the West Sussex Youth Cabinet and explained the purpose of GATCOM and how young people views would be welcomed on the issues we discuss. Four young people have expressed an interest in becoming involved. Initially they will review the agendas, minutes and newsletter and feed in any thoughts or questions via the Secretariat.

<p>Agenda Item 3a Follow up on regular non attenders Appendix C</p>	<p>A new representative, Dominic Rothwell, from Unite the Union – South-East has been appointed to GATCOM and is very much looking forward to becoming involved. There are still some other regular non attendees that the Secretariat will follow up.</p>
<p>Look to undertake closer scrutiny of the S106 agreement (particularly if the DCO process progresses)</p>	<p>This will be reviewed as the DCO process progresses.</p>
<p>Review the Work Programme regularly</p>	<p>This will be included on every GATCOM Steering Group agenda for review and annually on a GATCOM agenda.</p>
<p>Consider at a GATCOM meeting how to proceed or respond to the DCO</p>	<p>This is on the agenda for GATCOM January 2023.</p>
<p>Investigate options for an independent advisor to GATCOM.</p>	<p>Many members agreed that this was something to pursue to assist GATCOM in coming to an independent view on technical issues and responding to consultations. Work has been undertaken in recent years to pursue this, but further scoping work will now be explored.</p>
<p>Consider introducing public questions at GATCOM</p>	<p>The Secretariat will look into options and bring a report to a future GATCOM Steering Group. This will include what other ACCs and Local Authorities currently do.</p>
<p>Reinstate an Annual Report</p>	<p>The Chairman will look to produce an Annual Report in April 2023.</p>

GATCOM**26 January 2022****PASSENGER ADVISORY GROUP (PAG) - REPORT FOR THE PERIOD OCTOBER-DECEMBER 2022****REPORT BY THE CHAIR OF THE PASSENGER ADVISORY GROUP****1. INTRODUCTION AND OVERVIEW**

1.1 PAG's work has been ongoing, 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.

1.2 I am pleased to report that Terminal Review Visits have re-commenced and PAG undertook these in both the North and South Terminals in late November and early December. The visits highlighted some issues, mainly around the need for better signage that GAL are now following up.

1.3 PAG met on 15 December 2022 and the main issues discussed at that meeting are highlighted in this report. Prior to the meeting PAG attended a demonstration of a new mobile driven appliance for passenger processing that, if introduced, would give more flexibility to airlines and also give more control to passengers. In the month leading up to that PAG meeting there was a full round of Working Group meetings where PAG members received full updates from GAL on each specific group topic. As Chair I also attended IGAP on 25 November 2022.

2. EXECUTIVE UPDATE AND OPERATIONAL PERFORMANCE

2.1 PAG is pleased that GAL continues to meet the vast majority of its Core Service Standards (CSS). A new cleaning contract has now been awarded and will start in January. This will include new technology and better facilities management systems to maintain CSS targets. Seating availability in the South Terminal departure lounge was below target in the previous quarter but had recovered for the months of October to December. PAG have been advised that a project to renew or replace damaged seating across the airport is underway.

Security

2.2 The queuing time target of less than 5 minutes for 95% of the time at security has been achieved for the vast majority of passengers.

Special Assistance Service

2.3 The Civil Aviation Authority (CAA) [has published an interim report](#) for the period 1 April to 31 October which rates how airports that handle over 150,000 passengers per year meet a set of quality standards in aiding disabled persons and persons with reduced mobility at airports.

2.4 The report highlighted that Birmingham, London Gatwick, London Stansted and Manchester provided a 'poor' or 'needs improvement' level of performance in quarters one and two, with too many disabled and less mobile passengers waiting for unacceptably

long periods for assistance on arrival. In addition, they noted that some departing passengers missed flights due to delays to the assistance service. However, following significant efforts to improve performance, for October London Stansted and London Gatwick met the targets for 'very good'. The CAA report praised the airports for rectifying their issues with efforts to recruit now progressing well and additional equipment added to the operations, which has led to improvement as the year progressed. They also noted that these airports have engaged positively with the CAA and airlines, have drafted and implemented improvement plans and have set up operational improvement groups. PAG was pleased to hear this update and that GAL continue to work closely with Wilson James, GAL's special assistance provider, to ensure services remain very good.

2.5 PAG received a detailed explanation about the much-publicised incident of a young boy whose specialist wheelchair took 3½ hours to be delivered. GAL have followed this up with all parties and reported that the Jet2 flight had been diverted from Manchester Airport because of snow. Wilson James collected the boy correctly from the aircraft within 15 minutes of landing and escorted him and his family to the reclaim hall. Unfortunately, baggage for the whole flight, including the boy's specialist wheelchair, then took over 3 hours to be delivered. GAL have followed up with Jet2 and their ground handler, Menzies, and spoken directly to the boy's adoptive parents since the incident.

Snow

2.6 PAG received an update on how the snowfall on Sunday 11 December had affected the airport. Operational plans were activated to mitigate the snow's impact, but the snow arrived earlier than the MET office had been forecasting and was heavier than forecast.. The volume of snow took some time to clear from the runway and all the taxiways and the runway was closed for 2 hours with a number of cancelled flights. The de-controlling process for affected passengers, which is the responsibility of the ground handlers, was explained to the PAG.

Challenges

2.7 PAG discussed the number of upcoming operational challenges including, Rail Strikes, SECAMB (Ambulance) Strike and UK Border Force Strikes. With regard to Border Force (BF) strikes, a lot of planning has already taken place with the Home Office and the Military for training stand-in staff both onsite and offsite. It is hoped that some seasonal BF staff will not strike. No flights are being cancelled in advance and more passenger support, concierge, seating, cleaning and special assistance will be on hand to assist passengers. More resource will also be provided to monitor social media channels during this time.

Capital Investment Planning

2.8 As part of the Contracts and Commitments consultation in September, PAG were updated on GAL's proposed capital investment programme. A further meeting has been set up for January for the working group to discuss PAG's capital priorities for the next 5 years.

Wayfinding

2.9 GAL informed PAG of a new wayfinding project that will commence alongside the North Terminal IDL refurbishment. This aims to make the wayfinding more consistent with that used throughout the Vinci Airports Group. This is likely to involve minor changes to directional signage and colours. PAG will be looking to set up a cross section ad hoc working group to work alongside GAL on this project.

3. PASSENGER ENQUIRIES AND FEEDBACK

3.1 GAL reported 1,806 complaints and 163 compliments for Q4. The main areas of feedback were about Automated Number Plate Recognition (ANPR) issues, car park drop off charges and damaged property at security. The top compliments were about Special assistance staff, special assistance service and security staff. PAG have raised concern that the same issues, mainly around car parking, continue to be a problem.

3.2 PAG continues to monitor the complaints data carefully via the working groups.

3.3 GATCOM Secretariat reported one complaint referral that had first been escalated to GATCOM in July 2022. The complaint was about car parking, drop off policy and special assistance. PAG Communications Working Group reviewed the handling of the complaint and concluded that GAL had acted and responded in accordance with procedure and good working practice. PAG did highlight some minor improvements for GAL's future handling of such complaints, and these have been taken on board by GAL.

RECOMMENDATIONS TO GATCOM

That GATCOM notes the work of PAG and its engagement with GAL as the 'critical friend' and support its role as advocate on behalf of passengers.

SAMANTHA WILLIAMS
PAG CHAIR

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GATCOM

26 January 2023

NATMAG - SUMMARY OF ISSUES DISCUSSED

REPORT BY LEAD MEMBER FOR NOISE

1. Introduction

1.1 The last meeting of NaTMAG took place on 10 November 2022. The unconfirmed minutes of the NaTMAG meeting are available on [GAL's website](#) with the key points being summarised in this report.

1.2 In addition there was an Extraordinary NaTMAG meeting on 8 December 2022. That meeting was specifically to undertake a detailed examination of the END NAP Year 4 Review and Annual Progress. The draft report from that meeting is also available on the [GAL Website](#). The outcomes of that meeting have been reported to the GATCOM Steering Group and is attached as Appendix A with a recommendation for GATCOM to agree.

2. Airspace Office Quarterly Report (Q3)

2.1 The airport's flight operations performance over Q3 covering the period 1 July to 30 September 2022 was considered and the complaints analysis reviewed. The quarterly report is available on GAL's website [here](#). Members are asked to note that during Q3 2022 there were 71,862 aircraft movements in total; an increase of 14% from the previous quarter.

2.2 NaTMAG identified in Figure 5 of the report, that some Boeing 737 MAX aircraft were being excluded in the 'B737 family' category. Approximately 5% of movements had been missed, which when removed from the 'Other' category, resulted in a figure of 14% of 'B737 family' movements. Members asked whether it would be best to split the A320 and B737 families to show the proportion splits between the older variants and the newer, quieter NEO and MAX variants respectively. It was agreed this would be included in the Q4 2022 report.

2.3 The causes for go-arounds are recorded by controllers in the ATC tower and provide an insight into the operational situations causing them to happen. The top three reasons are runway occupancy, unstable approaches and airport operational reasons. Members asked if there was any possibility to reduce the number of go-arounds with reason 'Unknown'. The Airspace Office are keen to work more closely with NATS in the future, who have resumed tower control service at Gatwick, to prevent this in the future. EasyJet informed members that every go-around that occurs at Gatwick was investigated. The Airspace Office asked if it were possible to have these reports sent to them, to help prevent the number of unknowns being recorded.

3. Airline Noise Performance Table Update

3.1 The Airline Noise Performance Table is given on page 7 of the [quarterly report](#). GAL's airline engagement programme uses this Performance Table as a guide to target poorer performing airlines. Airlines listed are those with 10 or more movements per week. It should be noted that Route 4 is not included in the track keeping statistics in this table but is reported elsewhere. There are now 28 airlines qualified to be included on this quarter's table compared with 25 airlines the previous quarter.

3.2 The Airspace Office has been working hard throughout the summer, highlighting the importance of noise abatement procedures to new and recently returning airlines, working together with airlines where aircraft performance and compliance could be improved, monitoring and investigating possible instances of non-compliance with crews and air traffic controllers and closely monitoring the usage of movements in the sensitive night period. This included an extensive programme of airline engagement driven from the results of last quarter's Airline Noise Performance Table, including meetings with Nouvelair, Norse Atlantic Airways and JetBlue, with further meetings planned with Corendon Airlines, Bamboo Airways and WestJet. This engagement is already delivering tangible results, which can be evidenced in the case of JetBlue. The Airspace Office first met with JetBlue in February 2022, when their CDO (Continuous Descent Operations) compliance into Gatwick Airport was 21%. Since then, the airline has nearly doubled the number of flights they operate, yet their CDO compliance in September 2022 increased to 76%, with 78% compliance the month before. Furthermore, meetings with Norse Atlantic allowed the Airspace Office to provide the airline with some useful insights into the unnecessary unscheduled usage of the night period quota, which the airline has subsequently acted upon to prevent some of their aircraft operating into the airport in that time period.

3.3 The Airspace Office, with the assistance of Egis, has explored including the use of interactive reporting in Microsoft PowerBI to show the insights provided by the existing Airline Noise Performance Table (ANPT). This review of the table forms part of the NMB workplan and was demonstrated at the recent Noise & Airspace Public meeting. The dashboard will have the interactive ability to present the chosen data for various time periods. The Airspace Office will continue to use this new dashboard to highlight opportunities for engagement with airlines where it is expected performance improvement can be achieved.

3.4 Members asked questions about aspects of the Performance Table including:

- the use of the strategic metric QC/seat. It was proposed that the airport should be maximising passenger throughput per movement, and hence the use of QC/passenger may be more helpful. The Chair highlighted the metric was aimed at measuring the noise efficiency of airlines' fleets.
- the averaged ten flights per week criteria on the table. The Chair informed everyone that outliers to the table are included in the Airspace Office's engagement and that a threshold had to be established at some value. Members were informed only two airlines included in regular GATCOM analysis had not featured on the table, while only 638 movements out of the quarter's 71,382 movements were not included in the table with the airlines already featured. Furthermore, if a leased aircraft operates on behalf of another airline (using their callsign), the movement will be included under the airline's performance in the ANPT.
- The exclusion of Route 4 / D26LAM departures from airline track keeping performance in the ANPT was questioned. The Airspace Office reminded members of the rationale for the decision, stating it would be unfair to publicly penalise airlines, especially those airlines based in the east that utilise this route, whilst operating in a westerly direction, for an issue that is outside of their control. The challenging design of the route is the rationale behind the ongoing Route 4 Airspace Change Proposal. Furthermore, Route 4 track keeping is reported separately in the quarterly report, where performance can be monitored and assessed.

Noise Complaints

3.5 The number of noise complaints submitted to the airport had reduced over summer from a peak in May 2022, however the number of complainants continued to increase until a peak in August 2022, where this figure reduced in September. The majority of noise complainants were located in a number of focus areas: Crawley, Horley, East Grinstead, Tunbridge Wells and the areas surrounding the Route 4 turn. Approximately half of all new complainants in Q3 2022 were located near the towns of Billingshurst, Horsham, Reigate, Tunbridge Wells and Crawley.

Ground Noise

3.6 The ground noise summary report is included on page 23 and in Annex F of the [quarterly report](#). The number of engine tests completed over the quarter remained fewer than the Section 106 limit of 250 in a six-month period. As per Action 10/2022, Members were informed that the Airspace Office had met with GAL engineering, who were responsible for providing the availability of Fixed Electrical Ground Power (FEGP) units. Due to differing statutory reporting standards, the availability of FEGP units on remote stands would no longer be possible. The availability of these stands is still recorded; however, these are presented as part of the figures for each terminal. A footnote would be added to the table in the Q3 report, however the separate reporting of the Remote Stand FEGP availability would be removed in the Q4 2022 report.

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 were reviewed:

- *Action 27 - We will continue to provide a vortex-damage repair scheme to repair roofs that have been damaged by aircraft vortices.* The Airspace Office confirmed that the Vortex Damage and Ice Falls policy remained in place during 2022, where potential applicants to the scheme may initiate the claims process by contacting the Airspace Office¹. Every house, school, church or hospital affected by vortex strikes or ice falls is eligible for repair under this policy, however other properties affected including commercial buildings and cars are not covered by the scheme. Members were informed two applications to the scheme had been granted in the last 12 months, and that only instances occurring very close to the thresholds of each runway were considered due to the unlikely impact of vortices further from the airport.
- *Action 37 - We will continue to provide a Community Noise Monitoring Scheme, operated under the supervision of the Noise and Track Monitoring Advisory Group and the Gatwick Noise Monitoring Group.* A range of reports are produced from the areas where noise monitors are currently located, in coordination with independent noise acousticians. The last report produced was from Oakwood Hill in 2020, where subsequent reports have been suspended due to the COVID-19 pandemic. The next Gatwick Noise Monitoring Group (GNMG) meeting is scheduled for 12 December 2022, where Anderson Acoustics will be in attendance to discuss future reporting, as per this action. Regarding the current noise monitors, two have recently required relocating. The Charlwood monitor was re-sited on 15 September 2022 in a secure field owned by a Charlwood Parish Council member due to previous vandalism, while a new location is being scouted for the Lingfield monitor as the current site has become unavailable. Additionally, the 7 monitors required for the Reduced Night Noise trial have been put in place and are collecting baseline data, which requires a manual download of data every two weeks into the NTK system.

- *Action 49 - In conjunction with the Gatwick Noise Monitoring Group we will commission noise studies to gain an insight into the noise climate in a particular area and holistically across the Gatwick area. We will publish these reports on our website.* Further to Action 37, once these reports have been produced, they will be published on Gatwick Airport's website, as per Action 49. Members were reminded that the process for applying to have a noise monitor sited in their location exists through GATCOM. Members of the public can contact their local GATCOM representative to apply for a monitor which is then passed onto NaTMAG and the GNMG for review. It was suggested that this action should be retained in the next iteration of the END NAP, but that it may be useful to include additional wording to explain how this monitoring can be initiated.

5. DfT Update

5.1 The DfT confirmed the new Secretary of State for Transport was Mark Harper MP, while Baroness Vere of Norbiton would continue as Aviation Minister, building on previous experience as Aviation Minister in 2019. Work continued on the night noise regime review, with full consultation expected to commence at the end of 2023, for implementation post-2025. Although not confirmed, it is possible a short consultation might take place in early 2023, in order to guide the fundamental principles of the later consultation. The CAA have completed their setup of the Environmental Sustainability Panel3. The panel, chaired by Dr Ruth Mallors-Ray, includes Professor Charlotte Clark, a noise specialist who has broad experience applying social science to the issue of aviation noise effects on health and communities. The CAA continue to develop new noise responsibilities following the acquisition of the majority of ICCAN's functions.

6. Reduced Night Noise Trial

6.1 The Reduced Night Noise (RNN) trial would now not commence in February 2023, as originally planned. However, as previously stated, a fleet of noise monitors is now deployed and will remain operational. This will allow a larger baseline set of data than the initially planned three months to be collected and potentially, more accurate results at the conclusion of the study. After the meeting it was confirmed that the new date of trial commencement has been agreed as 7 September 2023.

7. Airspace Updates

7.1 FASI-South project was on schedule to achieve the CAA's Stage 2 assessment gateway in March 2023. Meetings with parish councils not previously involved were held to provide explanations of the airspace change process in order that they were fully informed ahead of the next phase of stage 2 engagement which was likely to take place at the end of January.

7.2 The Airspace Change Organising Group (ACOG) published its Environmental Strategy in September and was continuing to work on the development of a Cumulative Analysis Framework (CAF) which would be used to assess the impact of multiple airspace changes. ACOG is scheduled to launch a national and regional public engagement exercise (PEX) on the Airspace Change Masterplan in March 2023.

7.3 Route 4 Airspace Change. The Route 4 Airspace Change Proposal (ACP) passed the CAA's Stage 2 Gateway in October 2022, after two previous submissions in June and September. Work is now underway to prepare for a full public consultation, currently scheduled for June 2023.

7.4 Route 4 Noise Preferential Route. An amendment to the definition of the Route 4 Noise Preferential Route (NPR) was explained. By way of context, as a result of the outcomes of the historic Route 4 airspace change and subsequent legal action the Route 4 conventional SIDs were reverted to the historic track on 25 February 2021. Following a request from the DfT a revised Route 4 NPR descriptor was agreed removing reference to a reporting point called ACORN. This revised Route 4 NPR descriptor was published in the UK AIP in May 2022. The NPR defined in the noise and track keeping system is the NPR in place prior to May 2022 with an associated track conformance monitoring swathe. GAL is working with its service provider to create an adjusted NPR track keeping conformance monitoring swathe defined in accordance the revised UK AIP descriptor. The NPR conformance monitoring swathe published with the Route 4 airspace change engagement material is that published in the UK AIP in May 2022.

8. Other Updates

8.1 The Lead Member for Noise attended meetings of the Noise Envelope Group and local subgroup, whilst the deputy Lead Member attended a meeting of FLOPSC on 30 November 2022.

NATMAG's key messages to GATCOM are:

- The Airspace Office continue to implement interactive reporting through the use of PowerBI to provide more beneficial insights in a more informative way. The Airline Noise Performance Table currently published by GAL will become an interactive dashboard in the new year.
- Pilot representatives from easyJet attended the November NaTMAG and both their insights and contributions deeply enriched the level of conversation surrounding a number of topics. It is hoped pilot representation would continue at future meetings.

RECOMMENDED

(1) That GATCOM endorse the report attached as Appendix A including the END NAP actions for NaTMAG to review in 2023 detailed in section 1.5 and the comments put forward to GAL in section 1.7.

MIKE GEORGE
GATCOM Lead Member for Noise

Appendix A

END NOISE ACTION PLAN – PROGRESS ASSESSMENT 2022

REPORT BY GATCOM's LEAD MEMBER FOR NOISE

1. INTRODUCTION

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

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

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

1.4 A process has been put in place, through NaTMAG, to facilitate improved transparency of the progress of the END Noise Action Plan. At the end of each year a list of END Noise Action Plan Actions is agreed for rolling review through the following year. Specific actions are scheduled for review in more detail through the reporting year at quarterly NaTMAG meetings. This enables an ongoing periodic review of all Actions over the life of the END Noise Action Plan.

1.5 For 2023 the following are the suggested actions for review by NaTMAG members:

Q1 actions

2a - We will continue to apply and report upon charging penalties to those aircraft operators of Airbus A320 family aircraft that have not had the Fuel Over Pressure Protector (FOPP) modification retrofitted.

4 - Gatwick Airport Ltd will consult with its airline partners annually regarding the Airport Charges Structure. The Noise Management Board will also be asked for its feedback.

28 - We will continue a scheme that helps with the cost of acoustically insulating homes against the effects of aircraft noise. We undertake to review the scheme every 5 years to ensure it remains appropriate and relevant.

Q2 actions

16 - In line with Noise Management Board initiatives and the commitments in the Sustainable Aviation Noise Road Map, we will work with our airlines and air navigation services providers to improve CDO at Gatwick.

33 - We will continue to provide public access to flight track information and noise related data via the Gatwick Airport noise website and the online flight tracking facility, available both on desktop and mobile devices.

36 - We will explore the feasibility of introducing an information service for local communities. This could include updates on airport operations, e.g. scheduled northern runway operations, change in runway direction, meteorological information, scheduled number of aircraft movements during the day and night periods, reported thunderstorm activity etc.

Q3 actions

39a - We will aim to reach a measure of consensus with community groups on future airport utilisation relative to noise impacts. In order to achieve this we will conduct a review of Government policy including how Government policy should be interpreted and how that policy has been applied in practice. Following the establishment of a workable policy baseline we will aim to develop new noise metrics and reporting to complement the current noise contours and measure our future noise performance. This work will be used to more precisely describe outcomes to support this END Noise Action Plan.

51 - We will continue to engage with local planning authorities in order to ensure they are well informed about noise issues at Gatwick, and to provide information on the airport and its operation.

Q4 actions

31 - In conjunction with the Noise Management Board we will explore innovative methods to reduce both inbound and outbound aircraft noise levels.

24a - We will review and increase the fines currently levelled against airlines which breach departure noise limits with all such monies passed to the Gatwick Airport Community Trust.

25 - Through engagement with the Department for Transport, Aircraft Noise Management Advisory Committee and/or through unilateral action review our departure noise limits.

43 - In order to achieve community confidence in the Complaints Handling Policy and provide transparency of information, we will, where appropriate update our procedures relating to the receipt, processing and reporting of aircraft noise complaints.

1.6 Separately a process for an annual review of the END Noise Action Plan was established. The draft report from GAL detailed progress during 2022 in relation all of the actions whether they are: ongoing or cyclic in nature, have been completed in this or previous years, take place on an annual basis or are scheduled for implementation in later years. An extraordinary meeting of NaTMAG took place on 8 December 2022 to review the draft report. Prior to that, GATCOM's NATMAG members and local authority environmental health officers, undertook pre-examination of the draft. The draft minutes from the 8 December meeting are available on the [GAL website](#) that details the review of all the actions. Further outcomes from that meeting are detailed below.

1.7 NaTMAG members provided the following comments:

- Those items on the progress report that have yet to be completed in 2022 were noted, and agreed that these should be adopted in the February 2023 NaTMAG meeting.
- Some of the actions in the progress column state 'ongoing' but members felt it would be clearer if this was amended to 'subject to ongoing monitoring' or 'achieved to date'.
- The current noise action plan demonstrates the need for any future plan to be 'SMART' (specific, measurable, achievable, realistic & timely) with a level of improvement attributable to each measure so that the benefit of that measure/action is clear.

Agenda Item 3c

- Concerns with the current NAP, such as actions overlapping and clearer wording, should be reviewed when drafting the next plan which we understand from GAL will begin early 2023.
- NAP actions to be reviewed in 2023 will be discussed at the February NaTMAG meeting.

1.8 The Steering Group has noted the outcomes of the GATCOM NATMAG Member assessment and recommends that GATCOM endorse the way forward including the END NAP actions for GAL to deliver in 2023.

MIKE GEORGE
GATCOM Lead Member for Noise

GATCOM report

Noise Management Board report: 28 September 2022 to 16 January 2023

Please could members note the question to GATCOM at the end of this report which reads:

- Does GATCOM believe that the NMB should cease to exist with immediate effect and alternative arrangements sought?

Since the last GATCOM, the NMB Delivery Group (NDG) has met twice on 23 November 2022 and 11 January 2023, the NMB Executive Board has met on 2 November and the annual Gatwick Airspace and Noise meeting, at which the NEX Chair outlined the NMB's achievements to date and was open to questions from members of the public, took place on 7 December.

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:

NDG:

- **Schedule of NDG Meetings.** Reflecting a return to nearer normal levels of traffic and resourcing, the NDG is also returning to near the prior frequency of meeting, with 8 NDG scheduled in 2023

Key points from the NDG meetings included:

- **Low Noise Arrival Metric (LNAM).** Gatwick continues to position itself to be the first UK airport to implement the new metric. Implementation is expected in Q2 2023 when a 12-month period of monitoring in shadow mode will begin. Findings will be reported throughout to the NMB and the LNAM sub-group
- The **Reduced Night Noise Trial.** Following revalidation work by UK CAA, the trial is scheduled to begin in September 2023. The Noise Monitors deployed for the trial are already in place and gathering baseline data, as a result providing about 24 months of measured noise performance for these sites, covering the period before, during and beyond the trial
- Progress continues with activity on the **Departure Noise Limits and Fines, Planning and Noise (Land Use Planning) and Undercarriage Deployment** topics.

NEX:

Following the annual nomination process for NCF members on the NEX, the NEX appointed the following NCF representatives until the end of its current term: Councillors:

- Councillor Liz Lockwood, Tandridge Council
- Councillor Natalie Bramhall, Reigate & Banstead Council

CNGs:

- Sally Pavey, CAGNE
- Chris Leyland, CAGNE Aviation Town and Parish Council Forum

Key points from the NEX meeting included:

- The CNG representatives on the NEX said that several CNGs on the NCF felt the **NMB had failed in its mission and that the extension to its timetable should not proceed**. They said that they would write to Gatwick and other stakeholders to ask for talks to put in place alternative arrangements. They did not state suggestions as to what those might be. No other NEX member supported their view.
- The CAA representative gave an update on the **CAA's review of CAP1616** (airspace change). GATCOM members may be interested to know that in January 2023 the CAA published Consultation Guidance and Options Document for the CAP1616 review, which can be found at this link https://consultations.caa.co.uk/safety-and-airspace-regulation-group/acp2022/user_uploads/cap2492-cap1616-review-consultation-guidance-and-options-document.pdf
- Progress on the Workplan was given by the NDG chair, including on the two projects outlined in the NDG update above and also on **Landing Gear Deployment** where a 2 to 3 dB difference in noise had been recorded between planes with their landing gear retracted and those that had lowered it – work would continue to find suitable guidance for airlines so this reduction might be experienced by residents.
- An outline of the new **Fair and Equitable Distribution (FED) project** was given by Paul Hooper from Manchester Metropolitan University (part of the team delivering the project).

Annual Airspace & Noise Meeting:

NMB Executive Board Chair gave a speech on behalf of the 3 NMB Co-Chairs at which he summarised NMB achievements and concerns to date. In particular, he spelt out some of the work that the NMB had done so far in its 2nd term. This included:

- The **publication of an Airline Noise Performance Table** so that airlines, the residents around Gatwick and the public at large can see how airlines are performing on a range of noise-based criteria, using a traffic light system for some. Gatwick engages with airlines when they fall into the amber or red categories. There have been some real success stories in driving noise down for residents as a result. You can find and see the table easily online at <https://www.gatwickairport.com/business-community/aircraft-noise-airspace/noise-reports/>
- A **study to improve departure continuous climb**. This has successfully concluded and has been fed into the work on FASI-South, the airspace change process.
- A **review of the noise abatement procedure for the Instrument Landing System minimum joining point during the night**. Following

publication and discussion, first at a whole-of-NMB workshop, and then in 2022 at the NMB's Executive Board, the review has been fed into the work on FASI-South.

- Agreement to **routinely use two N above metrics to monitor noise alongside the more traditional Leq metrics for all noise reduction trials and to measure noise**. This is an ongoing achievement (and which has resource costs).
- An **independent assessment of Fair and Equitable Distribution (or FED for short) concepts** to help inform NMB stakeholder discussions, as outlined in the NMB workplan, has taken place with NMB stakeholders briefed on the review's findings in a fully transparent and open way, with a chance to debate the findings. Further to this, a new study has been commissioned, following funding granted to Gatwick through the CAA's Airspace Modernisation Support Fund, which recognises the recommendations made by the original FED study. In 2023 this new project intends to work together with community members, putting them at the heart of the in-depth assessments, to work towards mitigating social unacceptability of airspace design options. The project will aim to establish frameworks on inequity and unfairness that can then be used to establish what is more fair and more equitable.
- **Engagement with the FASI-South process**. In line with the workplan regular FASI-South workshops have taken place throughout 2022 for all NMB members – each of these have been held at least twice to maximise participation.
- Engagement on **new departure limits and fines** so a new regime can be put in place. In line with the workplan timeline Gatwick has set out a new fining regime proposal, engaged with stakeholders on that proposal and has asked for feedback.
- Devise, test and operationalise a **new Low Noise Arrival Metric**, which will help reduce noisy outlier planes. The CAA CAP for this was published in January 2022 – and although it has had a slower than expected ride at Sustainable Aviation, Gatwick is aiming to integrate it in the Noise and Track Monitoring system this summer, with the data being analysed before the metric goes public – probably via the Airline Noise Performance Table. This metric is likely to be adopted over time nationally and possibly internationally. NATS is gathering data on the metric via its dashboard and airlines are likely to use this data to monitor the metric themselves.

In addition, community groups asked for a number of issues not on the workplan to be raised. These have included:

- A request for **airlines to cut back on night slots**. The NDG and NEX Chairs carried out an extensive examination of this issue and the NDG Chair briefed the Executive Board on his findings – which were that this was more complex legally than it might at first appear and noted that, were the airlines to give up their slots, others would be able to claim them and the slot regulator would be obliged to reallocate. The airlines themselves also pointed out that there was a regulatory consultation on

this and their preference was to engage on this through the regulatory regime rather than the NMB.

- That Gatwick agree to engage with CNGs on **airport noise charges**, which are different to departure noise limit fines. Gatwick opened its statutory engagement on this late in 2022 and has this month engaged with NCF members on this issue.
- A request that the NEX Chair **lobby Gatwick to create a noise envelope engagement group**, following the Development Consent Order consultation that took place last year which had proposed a noise envelope for the airport. This lobbying took place jointly with the Chair of GATCOM and Gatwick then agreed to set up a noise envelope group.

The NEX Chair also outlined projects that had not yet completed or where timelines had appeared to be much slower than expected. He explained that many of these delays were due to personnel being furloughed during the pandemic and ongoing recruitment and retention problems. These workplan projects are:

- The **Reduced Night Noise Trial**. This is intended to measure and assess the impact of the use of performance-based navigation technology on noise at night and has been delayed to the autumn of 2023.
- The **landing gear deployment** project has not yet been able to identify a standard undercarriage deployment procedure that can be safely recommended for all aircraft types – However, the results of the study remain compelling, with a noticeable reduction in decibels for some aircraft types.
- **Land use planning and noise**. Councillors have been concerned about new developments taking place under noisy flightpaths. Engagement on this has started but is progressing slower than scheduled. This is in part because of the need to incorporate suitable policies in the Local Plans adopted by Planners and in part due to the extraordinary pressures on Councils from the pandemic and the cost-of-living crisis.
- The project on **growth and noise on the existing runway** remains on pause with an agreement that CNGs will raise this once they want the NMB to consider it. The expectation is that this will happen in 2023 as aviation grow closer to 2019 levels.

The NEX Chair also outlined that 2 important events would take place in 2023, both of which had been agreed at the NEX in July 2022:

- An **NMB Outcomes Workshop** in March 2023, proposed by the GACC CNG representative on the NEX.
- A **review of the NMB**, announced by Gatwick (sponsors of the NMB) for summer 2023. In the meantime, some new procedures, proposed by the GACC CNG representative on the NEX, in March 2022, had been adopted by the NMB Co-Chairs following a write round of NEX members in mid 2022.

Given the concerns raised by the CNGs who feel the NMB has failed, should cease and new arrangements should be negotiated, and given

that the NMB is part of the Section 106 agreement, the NMB Co-Chairs would like to ask the following question of GATCOM members:

- **Does GATCOM believe that the NMB should cease to exist with immediate effect and alternative arrangements sought?**

NMB Co-Chairs
16 January 2023

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CEO REPORT FOR GATCOM

October – December 2022

Gatwick Airport Limited
Stewart Wingate, CEO

YOUR LONDON AIRPORT
Gatwick

Airport & Operations

By the October half-term, Gatwick Airport was flying to almost 90% of the destinations it flew prior to the pandemic in 2019, serving 172 destinations during the holiday period, compared to 197 in the same period in 2019 (87%).

Gatwick's busiest day for departures over the festive period was Friday 30 December, closely followed by Friday 23 December. On the airport's busiest day 107k passengers passed through the airport. Passengers favoured a mixture of city breaks and winter sun, with Geneva and Dubai among the most popular destinations.

Ahead of the festive period Gatwick published new advice for passengers using 'meet and greet' or valet parking companies given a 164 per cent increase in complaints about third party firms between May and October 2022, compared to the same period in 2019. Despite often having 'Gatwick' in their company or website name, the airport has no relationship with third-party firms. Gatwick cannot prevent competitor parking companies from operating on site, provided they abide by airport bylaws and terms and conditions of use.



Ahead of Christmas, Gatwick issued advice for those local residents who might give or receive a **drone** as a gift to remind people to check the rules and restrictions for flying near to the airport. It is illegal to fly any drone within 5km of Gatwick Airport – this includes a number of local parks, event venues and residential properties.

Sussex Police deals with more than 200 reports each year of people flying drones within the 5km restricted flight zone surrounding the airport – an offence which can carry a prison sentence of up to five years if it results in endangering an aircraft. Drone operators can apply to Gatwick for a special permit to fly within the 5km zone, should they have a valid reason to do so. All the key information can be found at gatwickairport.com/drones

After a break of six years, **NATS** is back as the air traffic service provider at Gatwick. The transition from Air Navigation Solutions Limited occurred overnight on 8-9 October with all the existing controllers and engineers transferring across to NATS. Gatwick is looking forward to working closely together to build resilience in the years ahead which will benefit passengers, airlines, employees and the region's wider economy.

December 11th saw the first **operational impact of snow** of Winter 22-23. The runway was temporarily closed at 1755 due to un-forecast snow. The airport's snow clearing teams were in place and cleared 94,000 tonnes of snow from the airfield and the runway reopened at 2000 after ensuring that conditions were safe to do so. A number of flights were delayed or cancelled as the area was made safe for aircraft to operate.

The Public and Commercial Services (PCS) union announced industrial action of **Border Force** workers from 23 December until the end of the year, with the exception of 27 December. The announcement came at the same time as widespread railway walkouts, after the RMT union announced 12 strike dates across December 2022 and January 2023. Despite the industrial action by Border Force, flights from Gatwick arrived and departed as normal, with military personnel assigned to operate passport checks at the border. Arriving passengers were advised to use e-gates where possible and Gatwick ensured extra staff were available to help arriving passengers. The mitigations and contingencies ensured no disruption to passengers.

Ahead of the **rail industrial action**, the airport worked with other transport providers to increase their services in response to the strikes including Metrobus, National Express, car rental operators and Gatwick Cars (Gatwick's official taxi provider). An alert on the Gatwick website has been in place since mid-December and the rail disruption page has been in the top 5 most trafficked on the website in the last few months. Additionally, airlines were engaged to share the strike details with their passengers. The most challenging days in respect of the train strikes have been 26th and 27th December. On the 26th there were no trains as a result of Network Rail engineering works and the signaller strike. This action also meant that the network could not restart until around 11am on the morning of the 27th until the signallers had completed all the required safety checks.

The aviation regulator's **Interim Airport Accessibility Report**, which assesses 16 of the largest UK airports, has released its findings from the seven-month period between 1 April and 31 October 2022. Gatwick's improvement across the year has been reflected in the report, which shows the airport as providing passengers with a 'very good' service at the end of the season. Gatwick worked closely with our assistance provider, Wilson James, to provide significant extra resources and a range of enhanced processes after learning lessons from the difficult start to the year as passenger numbers increased rapidly after the pandemic.

It was widely reported in the media that eight-year-old double amputee Tony Hugdell waited hours for his wheelchair to be returned at Gatwick Airport having been caught up in the snow disruption. Adrian Witherow, Gatwick's Chief Operating Officer spoke directly with Paula Hudgell to apologise personally and offer reassurance of a full investigation working closely with the airline, Jet2, and their ground handler, Menzies, to improve the service.

Gatwick became the 10th busiest European Airport in December 2022, according to OAG, and 47th in the world.

The annual airport **Transport Forum** was held in person for the first time since 2019, bringing together a wide range of our stakeholders from local government, transport operators and agencies. The event had a packed agenda which included updates from Jonathan Pollard (CCO) and Adrian Witherow (COO), talking about the quick ramp-up in operations earlier this year, as well as an overview of Gatwick's partnerships with our airlines from Stephanie Wear (Head of Aviation Development). The audience also heard about Gatwick's new Airport Surface Access Strategy (2022-2030) – and now published on Gatwick's website: [surface-access-strategy.pdf \(gatwickairport.com\)](https://www.gatwickairport.com/surface-access-strategy) - the next Decade of Change and an update on the surface access elements of the

Northern Runway proposals. The event closed with a fantastic talk by Crawley-born Simon Calder, Travel Editor for the Independent.

Gatwick had a strong presence at both the **Labour and Conservative Party Conferences**, meeting local MPs, Ministers and decision-makers to discuss Gatwick's recovery and sustainability plans. A re-introductory meeting with the new Aviation Minister, Baroness Vere, was held to discuss issues facing Gatwick and the aviation sector more broadly and we look forward to welcoming her to the airport in the New Year.

In October, Stewart Wingate gave evidence to the **House of Commons Transport Select Committee on Summer resilience** alongside representatives from easyJet and British Airways, as part of a lessons learnt exercise. We have also responded to the Government's consultation on slot alleviation for Summer 23 and support DfT's plan to return to 80:20 next summer.

Rules around taking **liquids and laptops** through airport security will be eased from June 2024. The Government announcement of the biggest relaxation of aviation security regulations in decades will mean passengers at most major UK airports will be able to carry liquids in containers holding up to two litres, a substantial increase from the current limit of 100ml. Travellers will also no longer need to carry the containers in clear plastic bags or remove tablets and laptops from hand luggage as they go through security. Not only will it mean greater convenience for travellers – as people will no longer need to spend time taking items out of their bags – but it will also enhance passenger safety, as security staff will have more detailed images of what people are carrying. The Government has set a June 2024 deadline for airports to install the necessary security technology. As changes will be gradual over the next two years, current rules will continue to apply.



Gatwick held its **annual Health and Safety Week** in the week of the 14th of November. This year's focus was centred on the statement 'Don't walk by', to intervene and look out for one another's physical safety and mental health.

A significant focus of the week was on mental health and the events held throughout the week were aimed at raising awareness and knowing how to look after ourselves, colleagues and the broader airport community. Over 40 events were run by colleagues across the business which included workshops, tours, training, demonstrations, and competitions.

Gatwick Airport's 2022 Gender and Ethnicity Pay Report has been published can be found here: [gender-pay-gap.pdf \(gatwickairport.com\)](#). Gatwick is fully committed to reducing the gender and ethnicity pay gaps through a targeted action plan, which includes clear goals to increase the number of women in leadership roles and ensuring a diverse and inclusive recruitment process. This is the first time the ethnicity pay gap has been published which reflects the intent on improving the number of women and ethnic minorities at all levels across the business.

Airlines and Routes

Bamboo Airway has launched two new routes to Vietnam. Bamboo started its 787-9 Dreamliner flights to Hanoi and Ho Chi Minh City in October and December respectively. Hanoi services, which operate once weekly, commenced on the 29th October, with Ho Chi Minh City flights starting on the 7th December, also once a week. To mark both launches, events were held for the first flights, and included signing ceremonies and traditional ribbon cutting, led by Jonathan Pollard and the Aviation Development team.

At the beginning of December, **Emirates** increased its flights to three times daily. This increase means that Emirates is now back to its pre-COVID capacity levels. All three frequencies are operated by the A380 aircraft, including one with its 615 seat two class version.

Flights to Cape Town with **British Airways** returned on 13th December. British Airways will operate three flights per week to the South African city.



German airline **Lufthansa** announced that they will commence twice daily flights to Frankfurt in summer 2023. Frankfurt is one of few unserved European cities from Gatwick, and as Lufthansa's main hub, will also enable passengers to connect onwards to destinations across, Asia, Africa, the America's, and Europe.

Investment & Growth

The Gatwick Innovation team has trialed the use of **Artificial Intelligence (AI)** for detecting prohibited items in cabin bags and concluded that AI can detect threats accurately. The trial was conducted on one X-ray lane in

North Terminal, without any impact to normal operations. Two suppliers have been shortlisted to trial AI on further lanes in 2023. The technology will be used to assist passenger screening, once the use of AI is approved by the DfT.

Gatwick has a **chatbot** which is enabled on Facebook messenger and premium security offers are being trialed using that channel. Passengers who enquire about an upcoming flight will be prompted with an offer for using premium security. The objective is to see how many people are engaging with such offers, which will be useful for shaping digital offers in the future.

The **Gatwick Rail Station project** has seen significant visible progress since the summer and is still due to complete in 2023. The new station staff accommodation building has now become operational and opened its doors to station staff. This new building will provide a high quality work environment, and feedback from staff has been really positive. This move allows the project to complete the work in the existing station concourse where the central gate line has reopened along with a new totem for platform 2, having been closed since the end of September for improvement works to take place.

The central gateline is the biggest entrance point to all platforms and supports a safe passenger flow between the station entrance and platforms. The old well-worn floor has been replaced with new floor tiles to match the rest of the station concourse, which provide a safe walking surface as well as giving a bright new look to the station concourse. All gates are wide access making them easier to use for those with luggage or those needing mobility support. They also all have a barcode reader meaning all ticket types are accepted (including Google and Apple Pay), which gives passengers complete freedom to choose how they want to pay for their journey.



On the new concourse, the first roof truss has been installed above the new escalator canopies on Platform 5 and 6. This truss will support the new roof and provides exciting visibility of the final concourse structure outline.

In other great news for encouraging greater use of public transport, **Metrobus** will be offering cheaper fares to passengers until the end of March, capped at £2 on all single fare bus journeys. The offer is being funded through a £60m scheme under the Government's 'Help for Households' programme to help the public with the cost of living this winter. The scheme means that some great savings can be had on normal fares:

- 270 East Grinstead to Brighton would usually be £7, a saving of £5
- Route 10 between Crawley and Gatwick normally costs £2.70, a saving of £70p

For more details visit the Metrobus website: [Pay Less to Travel This Winter! - Metrobus](#)

Intensive work has continued on the preparation of the Environment Statement and other planning documentation in relation to the **Northern Runway Project**. Local Authority Engagement continues with the Topic Working Groups and is ongoing with other statutory consultees with a view to progressing and concluding the Statement of Common Ground. It is anticipated that the application for Development Consent will be lodged with the Planning Inspectorate some time in Q1 Of 2023.

Sustainability

GRESB is an independent global Environment-Social-Governance (ESG) benchmark for financial markets. In October 2022, GAL achieved a score of 76/100 for the GRESB Infrastructure 2022 assessment. This exceeds the score received in 2021 and matches the score received in 2020. We are reviewing our scores to identify areas for improvement in future years.

Gatwick has continued to develop roadmaps for delivering across its **2030 Decade of Change goals**. These roadmaps will set out the actions Gatwick will take to achieve the goals, and how success will be measured. Once finalised, these will be made publicly available on our website.

As part of the roadmap to reducing aircraft and surface access emissions, Gatwick has been reviewing how to effectively partner with our third parties to drive carbon reduction. Initial engagement has taken place with airlines, both bilaterally and through the Airport Consultative Committee, to explore working together on carbon reduction.

On 20 December 2022, Gatwick colleagues attended the annual **Gatwick Joint Authorities Air Quality Meeting**. During the meeting, Gatwick provided an update on the results of the air quality monitoring programme, which has continued through 2022, and an overview aircraft and surface access related airport initiatives to reduce emissions.

Gatwick held its annual **Environment Day** on the 22nd September. Sustainability is a priority for the business and the event was held to engage Gatwick staff and the broader airport community on how we are dealing with the climate transition, circular economy/eliminating waste and protecting water and biodiversity. Numerous events were held throughout the day including a tour of the water infrastructure, a biodiversity walk in our award winning biodiversity areas, volunteering in our green spaces, a talk on efforts to reduce cabin waste through effective onboard segregation, and a presentation on opportunities and risks relating to carbon and climate change. The event also included a global broadcast with other Vinci owned airports to learn about what other businesses are doing to improve environmental performance.

Reflecting the importance of sustainability for the business, the **Sustainability Team** at Gatwick are delighted to be expanding, with the team expanding by 100% by Q1 2023. The roles will be responsible for implementing the Decade of Change sustainability policy, embedding sustainability across Gatwick's activities and reporting of sustainability and ESG. This investment demonstrates the importance Gatwick places on sustainability and delivering its Decade of Change commitments.

Airspace & Noise



Airspace Strategy Implementation - South (FASI-S) for Gatwick (ACP-2018-60) Gatwick's FASI-S project remains on track for the Stage 2 Gateway in March 2023 with work on the initial options appraisal in progress, including noise impact, emissions, overflight and safety assessments.

Engagement with NERL and Heathrow took place in October and November. Briefings to parish councils - to explain the process and explain progress so far - took place in October and December ahead of the final round of Stage 2 local stakeholder engagement sessions covering outputs of the Design Principle Evaluation and the Initial Options Appraisal scheduled for end January/early February.

Route 4 Standard Instrument Departures (ACP-2018-86) Following the unsuccessful Gateway review in July, Gatwick requested a further Stage 2 Gateway review in October 2022. Having addressed the key points highlighted by the CAA the Stage 2 documentation materials were resubmitted and the Stage 2 Gateway review in October 2022 successfully passed. GAL aim to resume Stage 3 work on Full Option Appraisal and preparation for public consultation in January 2023.

Noise Management Board Executive Board (NEX) 7 took place on 2 November. The NMB Outcomes Workshop was announced for 29 March 2023, and members were asked to submit any recommendations for format and content.

NMB Delivery Group (NDG) NDG 13 was held on 23 November and received updates on the Reduced Night Noise (RNN) trial and the Low Noise Arrival Metric (LNAM). The RNN trial start date was agreed for 7 September 2023. The implementation of the LNAM into Gatwick's Noise and Track Keeping system is scheduled to take place in Q2 2023, with a workshop introducing the metric and presenting NATS LNAM dashboard to the airlines, planned for end January 2023. The progress of the Fair and Equitable Distribution (FED) project covered the initial Expert Review Group and Stakeholder Focus Group meetings which took place at the beginning of December, with the community fundamentals workshop scheduled for January 2023. The planned Departure Noise Limits (DNL) workshops were also reported, with both the community and industry workshops taking place on 5 December.

Gatwick's **Airspace and Noise Annual Public Meeting** took place in person on 7 December. The event included industry, government and regulator representatives hosting stands and joining a Q&A panel. Presentations by GAL's Head of Noise and Airspace Strategy and the NEX Chair provided a summary of the year, an update on significant airspace change projects and an update on the successes and challenges of the work of the NMB through the year.

The latest meeting of the **Noise and Track Monitoring Advisory Group (NaTMAG)** was held on 10 November where the key topics for discussion included an update on the Reduced Night Noise trial, a

presentation on the interactive Airline Noise Performance Table (ANPT) dashboard, an update on the summer 2022 night quota period usage and the review of the definition of the Route 4/26LAM Noise Preferential Route (NPR). An Extraordinary NaTMAG meeting was held on 8 December where the Action Plan Actions of the draft END Noise Action Plan Annual Progress Report for 2022 were reviewed and discussed. The draft report will be confirmed at the February 2023 NaTMAG meeting.

Noise Quarterly Performance Data

Parameter	Quarterly Performance	
	Q4 2022	Q3 2022
Track keeping performance (% on track)	96.87%	97.09%
Core Night CDO (% achievement)	88.36%	82.36%
Day/Shoulder CDO (% achievement)	89.95%	88.72%
24 Hour CDO (% achievement)	89.83%	87.78%
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 (%)	74/26	65/35

Community

After being suspended during the pandemic, the **Gatwick Foundation Fund** has relaunched with grants available for local organisations in Kent, Surrey and Sussex that support young people, improve health and well-being, tackle social isolation and disadvantage or raise aspirations. £300,000 is available each year, with £100,000 distributed in three rounds of funding, the first of which is open for applications immediately.

The grant criteria align with priority areas that many local authorities currently focus on and are designed to:

- Build better communities by fighting social isolation and tackling disadvantage
- Enable social mobility by raising aspirations and improving skills
- Improve health (physical and mental) and wellbeing
- Make a difference to the lives of disadvantaged children and young people

Kent, Surrey and Sussex Community Foundations manage the programme and assess all applications for their county. These local trusts and foundations raise funds for and make grants to local charities and community groups, they also manage grant funds on behalf of a wide range of donors, including companies, charities and

private individuals. To find out how to apply to the Gatwick Foundation Fund, please see gatwickairport.com/funding

Project funding is also available from the **Gatwick Airport Community Trust**; applications are open until the deadline of 31 March 2023. The Trust is an independent charity that awards grants annually for deserving projects within the area of benefit covering parts of East and West Sussex, Surrey and Kent. In particular, funds are channeled to those areas where people are directly affected by operations at the airport. Grants are targeted towards the development of young people, the arts, sporting facilities, environmental improvement and conservation, improvements to community facilities, volunteering, the elderly and the disabled. The Trust is funded by Gatwick Airport. Details can be found at www.gact.org.uk

With the support of colleagues from across the airport who volunteered their time to collect on behalf of the Royal British Legion, Gatwick Airport proudly raised just over £44,000 for the **Poppy Appeal 2022**. Despite the cost of living crisis it was amazing to see such acts of generosity from our passengers, staff and local commuters. This total would not have been possible without the commitment of Wilson James manning tables in the departure lounges.

To spread seasonal cheer throughout the **Surrey and Sussex Healthcare NHS Trust**, in support of our charity partner SASH, Gatwick has covered the cost of Tesco vouchers to be distributed to hospital staff working over Christmas in the hospital at East Surrey to a value of £6,000.



Clinical experts were in the departure lounge on 17th Oct to mark Restart a Heart Day and raise awareness of the airport's partnership with its charity of the year, SASH Charity (**Surrey and Sussex Healthcare NHS Trust (SASH)**).

The resuscitation team, critical care outreach team and clinical nurse specialists, were on hand to show passengers how to deliver CPR, use a defibrillator and learn more about the significant role we can all play in increasing the survival rates of out-of-hospital cardiac arrests.

Gatwick TravelCare, the airport's on-site charity, hosted a reception in November to recognise and thank their staff and volunteers and to express their gratitude to the Board of Trustees and Committee Members.

Crawley Town Community Foundation Extra Time Hubs support people over the age of 55 to increase their activity levels, reduce social isolation and levels of loneliness. Weekly sessions are aimed at engaging everyone through physical and social activities including quizzes, seated pilates, table tennis, walking football, board games and regular health checks. Gatwick sponsored their Christmas meal and session which included participants from their mental health programme, Move the Goalposts, who join in the sessions which provides some great opportunities for inter-generational work.

Gatwick Engineering and “**Engineering Tomorrow**” delivered a virtual transatlantic bridges lab to students and their teachers in the UK & USA (comprising 33 schools and 1,500 students) in their classrooms. Engineering professionals from both sides of the pond worked through a bridges workbook with students which highlighted the importance of bridges for our societies to function. Students learnt about the various stresses and strains that need to be considered when designing and building bridges, to achieve strength and beauty along with the cost factor. During the three-hour lab, students got the opportunity to build their own bridges out of materials provided by Gatwick Engineering & Engineering Tomorrow.

Gatwick’s programme of **Learn Live broadcasts** has gone from strength to strength in 2022 amassing over 86,000 student views.



In this period Gatwick Fire & Rescue White Watch were interviewed about the day-to-day duties and challenges of the Fire Fighter role and demonstrated some of the fire-fighting equipment, including dramatic footage of water cannons putting out fires on the ‘Hot Wings’ aircraft on the fire training ground.

During the broadcast they were also on hand in a live chat to answer students’ questions about the role and their career journeys.

Colleagues from Engineering, IT, Cyber Security and Innovation took part in an **Airport Tech Virtual Insight Day** giving students from The Brighton Clinic School and St Wilfrid’s in Crawley an opportunity to explore the wide range of technologies in use across the airport. Students quizzed colleagues on their job roles and career paths and took part in fun and engaging interactive activities to develop their knowledge and skills. A **Green Skills Virtual Insight Day** featured an inspiring agenda, with six colleagues from across the business talking about their career journeys and roles in construction, airspace/noise management, water/waste management, energy and bio-diversity. Students learnt about Gatwick’s Decade of Change sustainability journey, the wide range of roles across the airport that require ‘green skills’ and took part in Q&A sessions and interactive activities.

Six Gatwick colleagues are mentoring students with the **Dare to Dream** Love Local Jobs Foundation programme with new Crawley partner school, Thomas Bennett Community College. The first day started with a thought-provoking Year 9 assembly ‘The Journey’ which focused on self-awareness, mindset and choices; delivered by Jack Hayes (Former Heart DJ and Dare to Dream Programme Lead). 16 students then took part in a one hour warm-up workshop followed by 1 to 1 mentoring sessions with their Gatwick mentors.

We were pleased to host 11 autistic students from **Manor Green College** on a landside tour to support their wayfinding and life skills to enable students to navigate the airport and other transport hubs with confidence.

Wilson James supported with an informative talk on Special Assistance and support for hidden disabilities and a Police Officer with search dog kindly engaged in an impromptu Q&A with students.

Gatwick is launching a new **graduate programme** and is recruiting graduates to work across various departments and build their careers at Gatwick. Anyone with a relevant discipline who has earned at least a 2:1 in their degree can apply, including current employees who have earned their bachelor's degree within the last three years. For those external to Gatwick it's two years.

Additionally, due to business growth, Gatwick is recruiting a **Corporate Responsibility and Sustainability Apprentice** as part of the airport's External Engagement & Policy Team.

In early December the **Gatwick Community Local Transport Issues Stakeholder Group** reconvened for the first time since late 2019. As the airport gets busier it is recognised that there are issues which come with a busy operation that can affect our local communities and there are opportunities to work with representatives of communities to improve links between residential areas and the airport. Discussion included formalising the group through a terms of reference, some ongoing issues with taxi drivers in local roads and opportunities to improve bus and cycle links between outlying villages and the airport campus.

Local Economy

We hosted Gatwick Airport's inaugural [Economic Summit](#) "Local Economy. Global Opportunity." at the Sofitel Gatwick Hotel on 3 November, bringing together key stakeholders to discuss long-term sustainable economic growth and future inward investment in the region.



Attended by 125 delegates, this was a high-impact and iconic event that demonstrated how a successful airport can support the wider economy. The full-day conference included speeches, presentations and panel sessions with thought-leading speakers and inspirational business representatives, including Henry Smith MP, The Sunday Times' Economics Editor David Smith, Acting CEO of BA Euroflyer Tom Stoddart and General Manager London of JetBlue Faisal Ahmed.

Discussions throughout the day included debate around the skills pipeline, opportunities arising from tourism and leisure, and inward investment and growth opportunities across West Sussex, Surrey, East Sussex, Kent and South London. We also hosted a VIP Dinner for stakeholders at the Hilton Gatwick Hotel prior to the Economic Summit and this featured a keynote speech from Sir David Higgins. Following the success of this event, plans to hold a second Gatwick Airport Economic Summit in 2023 were announced.

Active engagement has continued with regional stakeholders, working collaboratively to drive and promote economic recovery and future growth. Fourth quarter activity has included the following:

- Engagement and discussion with Crawley Economic Recovery Taskforce and Town Deal Board, Crawley Borough Council, West Sussex County Council, Horsham District Council, Reigate & Banstead Borough Council, Mid Sussex District Council, Coast to Capital (C2C) LEP, Crawley Town Centre BID, Manor Royal BID, CBI South East, Gatwick Diamond Business (gdb), Gatwick Diamond Initiative (GDI), Sussex Chamber of Commerce, Surrey Chambers of Commerce, Institute of Directors Sussex, Develop Croydon, Surrey Business Leaders Forum, South East Local Enterprise Partnership (SELEP), the Gateway Gatwick tourism partnership, Tourism South East, London & Partners, VisitBritain, Department for International Trade and the Aviation Industry Skills Board.
- We confirmed Gatwick Airport's role as Industry Partner for the new **Sussex & Surrey Institute of Technology** and commercial agreements signed in October.
- Our headline sponsorship of the **Gatwick Diamond Business Awards 2023** was announced in October.
- Gatwick announced our role as Strategic Partner for **Gatwick Diamond Initiative** and supported the launch of their new [inward investment website](#) and platform at our Economic Summit.
- We worked with the Airlines team and London & Partners to submit a bid for **VisitBritain's Gateway Innovation Fund**, and worked with Experience West Sussex and VisitBrighton to co-fund, create and launch an Expedia campaign "Celebrate Sussex: The Jewel in England's Crown" to promote Gatwick and the region to the US market.
- We commenced work in November on our first annual economic analysis report to assess Gatwick's economic footprint in 2021.

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