

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.

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:

- 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.
 - 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.
 - 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.
- 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.