

# Public Document Pack

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20 April 2023

## **Gatwick Airport Consultative Committee**

A meeting of GATCOM will be held in the at commencing at **2.00 pm** on **Thursday, 27 April 2023**.

**Note:** This meeting will be held **virtually** with members in remote attendance.

A limited number of places are available for members of the public to observe the virtual meeting. **To register your interest to observe the meeting please contact the GATCOM Secretariat by no later than close of business on Tuesday 25 April 2023**, email [secretary@gatcom.org.uk](mailto:secretary@gatcom.org.uk)

### **Agenda**

- 2.00 pm      1.      **Apologies for Absence**
2.      **Minutes of the last meeting** (Pages 5 - 14)
- To confirm the minutes of the meeting of GATCOM held on 26 January 2023
- AIRSPACE, NOISE AND ENVIRONMENTAL ISSUES**
- 2.10 pm      3.      **END Noise Action Plan - Defra**
- Rhian Thomas and Cerise Reynolds, Noise and Nuisance Policy Team, Environmental Quality Directorate, Department for Environment, Food and Rural Affairs (Defra) will provide GATCOM with a presentation to explain Noise Action Plan (NAP) guidance and what is expected of Airports in their NAP.
- 2.30 pm      4.      **Review of END Noise Action Plan 2024 -2029**
- GAL are required to issue for consultation with GATCOM and other interested parties the Draft Reviewed END Noise Action Plan (NAP).

Kathy Coffin, Noise Compliance and Reporting Manager, GAL to give an overview on the review of the END Noise Action Plan 2024-2029, summarising the key issues and engagement plan prior to the final Plan being approved later in 2023.

- 2.45 pm 5. **Airspace Update**
- Andy Sinclair, Head of Airspace Strategy and Engagement, GAL to give updates on progress and issues in respect of:
- a) Departure Route 4
  - b) FASI South
  - c) Noise Management Board
- 3.00 pm 6. **Noise Management Board - report by NMB Co-Chairs**  
(Pages 15 - 30)
- 3.10 pm 7. **Noise and Track Monitoring Advisory Group (NATMAG) - report by GATCOM's Lead member for Noise** (Pages 31 - 36)

#### **AIRPORT PERFORMANCE AND DEVELOPMENTS**

- 3.20 pm 8. **Chief Executive Officer's Report** (Pages 37 - 48)
- To consider the commentary by Stewart Wingate, Chief Executive Officer, GAL on activities at the airport since the last meeting.
- 3.40 pm 9. **Northern Runway DCO process**
- Tim Norwood to provide an update on progress on finalising proposals prior to submission to the Planning Inspectorate
- 3.50 pm 10. **Surrey & Sussex Healthcare NHS Trust - Charity Partner update**
- Andrew Bickerdike from SASH Charity (Surrey & Sussex Healthcare NHS Trust) to provide an overview of their charity partnership with Gatwick Airport Limited and what it means to the charity.

#### **10 MINUTE COMFORT BREAK**

#### **REPORTS FROM GATCOM SUB GROUPS**

- 4.10 pm 11. **GATCOM Steering Group - 6 April 2023 report by the Chairman** (Pages 49 - 54)
- 4.20 pm 12. **Passenger Advisory Group (PAG) - 30 March 2023 - report by PAG Chair** (Pages 55 - 58)

4.30 pm

13. **Response to DfT Consultations**

(a) **2040 Zero Emissions Airport Targets** (Pages 59 - 72)

An ambition set out in the governments Jet Zero Strategy is for airport operations in England to be zero emission by 2040. The DfT are gathering information to help design the policy to reach this target.

GATCOM Members have submitted some comments on the consultation questions that have been considered on balance and included in the draft response.

GATCOM Members are asked to consider the draft response for submission.

(b) **Night Time Noise Abatement Objectives** (Pages 73 - 78)

A revised overarching aviation noise policy statement has been published and the government consultation on Night-time noise abatement objectives for the designated airports (Heathrow, Gatwick and Stansted) from October 2025 is now live.

GATCOM Members have submitted some comments on the consultation questions, that have been considered on balance and included in the draft response.

GATCOM Members are asked to consider the draft response for submission

4.40 pm

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

a) To note the next meetings of GATCOM and its sub-groups:

GATCOM Steering Group – Wednesday 28 June at 2.00pm via MS Teams.

Passenger Advisory Group – Friday 16 June 2023 at 1.30pm.

GATCOM - Thursday 20 July 2023 at 2.00pm at Gatwick Airport

b) To note that the next meeting of Gatwick Airport Limited's Noise and Track Monitoring Advisory Group (NATMAG) will take place on Thursday 11 May at 10.00am.

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

**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 on 26 January 2023 at the Sofitel, Gatwick Airport.**

<b>Present:</b>	
Tom Crowley	Chairman
Cllr Helyn Clack	Surrey County Council
Cllr Richard Biggs	Reigate and Banstead Borough Council
Jonathan Drew	Chair, Noise Management Executive Board
Samantha Williams	Chair, Passenger Advisory Group
Cllr Malcolm Fillmore	Rusper Parish Council
Cllr Atif Nawaz	Crawley Borough Council
Cllr Eddie Lord	Burstow Parish Council
Angie Hills	ABTA
Cllr. Liz Kitchen	Horsham District Council
Chris Larkman	Which? representative
Dominic Rothwell	Unite
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 Stephen Hiller	Mid Sussex District Council
Stuart Pick	London Chamber of Commerce and Industry
Hugh McConnellogue	Gatwick AOC
Cllr. Penny Shoubridge	Charlwood Parish Council

<b>Also in attendance:</b>	
Stewart Wingate	Chief Executive Officer, GAL
Tim Norwood	Director of Corporate Affairs, Planning & Sustainability, GAL
Andy Sinclair	Head of Noise & Airspace Strategy, GAL
Alison Addy	Head of External Engagement & Policy, GAL
Melanie Wrightson	Stakeholder Engagement Manager, GAL
Monique Smart	GATCOM Secretariat

**Apologies for absence were received from:**

Cllr Mick Gillman (Tandridge District Council), Cllr Rupert Simmons (East Sussex County Council) Cllr Mike George (Horley Town Council) Cllr. Alan Jones (Burstow Parish Council), Cllr Carolyn Evans(Charlwood Parish Council), Ana Christie (Sussex Chamber of Commerce), Cllr Margot McArthur (Kent County Council) Anthony Middleton (C2C LEP), Colin Stewart (BAR UK).

**Membership Updates**

The Secretariat provided the following updates to membership:

- Liz Lockwood had resigned as a Tandridge District Councillor so was no longer their appointed representative on GATCOM. We await formal confirmation from Tandridge DC about a new appointment.
- GACC confirmed that Richard Streatfeild had stood down as their representative on GATCOM. Again, we await formal confirmation from GACC about a new appointment.
- Dominic Rothwell was welcomed as the new representative from Unite.

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It was noted that Liz Lockwood and Richard Streatfeild were appointed by GATCOM to the GATCOM Steering Group and NaTMAG so their departure had left vacancies on those groups. GACC will put forward their representative to replace Richard Streatfeild and nominations would be sought from GATCOM members to fill the vacancy created by Liz Lockwood's departure. That would be approved at a future GATCOM meeting.

### **Minutes Of The Last Meeting**

1. Resolved: That the minutes of the meeting of GATCOM held on 20 October 2022 be approved and signed by the Chairman.
2. In relation to actions from the last meeting, the Secretariat provided the following updates:
  - Minute 7 - the note from GACC to GATCOM about the proposed Noise Envelope Process was circulated to all GATCOM members on 18 November 2022. As agreed, the note included responses on each point from GAL.
  - Minute fifteen, bullet two - confirmation was sought as to whether the progress of the outcomes of the review of Departure Noise Limits and Fines would be dependent on the DCO application being put in or approved. Following the meeting GAL confirmed that the DCO consultation in autumn 2021 was used as an EU 598 compliant vehicle to commence external engagement on Departure Noise Limits. There was further consultation with industry partners and local stakeholders in 2022 and this is planned to continue into 2023, this is separate from the DCO process. The review of the published Departure Noise Limits and Fines is an END Noise Action Plan action the progress of which is tracked through NaTMAG.

### **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 5 January 2023.
5. The Chairman announced that the consultation on the Effectiveness of the CAA had been extended to 29 January, therefore allowing GATCOM to discuss and agree a response at this meeting. The draft response had been circulated to all Members and added to the website on Friday last week. Copies were also available at the meeting. This would therefore be considered after the four recommendations in the Steering Group report.
6. Recommendation one asked members to note and endorse the actions from the GATCOM away day. The report was attached at Appendix C. The Chairman explained that the appendix detailed the key messages and section 3 of the appendix (page 25-26) tabled the actions and the progress made on those actions to date.
7. Resolved: Members noted and endorsed the actions from the GATCOM away day.

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8. Recommendation two asked GATCOM to consider whether an additional seat on GATCOM should be created for another Environment and Amenity Group. The Chairman explained that this was discussed by one of the groups at the away day and then in more detail at the Steering Group meeting when one member asked for this to be considered by GATCOM. The discussion at the Steering Group was detailed in section 7.2 of the Steering Group report.
9. The Chairman also referred to the membership request received from CAGNE. The latest letter from CAGNE was included at Appendix B for members information. However, the Chairman did stress that the discussion and recommendation today was about whether to create an additional seat and not whether a specific group or organisation should be appointed.
10. GATCOM members raised the following points in relation to recommendation two:
  - The proposal for this to be discussed at GATCOM was put forward by Cllr Liz Lockwood who is no longer a GATCOM member.
  - A review of membership in 2019/20 resulted in an additional seat for Environment and Amenity groups and this was subsequently offered to the Noise Management Board (NMB) Chair. A review of the NMB is planned and if there was any change to the NMB then GATCOM could consider a further review at that stage.
  - CAGNE and other groups are on the NMB so can raise issues for GATCOM via the NMB Chair.
  - It was suggested other groups or organisations could be invited to speak at meetings with relevant items on the agenda rather than creating an additional seat.
11. Resolved: There was no support to create an additional seat on GATCOM for another Environment and Amenity group.
12. Recommendation three asked GATCOM to consider whether the Environment and Amenity group representation on GATCOM should be reviewed periodically and if so, how frequently.
13. GATCOM members raised the following points in relation to recommendation three:
  - No other appointment or member was subject to a fixed term so it was felt this would not be appropriate.
  - The process for review could put GATCOM members in a difficult position.
  - There was a need for continuity.
14. Resolved: There was no support to periodically review the Environment and Amenity group representation on GATCOM
15. Recommendation four asked GATCOM to consider what role they should play in the next formal stages of the Northern Runway 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.
16. GATCOM members raised the following points in relation to recommendation four:

### **UNCONFIRMED MINUTES**

- It was acknowledged that GATCOM had responded to all the consultations in relation to the Northern Runway project.
- GATCOM had previously made representations which encourage steps to minimise impacts, mitigate their effects and secure appropriate infrastructure.
- It was suggested that GATCOM should register as an 'interested party' and comment on how successful the airport has been in addressing GATCOMs previous points.
- It was agreed that it was important for individual members, groups and councils to register as interested parties if they had specific matters to raise, especially if a consensus was not reached on that matter by GATCOM.

17. Resolved: GATCOM agreed they would make 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.

18. As previously stated, the Chairman asked GATCOM to consider the previously circulated draft response to the DfT consultation of the Effectiveness of the CAA.

19. Resolved: GATCOM agreed the response to the DfT consultation on the Effectiveness of the CAA and for it to be submitted to the DfT.

### **Passenger Advisory Group (PAG) – Chair's Report**

20. The PAG Chair introduced the report and highlighted the following:

- PAG continue to be busy, and all the working groups are fully engaged with GAL and as always PAG thank GAL for the time and commitment given to this work.
- PAG continue to monitor Core Service Standards and performance.
- Projects and consultations PAG are involved in at present include the North Terminal refurbishment, wayfinding improvements and the capital investments project.
- PAG welcomes the appointment of GALs new accessibility manager and looks forward to working with them going forward.

21. Resolved: 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**

22. The Secretariat introduced the report on behalf of the Lead Member for Noise.

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

- 1) 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.
- 2) 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.

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24. GATCOM was also asked to consider and endorsed the outcomes of the NaTMAG assessment and way forward in relation to the END NAP actions for GAL to deliver in 2023 as detailed in the report attached as appendix A report to this agenda item.
25. NaTMAG continues to regularly monitor the delivery of the 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 to deliver the commitments.
26. Section 1.5 of the report listed the suggested actions for review in 2023. Section 1.7 of the report provided comments put forward to GAL for improvements going forward.
27. Resolved: That GATCOM endorsed the NaTMAG report that detailed 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.

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

28. The Chair of the NMB introduced his report.
29. The NMB Chair explained that some of the Community Noise Groups (CNGs) had written to Gatwick's CEO stating they felt the NMB had failed in its mission and that the extension to its timetable should not proceed and suggested the NMB should be wound up and alternative arrangements be considered.
30. Given the concerns raised by some CNGs, the NMB Co-Chairs asked if GATCOM members had a view on whether the NMB should cease to operate with immediate effect and alternative arrangements sought? The NMB Chair highlighted the good work of the NMB as detailed in his report to GATCOM (attached to the signed minutes), the requirements in the s106 legal agreement and the extension agreed just last year to extend the term due to factors such as COVID.
31. It was confirmed that the view of some of the CNGs was not supported by other members of the NMB Executive Board. Nor was it a view held by all CNGs. Also, no CNG had currently withdrawn from the NMB. It was also confirmed that any decision to end the NMB early was not for GATCOM but under the S106 agreement this was a decision for the NMB Chair.
32. GATCOM members raised the following points in relation to this issue:
  - The GACC representative asked for the letter from GACC to GAL to be circulated to all GATCOM members as it detailed the reasons why they felt the NMB should be wound up. This letter can be found on the [GACC website](#)
  - A number of GATCOM members spoke in support of the NMB continuing in its current form.
  - It was noted that there were currently no proposals from the CNG's on the future organisation of the NMB.
  - It was suggested the planned review this summer should go ahead and at that stage alternative options could be explored.
  - Some members suggested there was cross over between the NMB and NaTMAG and it would be useful to have clearer definitions. A document was previously agreed and circulated to GATCOM members in 2021 and is attached [here](#) as a reminder to members.

### **UNCONFIRMED MINUTES**

- It was asked whether the NMB progress report could be shared with GATCOM. The NMB Chair agreed to follow this up with his co-chairs.
33. Stewart Wingate, GAL CEO, thanked GATCOM for their views and explained that GAL are taking time to consider the views of all stakeholders, including GATCOM members and would respond in more detail to the CNG letters in the coming weeks. He went on to say that at this stage he was minded to suggest the review goes ahead as planned in the summer, and engagement take place prior to gather suggestions for improvement.

### **Chief Executive Officer's Report**

34. 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:
- In the final Quarter of 2022, 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%).
  - New routes and airlines include Bamboo Airway who have launched two new routes to Vietnam. At the beginning of December, Emirates increased its flights to three times daily, taking them back to its pre-COVID capacity levels. Flights to Cape Town with British Airways returned on 13th December. German airline Lufthansa will commence twice daily flights to Frankfurt in summer 2023.
  - Operational challenges over the last quarter included the impact of unexpected snowfall in early December and rail and Border Force industrial action. The mitigations and contingencies put in place for the Border Force action ensured no disruption to passengers, but GAL have worked closely with PAG to keep them informed of any issues that could affect passengers.
  - After a break of six years, NATS is back as the air traffic service provider at Gatwick. The smooth transition from Air Navigation Solutions Limited took place on 8-9 October with all the existing controllers and engineers transferring across to NATS.
  - The CAA Interim Airport Accessibility Report 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 enhanced processes after learning lessons from the difficult start to the year as passenger numbers increased rapidly after 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. Project funding is also available from the Gatwick Airport Community Trust; applications are open until the deadline of 31 March 2023.
  - Gatwick Airport's inaugural Economic Summit "Local Economy. Global Opportunity." Took place in November 2022, bringing together key stakeholders to discuss long-term sustainable economic growth and future inward investment in the region. Positive feedback was received after the event, and it is hoped to be repeated this year.

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- 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. GAL 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.

### Northern Runway Project - Update

35. Tim Norwood, Director of Corporate Affairs, Planning & Sustainability, GAL an update on the DCO Process. The key points to note were as follows:
- Engagement with statutory stakeholders continues as GAL finalise the DCO documents prior to submission.
  - GAL hope to submit the DCO in the spring of 2023.
  - Once the DCO is submitted and accepted timescales for various deadlines including the examination are then published on the Planning Inspectorate's [website](#)
  - GAL will inform GATCOM as soon as the Planning Inspectorate accepts the application and prior to the pre-examination stage.

### Gatwick Airports Journey To Net Zero

36. GATCOM received a [presentation](#) from Mark Edwards, Head of Sustainability, GAL, that detailed GALs journey to net zero. This followed a presentation from the DfT and AEF at the last GATCOM meeting on the Government Jet Zero Strategy.
37. The presentation detailed emissions from airport-controlled sources (known as scope 1 and 2 emissions) as well as from other sources (scope 3) related to activities on the airport and work already underway or planned to achieve GALs Decade of Change goal of reaching net zero by 2040. GALs interim target is to reduce its scope 1 and 2 emissions so that it reaches 80% under the 1990 baseline by 2030.
38. Mark Edwards explained that a call for evidence from the DfT on the approach to implementing targets for achieving zero emissions for airport operations by 2040 is expected soon. This would then be followed by a full consultation. It is expected this would determine the definition of 'airport operations' and the methods for monitoring and reporting.
39. GAL also confirmed they would publish a Carbon Action Plan as part of the DCO application.
40. GATCOM members raised a number of points to which the following responses were provided:
- Hydrogen powered vehicles had not yet been procured as GAL had not established how to bring hydrogen on to site safely. GAL have worked and help fund Metrobus hydrogen buses to be used on local routes, which are expected to be operating shortly.
  - There are currently a number of electric GAL vehicles on-airport. Other vehicles would be replaced when they come to the end of their life.
  - Photo voltaic are not suitable for all buildings but would be considered where possible.
  - GAL have the infrastructure to support Sustainable Aviation Fuel.

### **UNCONFIRMED MINUTES**

- All lighting at the airport is being replaced with LED and intelligent controls to reduce the impact but some lighting is underpinned by safety requirements.

### **New Routes And Growth**

41. GATCOM received a [presentation](#) from David Bell, Airline Business Development Manager, GAL that provided an update on new routes and growth at Gatwick.

### **Tourism And The Visitor Economy**

42. GATCOM received a [presentation](#) from Alison Addy (GAL), Fran Downton (Tourism SE) and Angie Hills (ABTA) 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.
43. In addition to the information provided in the presentation Alison Addy updated GATCOM on the restructure of the GAL team including a Economic Partnership Manager role and a new member of the commercial team, whose job it is to promote Gatwick across the region and the globe.

### **Airspace Update**

44. Andy Sinclair, Head of Noise and Airspace Strategy, GAL, provided updates as follows:

#### **Airspace Modernisation**

45. GAL was 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 a fifth cycle of stage 2 FASI-South engagement sessions planned to complete by early February. A further round of engagement will then take place ahead of submission to the CAA for the Stage 2 Gateway assessment.
46. As this was one part of a national complex, multi-project programme there had also been a lot of engagement with other airspace change sponsors, NATS and with the Airspace Change Organising Group (ACOG). Some areas of design conflict with other sponsors in the South East have been identified and would take time to resolve. Therefore, the Stage 2 Gateway Assessment was now expected Quarter 2/3 2023.

#### **Route 4**

47. Stage 2 had now been completed and GAL have progressed to Stage 3 of the airspace change process which requires a full options appraisal and public consultation. Work on stage 3 was expected to commence soon with a full consultation planned to start in June 2023.

### **Date of Next Meeting of GATCOM and its Sub-Groups**

48. GATCOM noted the next meetings of GATCOM and its sub-groups as follows:

**UNCONFIRMED MINUTES**

- The next meeting of GATCOM will take place on Thursday 27 April 2023 at 2.00 pm via MS Teams.
- The next meeting of the GATCOM Steering Group will take place on Thursday 6 April 2023 at 2.00pm at Gatwick Airport.
- The next meeting of PAG will take place on Thursday 30 March 2023 at 1.30pm at Gatwick Airport

Chairman

The meeting concluded at 4.40pm.

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## **GATCOM report**

### **Noise Management Board (NMB) report: 17 January to 17 April 2023**

Since the last GATCOM, the NMB Community Forum (NCF) has met on 25 January and the NMB Executive Board (NEX) has met on 8 March and the NMB Delivery Group (NDG) has met on 15 March and 19 April.

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 can also find a copy of the progress report attached to the GATCOM papers. As GATCOM may recall, following the re-circulation of the roles of GATCOM, NaTMaG and the NMB, the NMB's role differs to GATCOM's and the NMB's Executive Board has the primary role of scrutinising the NMB's work.

Given the progress report is attached with the extra detail of projects, the NMB Co-Chairs have shortened their report to GATCOM. With that in mind, we wish to highlight 3 points:

#### **NMB Outcomes Workshop**

The NMB held an Outcomes Workshop on 29 March, which was called at the request of the then GACC representative on the NMB's Executive Board to discuss measuring outcomes of the NMB's second term. Somewhat surprisingly GACC did not attend. The aim of facilitating the discussion was to understand from stakeholders their views on what constitutes success and identify which metrics could be used to quantify outcomes of the issues that the workplan looks to address.

The workshop was a very useful and timely exchange of views with a noticeable commitment amongst attendees to find a good way forward. Among the discussions, participants focused on:

- The need for simple language to be used in communications relating to outcomes for dissemination to residents and through Councils and Community groups.
- Lessons learned on engagement and how workplan items are portrayed and communicated.
- The two distinct project timeline categories to communicate: those achievable in the lifetime of the current NMB and those

that feed into FASI-S ACP which contribute to long term planning.

- Review of historical data behind the Airline Noise Performance Table to better understand impacts of both publishing the data and Gatwick's discussions with airlines over a longer term.
- Outcomes brief into the NEX on specifics (eg for the new Low Noise Arrival Metric (LNAM what this means in real terms (dB and number of outliers). GAL agreed to brief the emerging results of its LNAM monitoring at the NEX in November).
- The need for a more holistic approach to be taken forward to the NMB review, including other noise activities at Gatwick.

### **Undercarriage Deployment**

An NDG-convened online technical workshop on undercarriage deployment was held on 20th March that included NATS, EasyJet, BA, TUI and GAL. The technical issues were explored in detail, the outcome is likely to be adapted general guidance for the Gatwick pages of the UK Aeronautical Information Publication, details of which could also be included in the GAL airline induction process and the airspace office airline outreach programmes. As a reminder, the hoped for outcome (based on the monitoring carried out as part of this project) is to reduce noise impacts on the ground - in other words the aviation noise that could be heard by residents - by 2-3 dB in specific areas.

### **Planning and Noise (Land Use Planning)**

The NMB co-chairs sent a letter to the Department for Transport (DfT) outlining the NMB work on Land Use Planning and initial findings and suggesting a meeting to explore the topic in more detail. In their response DfT agreed to meet, noting the 'Flightpath to the Future', which was published last year, and planned next steps on aviation noise policy, which are expected to be published by the end of this year. As outlined in the Aviation 2050 Green Paper, published in 2018, land-use planning is one strand of policy that DfT has been developing.

GATCOM members may also like to be aware that, following the resignation of Liz Lockwood from Tandridge Council (and therefore also the NMB and GATCOM), the NEX held a further nomination process for a new Councillor member and Mick Gillman, also from Tandridge Council, will now sit as a NEX Councillor until the end of this NMB's term.

NMB Co-Chairs  
17 April 2023

# **Gatwick Airport Noise Management Board**

## **Workplan Implementation Report**

**NDG-16**  
**19<sup>th</sup> April 2023**

# Introduction

This report summarises the status of NMB activities captured within the NMB currently adopted Workplan. The 12 priority activities to improve the aircraft noise environment in and around Gatwick, and included within this report, are:

	Workplan Activity	Status
Procedural changes	1. Reduced night flight noise	➔
	2. Landing gear deployment	➔
	3. New departure noise limits & fines	➔
	4. Improve departure continuous climb	✓
	5. Review of noise abatement procedure for the Instrument Landing System (ILS) minimum joining point during the night	✓
Procedural influences	6. Implement Airline Noise Table	↻
	7. Deliver & incentivise Low Noise Arrivals Metric	➔
	8. Agree & routinely use noise metrics	↻
Strategic change influencing	9. Engagement with FASI-S	↻
	10. Examine Fair & Equitable Distribution	➔
Noise-related information for decision making	11. Planning & Noise	➔
	12. Growth & Noise	➔

Status Key	
Complete or achieved	✓
In progress <sup>1</sup>	➔
Ongoing <sup>2</sup>	↻
Paused	
Stopped/Not started	○

<sup>1</sup> In progress - An activity that is actively being progressed, and hasn't yet been implemented.

<sup>2</sup> Ongoing - An activity that has been implemented and is carried out as a matter of routine.

The following slides provide a summary of progress, key milestones, interdependencies and current timelines for each workplan activity. **Revised target milestone dates** have been presented where activities have been paused due to the COVID-19 pandemic (resulting low traffic), and where progress doesn't align with target milestone dates as presented in the NMB Workplan.

# Procedural Change

## ACTIVITY 1: REDUCED NIGHT FLIGHT NOISE

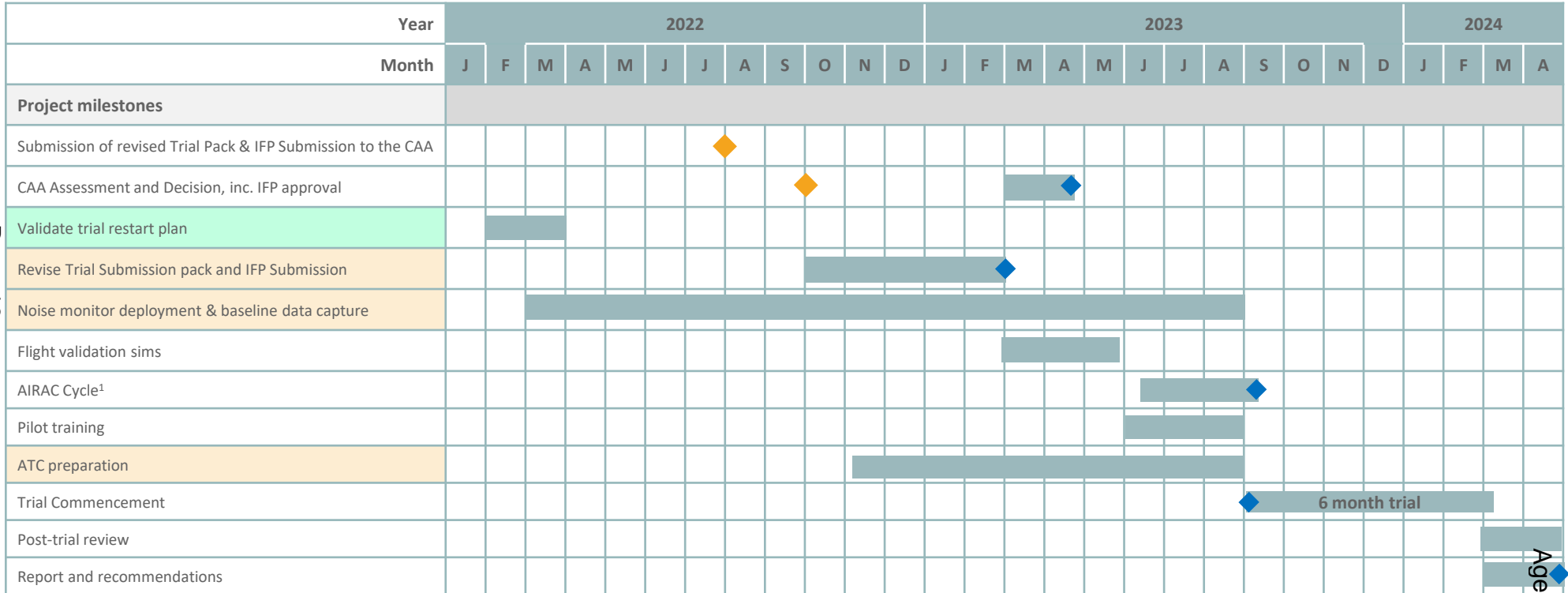
**Overview:** The aim of the Reduced Night Noise Trial is to measure and assess the extent to which PBN technology can deliver noise benefits for arriving aircraft during the night period, by reducing the number of 'outliers' that are significantly lower or noisier than most aircraft. The trial, initiated in 2017, was paused in 2020 as a result of the pandemic. This activity focuses on re-start of the trial, including associated planning, training, trial implementation and post-trial review.

Status: →

Key: Not started Ongoing Complete

Project milestones:

Key: ◆ NMB Workplan target date ◆ NMB Workplan Target date achieved ◆ Revised target date (due to COVID-19 / low traffic) ◆ Revised target date (due to other reasons)



**Progress update:**

- EasyJet have agreed to host Airbus sim trials, and BA have agreed to host wide-body Boeing sim trials.
- The Trial Submission Pack and procedure designs are currently being updated.
- CAA are currently reviewing IFP designs.
- The baseline noise data capture is ongoing and will continue through 2023. Analysis will then be carried out to determine the key outliers and noise environment in pre-trial conditions.
- **Unchanged:** Current timescales assume trial start date 7 September 2023.

<sup>1</sup>Mandatory 3-month publication cycle for global updates of aeronautical information, informing airspace users around the world of the temporary (trial) airspace change at Gatwick.

# Procedural Change

## ACTIVITY 2: LANDING GEAR DEPLOYMENT

**Overview:** The aim of this study is to determine whether noise reductions can be achieved at Gatwick Airport through optimisation of landing gear deployment by arriving aircraft at the airport.

**Status:** →

Key: Not started Ongoing Complete

**Project milestones:**

Key: ◆ NMB Workplan target date ◆ NMB Workplan Target date achieved ◆ Revised target date (due to COVID-19 / low traffic) ◆ Revised target date (due to other reasons)

Year	2021						2022						2023																							
	J	A	S	O	N	D	J	F	M	A	M	J	J	A	S	O	N	D	J	F	M	A	M	J	J	A	S	O	N	D						
<b>Project milestones</b>																																				
Desktop review of other airports' trials	◆																																			
Field study completion and development of a report.			◆									◆																								
Engagement with airlines to determine whether optimisation is feasible						◆															◆															
Development of a landing gear deployment optimisation procedure, and engagement with stakeholders																														◆						
Report and recommendations																														◆						◆

### Progress update:

- A pilot survey was undertaken in September 2021; due to low traffic levels this only assessed a small number of aircraft. The results of the pilot survey informed the main survey.
- Initial engagement with airlines to discuss the findings of the pilot study was undertaken in October 2021. Data was requested to allow further analysis.
- The main survey was completed in May 2022 and measured data for over 150 aircraft flown by various airlines. The data was combined with the Pilot Survey data, concluding that deployed landing gear increases  $L_{max}$  and SEL noise levels by approximately 2.5dB in Lingfield.
- Further engagement with easyJet in October 2022 confirmed that their Flight Data Recorder data on landing gear deployment would require a manual flight by flight extraction process and would be subject to complex union and security protocols, so unfortunately was not practicably possible for this study.
- **Latest:** A workshop with industry stakeholders was held on 20<sup>th</sup> March 2023, and a proposed optimised guidance has been drafted for consideration and sign-off in May



# Procedural Change

## ACTIVITY 4: IMPROVE DEPARTURE CONTINUOUS CLIMB

**Overview:** The aim of this study is to compare the noise environment (i.e. noise contours) of a range of CCO and non-CCO departure climb profiles for a range of aircraft types, to understand the noise impacts of each, and to feed the findings of the study into FASI-S options development work for future design consideration.

**Status:** ✓

### Project milestones:

Key: Not started Ongoing Complete

Key: ◆ NMB Workplan target date ◆ NMB Workplan Target date achieved ◆ Revised target date (due to COVID-19 / low traffic) ◆ Revised target date (due to other reasons)

Year	2021								2022								2023														
Month	J	J	A	S	O	N	D	J	F	M	A	M	J	J	A	S	O	N	D	J	F	M	A	M	J	J	A	S	O	N	D
<b>Project milestones</b>																															
Data analysis and report development	◆																														
CCO industry workshop to determine how the outputs of the study might inform FASI-S planning				◆																											
Revised report, taking into account feedback received, approval by GAL							◆																								
Report findings to the NMB								◆																							
Report findings to the FASI-S options development team												◆																			

### Progress update:

- Analysis was undertaken in Q2 2021 and a report presenting the study findings was prepared. Following further engagement through a CCO industry workshop in September 2021, which discussed the findings of the study and looked to determine how the outputs might inform FASI-S planning, it was agreed that further analysis for a large aircraft type was required. Analysis for the large aircraft type was completed in December 2021.
- Due to the requirement for further analysis in Q3/Q4 2021, the workplan target date for the final report (Q2 2021) was extended by 6 months.
- Study findings were reported to the NMB through NCF-6 on 26 Jan 2022.
- A workshop with industry stakeholders, including CAA and FASI-S options development team, was held on 5 April 2022 to determine what the results of the study mean for FASI-S options development and future airspace design. The report has been shared with the FASI-S options development team marking the closure of this activity.
- The CCO study output will contribute to the Gatwick FASI-S ACP evidence base and will be factored into the design of the vertical profile for departure route options. The study output has also been shared with the Airspace Change Organising Group (ACOG) as part of a wider activity to assess how CCO can be applied across the airspace modernisation programme. Future FASI-S ACP progress will be captured through the FASI-S engagement activity.

## Procedural Change

# ACTIVITY 5: REVIEW OF NOISE ABATEMENT PROCEDURE FOR THE INSTRUMENT LANDING SYSTEM (ILS) MINIMUM JOINING POINT DURING THE NIGHT

**Overview:** The aim of this review is to perform a study of the noise abatement procedure for the ILS minimum joining point during the night, and to identify theoretical but realistic alternatives to the current minimum night joining point. The study will include an assessment of the associated noise impact of each option, including identification of suitable metrics to assess impacts. Study findings will be used to inform FASI-S planning.

**Status:** ✓

Key: Not started Ongoing Complete

### Project milestones:

Key: ◆ NMB Workplan target date ◆ NMB Workplan Target date achieved ◆ Revised target date (due to COVID-19 / low traffic) ◆ Revised target date (due to other reasons)

Year	2021							2022							2023																
Month	J	J	A	S	O	N	D	J	F	M	A	M	J	J	A	S	O	N	D	J	F	M	A	M	J	J	A	S	O	N	D
<b>Project milestones</b>																															
Establishment of the tSG and approval of tSG ToR	◆																														
Commission an independent delivery partner				◆																											
Undertake NMB ILS Workshop						◆																									
Data analysis and report development by independent delivery partner. Briefing of study findings to the NMB													◆																		
Report to FASI-S options development team													◆																		

### Progress update:

- The technical Steering Group (tSG) ToRs were adopted in July 2021 and an independent delivery partner was appointed in September and work commenced October 2021. The first NMB ILS workshop took place on 23 November 2021.
- Technical Steering Group meetings were held on; 21st October, 17th November, and 16th December 2021.
- The final report was presented to NMB members during an NMB briefing on 24 January 2022. The report was published in February 2022, and was shared with the FASI-S Options development team marking the closure of this activity.
- The ILS study output will contribute to the Gatwick FASI-S ACP evidence base and will be factored into the development process for arrival route options during the night. Future FASI-S ACP progress will be captured through the FASI-S engagement activity.



# Procedural Influence

## ACTIVITY 7: DELIVER & INCENTIVISE LOW NOISE ARRIVALS METRIC

**Overview:** The aim of this activity is to conduct desktop validation of the Low Noise Arrivals metric at Gatwick using measured noise data and arrival flight trajectories (already achieved). Next steps include a briefing and discussion on the new Low Noise Arrivals Metric to the NCF or NEX, and to adopt the metric following roll out by Sustainable Aviation (SA).

**Status:** ➔

Key: Not started Ongoing Complete

**Project milestones:**

Key: ◆ NMB Workplan target date ◆ NMB Workplan Target date achieved ◆ Revised target date (due to COVID-19 / low traffic) ◆ Revised target date (due to other reasons)

Year	2021							2022							2023																
Month	J	J	A	S	O	N	D	J	F	M	A	M	J	J	A	S	O	N	D	J	F	M	A	M	J	J	A	S	O	N	D
<b>Project milestones</b>																															
Metric briefing provided to the NMB	◆																														
CAA CAP publication				◆								◆																			
Development of operational roll out plan by SA sub-group				◆																											
LNAM in operational – shadow mode – use within GAL NTK system							◆																								
LNAM NATS Dashboard in operational use within airlines and ANSPs – TBC																															

**Progress update:**

- Metric validation concluded in Q4 2020.
- A briefing on the new metric was provided to the NEX in Q2 2021, and the CAA CAP document was published on 13<sup>th</sup> January 2022.
- NATS have developed a dashboard, which will be used to monitor performance for ANSPs and UK airlines.
- GAL is currently working with Envirosuite (NTK provider) to integrate the metric into it’s Noise and Track Keeping system. Once implemented, GAL will run an initial 12 months of monitoring in shadow mode to assess how the metric performs in day-to-day airport operations, in terms of industry response, adaptation, and benefit. This has been signed off by the SA LNAM sub-group; A programme of progress reporting will be agreed as part of the implementation planning, once a date is confirmed.
- **Latest:** Implementation of metric in to ANOMS is on track for May 2023. An information document has now been produced, and an initial Airlines Workshop was held on 27<sup>th</sup> March 2023 with key Gatwick airlines, with a wider workshop is being planned for May 2023



# Strategic Change Influence

## ACTIVITY 9: ENGAGEMENT WITH FASI-S


**Overview:** The aim of this activity is to undertake FASI-South workshops for NMB stakeholders to develop participants knowledge on FASI-S and implications/possible advantages for noise reduction around Gatwick.

**Status:** 

Key: Not started Ongoing Complete

### Project milestones:

Key: ◆ NMB Workplan target date ◆ NMB Workplan Target date achieved ◆ Revised target date (due to COVID-19 / low traffic) ◆ Revised target date (due to other reasons)

Year	2021							2022							2023																
Month	J	J	A	S	O	N	D	J	F	M	A	M	J	J	A	S	O	N	D	J	F	M	A	M	J	J	A	S	O	N	D
<b>Project milestones</b>																															
FASI-South airspace change process is properly informed on Gatwick noise issues (throughout NMB Second Term)																															

### Progress update:

- A virtual workshop was held on 24 June 2021 for NMB and NATMAG members
- Subsequent workshops took place with stakeholders, arranged by the FASI-S team:
  - 2021 - 2 & 3 Sep; 7 & 9 Dec
  - 2022 - 15, 17 & 23 Feb; 18 Mar
- Drop-in Q&A sessions were held: 17 & 23 Mar 2022
- Options appraisal engagement workshops in 2022:
  - 23, 24 & 28 Jun 2022
  - Feb 2023 (Planned)
- Parish Council engagement sessions:
  - 5 & 6 Oct 2022
  - 5 & 9 Dec 2022

# Strategic Change Influence

## ACTIVITY 10: EXAMINE FAIR & EQUITABLE DISTRIBUTION

**Overview:** The aim of this study is to define and quantify Fair and Equitable Distribution (FED) of aircraft, in order that FED concepts may be used to inform Options Development for FASI-S as regards aircraft using Gatwick, whether arriving or departing. The study includes an independent assessment of how FED concepts could be achieved, as well as identification of suitable metrics to measure and report distribution of traffic and noise disturbance.

**Status:** →

Key: Not started Ongoing Complete

**Project milestones:**

Key: ◆ NMB Workplan target date ◆ NMB Workplan Target date achieved ◆ Revised target date (due to COVID-19 / low traffic) ◆ Revised target date (due to other reasons)

Year	2021							2022							2023															
	J	J	A	S	O	N	D	J	F	M	A	M	J	J	A	S	O	N	D	J	F	M	A	M	J	J	A	S	O	N
<b>Project milestones</b>																														
Establishment of the tSG and approval of tSG ToR	◆																													
Commission an independent delivery partner					◆																									
Undertake NMB FED Workshop							◆																							
Data analysis and report development by independent delivery partner. Briefing of study findings to the NMB.							◆			◆																				
Report to FASI-S Options development team								◆		◆																				

**Progress update:**

- The technical Steering Group (tSG) ToRs were adopted in August 2021 and an independent delivery partner was appointed in October 2021.
- Following a series of workshops, technical steering groups and NMB briefings spanning December 2021 – January 2022, a 4<sup>th</sup> tSG meeting took place in February 2022 with the final report being presented to members at an NMB briefing and published in March 2022. The final report has been shared with the FASI-S ACP team.
- Funding from the UK CAA AMS Support Fund was confirmed in September 2022, allowing Gatwick to contract a new project team and begin a new FED project in October. The project duration will be 12 months, and within the full timeline of the project, key milestones are built in, to feed into the ongoing FASI-S process.
- The Expert Review Group and Stakeholder Focus Group took place in November 2022, with 4 rounds of the Community Fundamentals Workshop taking place February 2023.
- **Latest:** A draft interim report has now been produced and is being reviewed internally, before the first feed-in to FASI-S is provided. Preparation for the first round of focus groups is underway; this involves analysis from the CFWs, and concept airport development. Focus Groups are planned for July.

# Noise Related Information for Decision Making

## ACTIVITY 11: PLANNING & NOISE

**Overview:** The aim of this activity is to develop a proposal, following engagement with local planning authorities represented at NATMAG, and NMB stakeholders, to Councils and a separate one to Sustainable Aviation on need for greater consideration of aviation noise in residential land use planning decisions, to include identifying what additional information could be provided by airports to support planning authorities.

**Status:** ➔

Key: Not started Ongoing Complete

**Project milestones:**

Key: ◆ NMB Workplan target date ◆ NMB Workplan Target date achieved ◆ Revised target date (due to COVID-19 / low traffic) ◆ Revised target date (due to other reasons)

Year	2021							2022							2023																
Month	J	J	A	S	O	N	D	J	F	M	A	M	J	J	A	S	O	N	D	J	F	M	A	M	J	J	A	S	O	N	D
Project milestones																															
Scoping of Action Plan						◆																									
Engagement with local planning authorities and Councils							◆																								
Report & recommendations																															◆

### Progress update:

- Scoping of action plan undertaken in Q3 2021 for briefing to the NEX in Q4 2021.
- A questionnaire was circulated to local planning authorities in March and July 2022. Responses have been collated and reviewed.
- A Local Authorities workshop was held on 29 November 2022 – the report of which is being drafted and will be fed back to workshop attendees in February.
- **Latest:** A letter has been drafted and sent to the DfT setting out Gatwick’s position on stronger measures for Land Use Planning in noise-sensitive zones around the airport. A meeting is now being set up for the end of May 2023 with the DfT for discussions on a way forward.

# Noise Related Information for Decision Making

## ACTIVITY 12: GROWTH & NOISE

**Overview:** Discussions on growth and noise, dependent on flight growth post-COVID.

**Status:** ➔

Key: Not started Ongoing Complete

**Project milestones:**

Key: ◆ NMB Workplan target date ◆ NMB Workplan Target date achieved ◆ Revised target date (due to COVID-19 / low traffic) ◆ Revised target date (due to other reasons)

Year	2021							2022							2023																
Month	J	J	A	S	O	N	D	J	F	M	A	M	J	J	A	S	O	N	D	J	F	M	A	M	J	J	A	S	O	N	D
Project milestones																															
Review airport growth and noise				◆										◆																	

**Progress update:**

- This topic was introduced during the NMB’s first term. GAL undertook a noise policy review and reported the findings (NMB/14 IP30) in January 2019. The COVID-19 pandemic impacted Gatwick traffic for the duration of the NMB’s second term so work in this area was paused.
- In May 2022 GAL formed a Noise Envelope Group (with two sub-groups) which included Community Noise Action Groups, industry stakeholders and Local Authorities, to consult on the development of a Noise Envelope to accompany the Development Consent Order application for the Northern Runway Project. NCF members were invited to join the Noise Envelope Local Sub-group, which met in May and June with further meetings planned for July and August. Discussions included how a noise envelope can be formed and managed to provide certainty that future noise levels will be limited and will reduce where possible, as the airport grows.
- The engagement process through the Noise Envelope Group was extended to include two further review meetings, lengthening the process into November. The engagement process is now complete. A report of the process and stakeholder feedback on the Noise Envelope proposal has been finalised and disseminated and will be submitted along with all feedback documents received to the Planning Inspectorate as part of the DCO at the end of Q1 2023.

**GATCOM****27 April 2023****NATMAG - SUMMARY OF ISSUES DISCUSSED****REPORT BY LEAD MEMBER FOR NOISE****1. Introduction**

1.1 The last meeting of NaTMAG took place on 2 February 2023. The unconfirmed minutes of the NaTMAG meeting are available on [GAL's website](#) with the key points being summarised in this report.

**2. Membership Update**

2.1 Richard Streatfeild and Liz Lockwood have stood down from their positions on GATCOM and therefore also NaTMAG. It was agreed by the NaTMAG Chair that Peter Barclay could attend the February meeting pending a new appointment by GACC. The Lead Member for Noise and the GATCOM Chairman have agreed that the vacancy created by Liz Lockwood will wait until the annual GATCOM meeting in July to be filled.

2.2 It was also confirmed that Lochlann Allison of the Airspace Office and Secretary to NaTMAG had left Gatwick. NaTMAG members asked for thanks to be passed on to Lochlann for doing an excellent job as NaTMAG Secretary.

**3. Airspace Office Quarterly Report (Q4)**

3.1 The airport's flight operations performance over Q4 covering the period 1 October to 30 December 2022 was considered and the complaints analysis reviewed. The quarterly report is available on [GAL's website](#). Members are asked to note that during Q4 2022 there were 55,146 aircraft movements in total which is fewer than the previous quarter, due to the change to the winter season. Gatwick operated 217,524 movements, which was approximately 76% of the movements operated in 2019.

3.2 The average CDO and track keeping conformance in Q4 2022 decreased slightly compared with the same quarter in 2021, however track keeping remained above 95%. Noise complaints decreased by 9%, however the number of complainants increased by 7%, which can be attributed to the increase in movements when compared to Q4 2021.

3.3 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 25 airlines qualified to be included on this quarter's table compared with 28 airlines the previous quarter.

3.4 The Airspace Office has continued to highlight 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. The Q4 2022 Airline Noise Performance Table (ANPT) shows some encouraging results from previous airline engagements, such as JetBlue, who saw improvement of originally 21% CDO performance in Q1 2022 rise to 79% in Q4 2022 following two airline engagement sessions with the

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Airspace Office. Meetings occurred with Vueling and Norse Atlantic which resulted in CDO performance improvements in Q4 2022 rise to 88% and 95% respectively.

3.5 During the Q4 2022 period, the Airspace Office engaged with Corendon Airlines, Bamboo Airways and WestJet. The Airspace Office had a positive engagement meeting with SunExpress in January 2023 to explain reporting metrics and encouragement to improve their CDO performance. The Airspace Office will continue to work closely with airlines and monitor their performance. The Airspace Office are actively in contact with WizzAir Hungary, Emirates and Qatar to set up meetings.

3.6 NaTMAG asked if the weather had an impact on the ability of an aircraft to perform a CDO and thus would be interesting to have some further narrative in the AO quarterly report to explain this. The Airspace Office agreed to add information to quarterly reporting on the effect of the season/weather on CDO performance.

3.7 December 2022 saw an increase in go arounds when compared to October and November, as a result of the slight increase in movements in December; however, there was a similar ratio of the number of arrivals to go arounds for November and December. It was explained what type of animal are recorded in the 'wildlife' category in terms of go-around. Most incidents are due to birds but also foxes.

3.8 The use of Route 9 was questioned. The Airspace Office confirmed that Route 9/26WIZAD is to be used as a tactical offload route when 26LAM/Route 4 is unavailable, typically due to adverse weather. It is offered by ATC; however, airlines can decline this offer. Members raised concern as to whether more use is planned to be made of Route 8 and Route 9. GAL confirmed there were no plans to do this.

### **Noise Complaints**

3.9 The number of complaints and complainants decreased in Q4 2022 when compared to Q3 2022. The main method for complaints logging in 2022 was mostly via the web form. Tunbridge wells, Tonbridge and Broadbridge Heath (Horsham) make up the majority of the areas with the greatest number of complainants in 2022. In Broadbridge Heath, it was confirmed that 2,388 complaints had been made from a single complainant. It was stated that rural communities feel they are impacted in a more severe way because of the lower background noise levels contrasting with any noise from air traffic.

3.10 The Chair gave an overview of the Gatwick-Envirosuite complaints re-categorisation work. It will be a new method of capturing the type of aircraft activity that complainants are affected by (e.g., westerly arrivals, under stack) and the data will be illustrated in the Q1 2023 AO quarterly report. The reporting could be backdated by our NTK suppliers, Envirosuite, to the beginning of January 2023.

## **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 2a - If additional aircraft or manufacturer specific defects, which can be rectified by a modification are identified (similar to the FOPP) we will seek to identify, consult and implement corresponding charging penalties.* It was confirmed that nothing further had been identified.

*Action 4 - Gatwick Airport Ltd will consult with its airline partners annually regarding the Airport charging structure. The Noise Management Board will also be asked for its*

*feedback.* Consultation has been carried out and results published (and included in the NaTMAG minutes on the GAL website) in accordance with the Airport Charges Regulations 2011 and that, although the charges had increased, there was no proposed amendment to the main structure of charges.

*Action 28 - We will continue a scheme that helps with the cost of acoustically insulating homes against the effects of aircraft noise. We undertake to review the scheme every 5 years to ensure it remains appropriate and relevant actions undertaken.* The Noise Insulation Scheme (NIS) had continued to be provided. A review of the Scheme had taken place in 2021, outlined the scope of the review and confirmed that the following recommendations had been made:

- No changes proposed to the Scheme boundary.
- Recommended increased focus on noise sensitive rooms (as defined in Noise Insulation regulations for roads and railways; bedrooms (including studies) living rooms and dining rooms) in the uptake of the Scheme.
- Consider increasing the grant to allow all noise sensitive rooms to be fitted with acoustic double glazing, or secondary glazing and doors where necessary. Further detail given below under agenda item 8 on the Scheme review.

4.2 The actions for review in 2023 have been agreed by NaTMAG and GATCOM.

4.3 A timetable for engagement with regard the END Noise Action Plan R4 was being drafted and would involve NaTMAG and GATCOM as well as the NMB.

## **5. Gatwick Noise Insulation Scheme Review**

5.1 NaTMAG members welcomed an update on the 2019 review of the Noise Insulation Scheme by Mitchell Environmental. The study included a review of other Schemes, and a questionnaire survey was issued to existing recipients of the Scheme, along with conversations with local Environmental Health Officers. The following points were discussed:

- The average spend through the Scheme has been between £4,000 – £5,000, as some recipients chose to top-up the £3,000 (plus VAT) grants with their own funds. Uptake of the scheme was estimated at approximately 50% of the total population eligible (population within the 60dB(A) contour). It was noted that uptake was lower than expected.
- It was suggested that the limited uptake could be due to rental status of certain properties, however this was not raised as part of the survey. The results of the survey were discussed. Overall, a mixed result with 68% considering the Scheme improved the noise environment, and 77% feeling the Scheme could be improved.
- The value of the grant would be higher if increased with inflation now, however it was cited a lack of evidence that funds were spent on “sensitive areas” of the residences as defined by BS8233 2014. Lack of ability to open windows due to the noise level was considered as an issue by those surveyed.
- It was recommended that existing eligible recipients of insulation grants under the old Scheme remain able to benefit from any future improved provisions.
- The Northern Runway Project (NRP), if permission was granted, is proposing to offer an enhanced Noise Insulation Scheme, the review recommendations on the current Scheme are yet to be formally considered by the airport.

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- It was queried whether the revised Scheme will be based on Leq contours when other initiatives (e.g., the NMB work plan) were working with Number above (N above) metrics. It was confirmed that Noise Insulation Scheme regulations refer to Leq contours and this is not subject to change.

### **6. Departure Noise Limits**

6.1 Stakeholders attended both community and airline workshops in December 2022. Egis, an aviation consultant, is in the process of writing an engagement report, which will be reviewed, and a discussion will be led as to whether further engagement is needed ahead of recommendations being drawn. Implementation of the new scheme is expected in Q4 2023.

### **7. Reduced Night Noise Trial**

7.1 It was confirmed that the trial restart is on track for 7 September 2023. The CAA has raised a potential concern about their Instrument Flight Procedures (IFP) team resourcing, which could have an impact on the trial start date; the NMB are in discussions with them.

### **8. Low Noise Arrival Metric**

8.1 NATS highlighted that the team have found discrepancies in the CAP2302 data. A follow up meeting between GAL, NATS and CAA to discuss and ensure no delays would be caused to the planned implementation of the metric will be held later in the month. An information piece is also being drafted, in co-ordination with CAA, and a workshop intended to educate airlines on the metric, and its use at Gatwick Airport, is in the process of being scheduled. It is hoped that this will take place week commencing 20 March.

### **9. Landing Gear Deployment**

9.1 An initial survey had been carried out in October 2021 and a second main survey in May 2022 tracking aircraft on approach and monitoring noise. A consequent report was produced, covering both surveys, and drawing conclusions from the overall set of data for 199 measured aircraft. One of the key conclusions was that deploying landing gear increased LMax and SEL noise levels by about 2.5dB at the survey site near Lingfield. The results of the study showed that on Runway 26, 32% of aircraft had lowered undercarriage before or by the town of Lingfield with 68% lowering undercarriage after Lingfield.

9.2 NATS confirmed that the point at which gear is lowered was not dictated by the airport, but by the pilot in accordance with airline/aircraft Standard Operating Procedures (SOP). Following recent discussions with industry experts, GAL is looking to update guidance in the UK AIP (Aeronautical Information Publication) for pilots, on optimal landing gear deployment into Gatwick. A workshop is also being planned for March 2023.

### **10. Airspace Updates**

#### **FASI-South**

10.1 GAL are currently undertaking the Initial Options Appraisal at Stage 2 of CAP1616, aiming to hold further engagement on the outcome of the appraisal in May/June 2023.

10.2 Parish Council engagement took place in October and December 2022. There were good levels of engagement and feedback was positive. GAL is now in a 5th cycle of Stage

2 engagement scheduled for 25 and 30 January and 2 February. An additional round of Stage 2 engagement sessions will be conducted in Q2 2023 to brief stakeholders on the outputs of the Initial Options Appraisal.

#### **Route 4**

10.3 Route 4 SIDs airspace change proposal had passed to its Stage 2 Gateway. The Stage 3 Gateway was scheduled for June 2023.

10.4 As presented to the NaTMAG in November 2022, following a request from DfT, a revised Route 4 Noise Preferential Route (NPR) descriptor was agreed. This revised Route 4 NPR descriptor was published in the UK AIP in May 2022. The Route 4 RNAV SIDs were removed, and GAL reverted to the conventional SIDs on 25 February 2021, in accordance with the requirements of the Route 4 Post Implementation Review published by the CAA as CAP 1912.

10.5 It was highlighted that the NPR, defined and charted in the 1960s, is 'in essence' an interpretation and is not in itself a flight procedure. It is in effect an element of a legal (Statutory) Instrument which in this case relates to the noise abatement procedures under Section 78 of the CAA Act and particular SIDs are associated with the NPR.

10.6 It was explained that the definition of the Route 4 NPR had been linked to a reporting point called ACORN which had been hypothesised through the legal challenge of the CAA to the original airspace change, had at some point, likely around the year 1999/2000, shifted. As the definition of the NPR had, in its origin, been related to this reporting point, a redefinition of the Route was needed.

10.7 GAL had been working with its NTK service provider to create a redefined NPR track keeping conformance monitoring swathe defined in accordance the revised UK AIP descriptor. Now this work had been completed, GAL would arrange to meet with stakeholders to discuss and explain the detail that had been shared at NaTMAG.

10.8 NATS confirmed that the change to the Route 4 NPR had no impact on the flight tracks flown by the aircraft and that the Route 4 ACP will ultimately address the issues of the SIDs and the NPR. GAL will work with DfT on this as the Route 4 ACP progresses. It was suggested that possibly more reliance could be placed on the airspace change process than could previously as the process had become more robust and rigorous than had been the case previously.

### **11. Other Updates**

11.1 The Lead Member for Noise attended meetings of the Noise Envelope Group and local subgroup and a meeting of FLOPSC on 28 March 2023.

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

- NaTMAG members welcomed an update on the 2019 review of the Noise Insulation Scheme by Mitchell Environmental.
- An insightful discussion was had on the redefined Route 4 Noise Preferential Route (NPR). It had underscored that there were no changes to the track of flights over the ground as a result of the redefinition of the Route 4 NPR.

#### **MIKE GEORGE**

**GATCOM Lead Member for Noise**

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# CEO REPORT FOR GATCOM

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January – March 2023

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Gatwick Airport Limited  
Stewart Wingate, CEO

YOUR LONDON AIRPORT  
*Gatwick*

# Airport & Operations

Gatwick Airport served **32.8 million passengers** in the year ending 31 December 2022, achieving 70.4% of 2019 traffic levels. Passenger numbers increased by over 420%, from 6.3 million in 2021. In the short-haul market, recovery was slightly higher at 92% of routes flown pre-pandemic and serving 156 destinations in 2022. Long-haul connectivity has recovered strongly in recent months and 47 long haul routes are now served, which is 76% of the number flown pre-pandemic. Aeronautical income for the year was £405m, while income from retail and car parking retail were £159m and £102m respectively. The airport **returned to a profit** of £196.5m in 2022, after suffering £830m of losses from 2021 and the prior year. Its earnings before interest, taxes, depreciation, and amortisation (EBITDA) were £446.3m over the year.

As part of the airport's 2022 financial results, it was announced that Gatwick will invest more than £250 million to reduce its **carbon emissions by 2030**, by moving to an electric vehicle fleet and replacing gas boilers and refrigerants with low carbon alternatives. The airport will also continue to reduce overall energy use, invest in on-site renewable energy and source renewable electricity through Power Purchase Agreements (PPAs).

***Capital expenditure of £64.5million in 2022 went on projects like resurfacing the main runway which was managed in half the time and for half the cost of traditional methods.***

We welcomed the Government's move to restore **airline slot usage rules** for the summer season back to 80:20 as part of "the return to business as usual" for aviation. This means airlines will have to use their take-off and landing slots 80% of the time or they will lose them. The Government reduced its slot rules during the pandemic, to 50:50, as border restrictions led to a collapse in the number of people flying. The rules were gradually restored as border restrictions eased, and over the winter airlines have had to use their slots 70% of the time.

**National rail strikes** affecting services to and from Gatwick were held in January (3, 4, 5, 6 and 7) February (1 and 3), March (16, 18, 30) and 1 April. The ASLEF strikes on 5 January and 1 and 3 February resulted in no rail service and significant challenges for passengers to access alternative transport. RMT strike dates were less impactful, with services operating reduced timetables and bus and coach companies provided as many additional services as they could. Gatwick Cars operated shuttle services to Victoria to maximise capacity. Car rental operators also enhanced their capacity across all strike dates.

We continue to focus on working with operators to rebuild the **bus and coach network** following the pandemic. National Express and the Airline (Oxford Bus Company) have provided much-needed additional services during rail strikes to support passengers to get to and from the airport. Megabus returned to Gatwick on 27 March with a range of new routes, including services to Canterbury, providing a new direct public transport link to Kent. Metrobus have confirmed they will continue to offer £2 fares following the extension of the government's 'Help for Households' programme and have funded some enhancements to wayfinding in

South Terminal to help passengers find their services on the A23. We're working with Metrobus to identify potential service enhancements in the local area, which will benefit airport passengers and staff, as well as the local community.

The team has initiated a project to explore potential enhancements to **active travel** on Gatwick's campus, engaging with Crawley Borough Council and the wider Transport Forum Steering Group.

There has been significant work undertaken in recent months in preparing and developing our retail estate for the busy summer ahead for our passengers. We have a number of new units that will be opening imminently, most notably **Vagabond** will open in South Terminal in the former Jamie's Diner site and the **Breakfast Club** will open in the former Jamie's Italian site in the North Terminal. We have also opened a new concept '**Curi-o-city**' in both terminals which is a premium gifting offer. The retail team continues to work collaboratively with our concessionaires to ensure that staffing levels are strong for our peak period and that the service levels that are delivered are aligned to our expectations.



On 23<sup>rd</sup> January, we welcomed **Aviation Minister Baroness Vere** to the airport. During her visit, she spoke with engineering apprentices and ground handlers, toured the airfield and saw behind the scenes of the baggage system, air traffic control, security and special assistance.

This quarter also saw the first meeting of the Government's new **Aviation Council**, co-chaired by Baroness Vere and Stewart Wingate. This body brings together industry and government to support the delivery and implementation of commitments set out in last year's Flightpath to the Future aviation strategy.

In response to the feedback which we have received from our airline customers and stakeholder representative groups, we have made a number of important enhancements to our **Commitments proposal** which we believe will further support GAL and its airline customers in navigating the unprecedented impact of the pandemic and the on-going economic and geo-political uncertainties as we seek to deliver the best outcomes for passengers over the coming years. These improvements to our offering relate to vision, service, investment and price.

## Airlines and Routes

Sudanese carrier **Badr Airlines** started flights between Khartoum to Gatwick in February. Operating twice weekly using a 737-800, via Istanbul inbound to Gatwick, and via Cairo on its return to Khartoum.

**Air India** commenced operations at Gatwick on the 26<sup>th</sup> March. The airline started flights from Gatwick to Amritsar, Cochin, Goa and Ahmedabad, all of which will be flown three times weekly using 787-8 Dreamliner aircraft. The launch was marked with celebrations including a ribbon cutting ceremony, traditional cake cutting and Bollywood dancers. Amongst the guests welcomed to Gatwick by CCO, Jonathan Pollard, were the Second Secretary to the India High Commission, and Air India's United Kingdom General Manager.

**Air China** will start new services to Beijing from the 1<sup>st</sup> April. Initially operating four times weekly, the flights between the countries two capitals will increase to daily from the 14<sup>th</sup> April. Prior to COVID, Air China along with China Eastern operated flights from Gatwick to Shanghai. Air China will operate this route with A330-300 aircraft.

**Saudia**, Saudi Arabia's national carrier, will start new direct flights to Jeddah in June. Saudia will operate a six-times-weekly Boeing 787-9 service from the 1<sup>st</sup> June, increasing to daily from August.



**Norse Atlantic Airways** have announced that they will add several new services to its Gatwick base during 2023. Los Angeles, San Francisco, Boston, Washington DC, Orlando and Fort Lauderdale join the existing New York JFK to be served direct from Gatwick.

From October **Air Mauritius** will commence operations to Gatwick, replacing its long-standing service from Heathrow to the Indian Ocean island. Air Mauritius has been operating services from Heathrow for many years but had been unable to increase the frequency of its flights. Recognising the potential Gatwick offered as the UK's largest leisure airport, and the ability to increase its London flights to daily, it has taken the decision to move all its flights to Gatwick from the start of the winter season.

## Investment & Growth

In line with DfT regulatory requirements to be implemented by June 2024, we will be changing the way in which we provide security screening for all our travelling customers. As we head towards the June 2024 compliance date, we will begin a programme of work to change our existing **security screening equipment** to enable our customers to leave large electrical items and liquids in their cabin baggage whilst transitioning through our security process. We will also increase the number of security scanners to enable us to screen 100% of our customers.

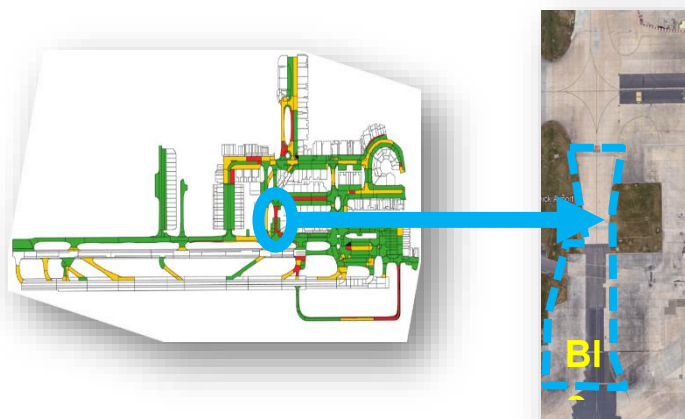
Our current process requires customers to remove all liquids and large electrical items from their baggage to be screened separately. This also requires customers to limit the amount of liquids they carry, dictated by the sealed clear plastic bags they are presented in. This move to new technology will allow customers to bring individual liquid containers up to 2 litres with the maximum quantities being described by their airline. This technology utilises **Computer Tomography (CT Scanning)**, similar to the CT scanners used in medical screening. Along with this enhanced technology to screen customer belongings we will be upgrading our security scanners to the latest models which deliver both a better level of screening and a more user-friendly environment.

Final approval has been given for a project to refurbish the **North Terminal International Departure Lounge**. New flooring, seating and high-resolution digital orientation ribbons will deliver the ‘wow’ factor and new ‘mood zones’ will allow passengers to find spaces that best suit how they are feeling that day. New wayfinding and refreshed ceilings and wall finishes will create a bright, modern and welcoming experience. Work will commence in April and will be carefully phased to avoid disruption to passengers. We expect work to be complete in spring 2024.

Work has re-commenced on the construction of a new **multi-storey car park** adjacent to North Terminal. This will create over 3,000 new spaces that are directly accessible from the terminal, primarily to offer a quick and easy mid-stay proposition for passengers travelling for just a few days. We expect the project to complete in summer 2024.

One of Gatwick’s Decade of Change goals is energy efficiency. Whilst 100% of Gatwick’s **electricity** is from renewable sources, we remain committed to reducing our consumption. Lighting is one of the biggest consumers of energy at the airport and our target it to significantly reduce this by switching 100% of our lights to LED. Currently, around 45% of lights are LED and a programme to convert the remainder is underway with projects to change all 840 of our landside street lights and light fittings throughout 4 multi-storey car parks were approved to start on site and complete by the end of 2023, adding circa 10% to our LED total.

Three significant airfield projects are being undertaken in 2023; Rehabilitation of Block 55, Construction of a new Rapid Exit Taxiway (RET) on runway 26L and Northern Runway Rehabilitation.



**Block 55** is part of Taxiway Quebec, which was constructed in 1981 and has reached the end of its expected service life. Work has commenced on resurfacing the area, to provide adequate structural pavement strength and ensure safe operations along a heavily trafficked section of the taxiways. Work has commenced on this project and will finish in August 2023.

The new **Rapid Exit Taxiway (RET) project** was initiated in 2019 but unfortunately work was halted due to Covid. In May 2022 approval was given to relaunch the project and work has now begun. The provision of this new RET will reduce runway occupancy time on 26L, allow optimum braking strategies for aircraft, shorten taxi

times and therefore less fuel will be burned. The subsequent benefit of a reduction in carbon emissions is in accordance with Gatwick's Decade of Change goals. Work is expected to be completed by November 2023.

During the Main Runway resurfacing last year, extended use of the Northern Runway caused wear and tear to the surface. **Operational maintenance** is a pro-active asset management regime to tackle defects and ensures we maintain stable operations, which mitigates damage and hence unplanned airfield closures. Targeted repairs will be carried out between April – July 23.

The **Gatwick Rail Station project** continues to make progress. Newly widened Platforms 5 and 6 were brought back into service in January, reducing crowding and improving passenger flows. In conjunction with signal and track works undertaken over the holiday period, services between Brighton and London are enjoying faster journey times and the network is seeing greater resilience.



With most works now complete, the old station concourse is now a bright and open space, with easy visibility to all platforms.

Improvements this quarter include the installation of another gateline to help spread passengers across the concourse, heating throughout and enhanced signage to each platform. The new lift shaft for platforms 3 & 4 is in progress and once completed will bring a big improvement in accessibility. Further progress has been made in installing the roof trusses for the new concourse, the structure of which is now clearly visible, and detailed planning is underway to enable the dismantling of the tower crane which is currently situated within the station footprint. The project is due to complete later this year, with a final date to be confirmed.

We continue to progress preparations to submit a **Development Consent Order application for the Northern Runway Project**. This includes ongoing engagement with relevant local authorities and other statutory stakeholders on specific topics. Our focus over the quarter has been to begin drawing together the substantial volume of draft documents required to support the planning submission. Our intention is to submit the application to the Planning Inspectorate (PINS) in the summer. This will be followed by a statutory 28-day period of review by PINS before they confirm their acceptance of the application and publish its contents.

# Sustainability

The Sustainability Team at Gatwick has grown. Gatwick now has a dedicated resource looking after carbon policy, reporting, and decade of change delivery and embedment. This growth demonstrates Gatwick's dedication to sustainability improvement.

Gatwick have developed roadmaps for delivery of each of the 10 **Decade of Change Goals**. These roadmaps clearly define what Gatwick is seeking to achieve by 2030, set out key performance indicators and indicative initiatives for achieving the goals. The roadmaps will be launched in the coming months.

Alongside publishing the Gatwick Annual Report and financial statement 2022 this quarter, Gatwick announced the acceleration of our scope 1 and 2 **Net Zero target** from 2040 to 2030. This reflects Gatwick's commitment to decarbonisation.

The annual report contains an overview of the sustainability and Decade of Change initiatives progressed during 2022, and Gatwick's energy and greenhouse gas emissions for 2022, as well as a section in support of the recommendations of the Task Force on Climate-related Financial Disclosures (TCFD).

Our existing **Section 106 agreement** in place with Crawley Borough Council and West Sussex County Council has been extended to 2024 following last year's refresh, which saw most obligations roll forwards. This quarter we have been preparing the 2022 annual monitoring report (AMR) for verification and submission to the councils, ahead of final publication in August.

Gatwick is reducing the impacts of its uniforms as part of its work on the **Decade of Change Waste goal**. Since January several opportunities to lower the environmental impact associated with Gatwick uniforms have been progressed:

- the number of uniform items allocated to new starters has been reviewed and reduced;
- a process for laundering and reissuing "good as new" returned uniform items implemented; and
- a more sustainable secure disposal route identified.

In the longer term there is an opportunity to explore a more comprehensive sustainable approach to uniform and PPE. This current work will lay the foundations for that work.

In February Gatwick Airport was awarded its **9<sup>th</sup> Biodiversity Benchmark Award** from the Wildlife Trust demonstrating our commitment to improving biodiversity. This award was issued to Gatwick following a rigorous audit involving site visits to inspect biodiversity activities, including habitat works, reviews of biodiversity monitoring surveys, and performance against Gatwick's Biodiversity Action Plan. Biodiversity continues to be a priority for Gatwick and this award is testament to the efforts by staff, community volunteers and the Gatwick Greenspace Partnership.

In March Gatwick received its **11<sup>th</sup> consecutive gold award** by the **Royal Society for the Prevention of Accidents** (RoSPA). The award was issued to Gatwick in recognition of its health and safety performance during the period of January 1 to December 31 2022. Gatwick's ambition is to be a leading airport for the safety, health and wellbeing of our workforce and passengers. This award recognises Gatwick's continued efforts and demonstrates how health and safety remains a top priority for the business.

# Airspace & Noise



**Airspace Strategy Implementation - South (FASI-S) for Gatwick (ACP-2018-60)** Gatwick’s FASI-S project Stage 2 Gateway has been moved to September 2023 to accommodate additional quantitative assessment against shortlists from adjacent FASI proposals. Work on the initial options appraisal is on track with this additional scope and is scheduled to complete in Q2 2023.

Briefings to Parish Council representatives and the fifth cycle of Stage 2 stakeholder engagement sessions covering outputs of the Design Principle Evaluation and the methodology for the Initial Options Appraisal were completed.

A technical project, sponsored by GAL, to consider **Reduced Departure Divergence**, aiming to provide an updated evidence base on the international standards for safe divergence between aircraft routes, is on track. A literature review and initial safety assurance methodology have been completed, with current efforts now focusing on data collation of historical London airspace performance and related quantitative risk modelling. The project aims to complete Q2 2023 and may be used to inform all the FASI airspace change projects.

A community focused project, also sponsored by GAL, on the **Fair and Equitable Distribution (FED)** of air traffic is making good progress. Four rounds of ‘Community Fundamentals’ workshops took place through February and March; data gathered from these workshops is now being analysed to form an interim report, which will feed into the first stage of reporting into FASI-S and will serve as the foundation of the first round of Focus Groups due in Q2. The project outcomes are anticipated to inform all of the FASI airspace change projects.

**Noise Management Board Community Forum (NCF) 9** took place on 25 January, key topics included a discussion on airport charges (in support of which a briefing note was circulated prior to the meeting); an update on the Route 4 airspace change; the review of Departure Noise Limits, and the Fair and Equitable Distribution (FED) of air traffic project.

**Noise Management Board Executive Board (NEX) 8** took place on 8 March, key topics discussed included preparation for the upcoming NMB Outcomes Workshop, an update on: the Landing Gear Deployment project; work on Land Use Planning; the evolution of the Airline Noise Performance Table; the planning for the Reduced Night Noise trial; and the implementation of the Low Noise Arrival Metric.

**NMB Delivery Group (NDG) NDG 14** was held on 23 January and **NDG 15** held on 23 March. Detailed workplan delivery updates were provided on the:

- Landing Gear Deployment project which held several meetings and a workshop during the period to explore the technical implications of revised guidance for pilots;

- Review of Departure Noise Limits the feedback on which was being taken into account as part of a revised scheme anticipated for implementation by the end of 2023;
- Pilot of the Low Noise Arrival Metric which is expected to be implemented for a minimum 12-month period of operational evaluation by the end Q2 2023;
- The review of Land Use Planning policy which had received an outstanding level of support from local authorities.

The NMB, at the request of community noise action groups, held an **NMB Workplan Outcomes Workshop** on 29 March. The workshop heard from the Head of the CAA’s Head of Environmental Research and Consultancy Department on noise reporting regulations and performance trends and discussed how NMB workplan project outcomes are defined, measured and communicated.

**Noise and Track Monitoring Advisory Group (NaTMAG)** took place on 2 February, key topics discussed included an update on three of the selected END Noise Action Plan Actions and a presentation of the review of the Noise Insulation Scheme. An NMB progress update included the Departure Noise Limit review, Landing Gear Deployment, Land Use Planning, Reduced Night Noise trial and the Low Noise Arrival Metric.

### Noise Quarterly Performance Data

Parameter	Quarterly Performance	
	Q1 2023	Q4 2022
Track keeping performance (% on track)	98.24%	96.87%
Core Night CDO (% achievement)	86.07%	88.36%
Day/Shoulder CDO (% achievement)	89.98%	89.95%
24 Hour CDO (% achievement)	89.79%	89.83%
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 (%)	72/28	74/26

# Community

Following the relaunch of the **Gatwick Foundation Fund** earlier this year, 18 grants have been awarded to projects across Kent, Surrey and Sussex totalling £100,000. There are two further rounds of funding in 2023. To find out how to apply to the Gatwick Foundation Fund, please visit [gatwickairport.com/funding](https://gatwickairport.com/funding)

Donated currency from the **charity globes** across the airport totaling £17,511.45 has been distributed equally between our three charity partners: Air Ambulance Charity Kent Surrey Sussex, SASH Charity (Surrey & Sussex Healthcare NHS Trust) and Gatwick TravelCare.

We kicked off the New Year with sponsorship of a fitness fundraiser for Air Ambulance Charity Kent Surrey Sussex (KSS). The **Run 31** challenge was to run or walk a minimum of 31 miles throughout the month of January.



Our five Dare to Dream (Love Local Jobs Foundation) Gatwick mentors joined students at **Thomas Bennett Community College in Crawley** in January for The Skills Event. 211 Year 9 students took part in a lively assembly delivered by Jack Hayes radio DJ and Dare to Dream presenter. Following the assembly 15 mentees took part in a team-building workshop with their mentors. The day finished with each mentor catching up with their students and reviewing progress in one to one mentoring sessions.

In February we welcomed the mentee students and two of their teachers to the airport for a workplace visit. In the morning they were taken on an airside tour which included getting out on the airfield and learning about airfield operations, a tour of the extensive baggage system and an energy-focused talk, looking at the airport's vast heating, ventilation and cooling system. After lunch students were introduced to the Innovation team at Gatwick and also had a tour and talk in Gatwick's Control Centre, the hub of terminal operations and incident response. The students enjoyed meeting colleagues from different teams across the airport to broaden their knowledge and understanding of the diverse job roles.

Two Gatwick colleagues visited **St Wilfrid's School in Crawley** on 27<sup>th</sup> January for the Year 11 and Sixth Form Careers morning, attended by 250 students. It was an excellent opportunity to chat with students about their subject choices and career aspirations and to inform them about the wide range of job roles and career pathways available across the airport.

As part of **National Apprenticeship Week**, we spent a morning with 90 Year 12 students at one of our two local partner schools, Thomas Bennett Community College in Crawley. Two of Gatwick's 2<sup>nd</sup> Year Engineering Apprentices gave a talk and Q&A about their experience on the apprenticeship programme. Students then took part in a work readiness workshop focused on writing a CV and effective personal statement. This was a great

opportunity to showcase our apprenticeships and to broaden students' knowledge of post-college options and alternatives to university study.

We spent an afternoon at **Reigate College** with an information stand at their Next Steps careers event. This event was targeted at 80 Intermediate students who have been studying for GCSE re-sits alongside BTEC Level 2 Awards and are deciding whether to move onto A Level/Level 3 study or to find alternative work or training. It was an excellent opportunity to talk to students about Gatwick's IT and Engineering Apprenticeships and the wide range of job roles and career pathways available across the airport.

Two colleagues from Security co-presented a one hour virtual **Discovery Workshop** (in partnership with Speakers for Schools) focused on the Airport Security Officer (ASO) role. 184 students from 6 schools (including partner school, The Gatwick School) took part in an interactive security x-ray exercise and Q&A.

Our March **Learn Live broadcast** celebrated International Women's Day, with 8,500 live views from students in the local region and beyond, this is Gatwick's most successful broadcast so far. Taking into account these student viewing numbers, in the quarter we have nearly 30,000 student encounters across our education programme.

After 21 years **Gatwick's Chaplain**, Jonathan Baldwin, retired in January one of only four in the past 50 years. A celebration was held in his honour at the Sofitel Hotel and recruitment of a new Chaplain is currently underway.

## Local Economy

Gatwick were pleased to join the first Project Board meeting for the **Crawley Innovation Centre**, due to open in Manor Royal by the end of 2023, and IT Director Nick Batchelor attended the first meeting of the Strategic Consortium Panel for the new **Sussex & Surrey Institute of Technology (IoT)**, representing Gatwick as an industry partner.

The airport returned to headline sponsor of the **Gatwick Diamond Business Awards 2023** and sponsor of the FSB South East Awards 2023, Business and Product Innovation Award.

Updates were presented to the Chartered Institute of Logistics and Transport (CILT), the British Aviation Group (BAG) Equipment & Operations Supplier Group, the Tourism South East Destination Alliance Forum, and the Crawley Town Deal Board.

Economic engagement continued with regional stakeholders and partners including local authorities, Gatwick Diamond Initiative (GDI), Gatwick Diamond Business (gdb), Coast to Capital LEP, Greater Brighton Economic Board, Department for Levelling Up Housing & Communities South East Area (DLUHC), Manor Royal BID, Surrey Business Leaders Forum, Develop Croydon, Invest Crawley, Sussex Innovation Centre, Universal Quantum, Innovate UK KTN, Southeast Communities Rail Partnership (SCRIP), Sussex Visitor Economy Industry Group, London & Partners, VisitBritain and the Gateway Gatwick tourism partnership. Stakeholders from gdb, GDI and Department for Business and Trade attended the Air India inaugural ceremony.

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**GATCOM****27 April 2023****GATCOM STEERING GROUP****REPORT BY CHAIRMAN**

This paper summarises the matters considered by the GATCOM Steering Group at its meeting on 6 April 2023.

**1. UPDATES ON NOTES/ACTIONS FROM THE LAST MEETING**

1.1 Following some further scoping work and discussions on the role of an Independent Technical Advisor for GATCOM, The Chairman confirmed that Graham Lake had been approached about the role. Meetings and discussions have taken place and Graham has provisionally accepted the role. GAL are currently finalising payment terms and details.

1.2 The Secretariat informed Steering Group that DfT Information Gathering Exercise on Airport Consultative Committees was published last week and included in the GATCOM News Bulletin. Its main purpose was for government to have a better understanding of how ACCs work. They have deliberately not drawn conclusions or made any recommendations as they see this as an overstep in Governments role towards ACCs and to the airport's statutory responsibilities. Next steps state that the DfT will support UKACCs in working with its members to identify and prioritise any areas of further consideration.

**2. BUSINESS & OPERATIONS UPDATE**

2.1 GAL provided an update to the Steering Group on current operations and traffic levels at the airport over the last quarter. It was noted that 27 March was the first anniversary of the re-opening of the South Terminal.

2.2 GALs annual financial results had been published and although not up to pre covid numbers, it had been a strong year with 32.8 million passengers in 2022.

2.3 Over the Easter period Gatwick will serve 177 destinations and fly to 90% of the destinations it offered passengers during the same period in 2019. This is compared to 197 in the same period in 2019 (90%), with total flight volumes recovering to 86%. The most popular destinations include Barcelona, Dublin and Malaga, Dubai, New York and Orlando. Gatwick's busiest day for departures during Easter is expected to be Thursday 6 April, while Easter Monday is predicted to be the busiest day overall.

2.4 Over the past two weeks, Gatwick has welcomed several new routes, including Air India flights to Goa, Kochi, Amritsar and Ahmedabad, Air China operations to Beijing, British Airways services to Las Vegas, Aruba and Georgetown, and Wizz Air will fly to Istanbul and Nice. Delta Air Lines will begin operating from Gatwick to New York next week, while later this month (23 April), Lufthansa will arrive at Gatwick with daily flights to Frankfurt. Steering group welcomed the new airlines but did question what standards they have in relation to noise, particularly if they are larger aircrafts. GAL reassured Members that the noise teams do meet new airlines and talk through noise management and how GAL expect them to operate.

2.5 Preparations for summer, particularly around recruitment have been taking place. Gatwick job fairs in partnership with the DWP have been a great success with many jobs offered on the day.

2.6 Steering Group welcomed news that GAL had bought forward its Net Zero target by 10 years to 2030 supported with £250m investment to replace gas boilers and fleet.

2.7 Projects including Gridserve, the electric vehicle charging project, and the Gatwick Railway Station improvements are progressing well. It is anticipated the Railway station will complete by November. Rapid Exit Taxi (RET) work has started on site. As some of this work will take place at night local residents within a 1km radius of the works have been contacted.

2.8 The Community Team continue with outreach work and supporting local businesses. Gatwick Foundation Fund and GACT has release £500,000 of funding. Charity partners KSSAA and SASH have been presented with over £30,000 each.

2.9 It was suggested an item for July GATCOM could be on the Gatwick Education Programme. The first quarter of 2023 has resulted in 30,000 student encounters.

2.10 GAL also informed Steering Group that Discover Gatwick has recommenced with a visit from Horsham and Adur Probus Group, with further events scheduled over the next quarter.

### **3. NORTHERN RUNWAY PROJECT UPDATE**

3.1 GAL provided an update on the DCO process. A lot of work was taking place to review and check the numerous documents that need to be submitted. Work continues with key statutory consultees. Local Authorities have written to GAL requesting more information and more time for the pre-application engagement and based on that GAL have agreed to delay the submission until June and share drafts of the heads of terms of the s106 with the relevant local authorities.

### **4. AIRSPACE UPDATES**

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

4.1 GAL are finalising the Initial Options Appraisal assessment slightly later than anticipated due to some work on network interactions which was brought forward and some additional analysis and quantitative assessments to support NERL's work on wider network design. Because of this re-profiled work GAL delayed the CAA Stage 2 Gateway assessment to September 2023. The request had been for June; however, the CAA was not able to accommodate until a later cycle.

4.2 The 6th (and final) cycle of Stage 2 stakeholder engagement is planned for end Q2 2023, to inform stakeholders of the outputs of the Initial Options Appraisal. Stage 3 consultation is currently scheduled in 2024. Some movement in the timelines of the overall programme can be expected, this will have a consequent effect for the development of the Gatwick FASI ACP as we begin to integrate our design options with those from the other interdependent proposals.

4.3 Away from the Gatwick project there have been several programme wide engagements and consultations under way or in development: Cumulative Analysis Framework (CAF); Strategic Environmental Assessment (SEA), and the Habitats Regulations Assessment (HRA). The Airspace Change Organising Group-led Public Engagement Exercise (PEX) has been delayed and the timeline is tbc.

4.4 It was reported that some Parish Councils had raised concern about the complexity of the technical detail in the recent engagement sessions. Andy Sinclair confirmed that the purpose of GAL's effort thus far during Stage 2 has been to ensure that stakeholders are informed of the process and progress and to explain and test the hypotheses upon which the design options evaluation will be based and the veracity of the appraisal methodologies which allow us to narrow down our Comprehensive list of options. At this stage there are still a broad range of options that are yet to be appraised and this will all take place prior to the consultation stage which comes as part of Stage 3. Up to now the purpose has not been to assess the advantages and disadvantages of individual options, that opportunity will come during the consultation at Stage 3 which we hope will take place in 2024. At that stage we will include materials and information written for laypersons – not previously engaged in the process - so that we can get as wide range of feedback and views as possible, this consultation material will itself have been assessed by the CAA at the Stage 3 pre-consultation Gateway. GAL confirmed they have taken on board the Parish Councils' feedback as they prepare for the next round of engagement later this year and we would encourage any stakeholders who would like clarification to ask questions in the workshops or contact GAL direct.

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

4.5 Stage 2 had 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 in the second half of 2023.

#### **END Noise Action Plan**

4.6 GAL are in the process of appointing a contractor to support their work on the revised NAP. Based on the comprehensive Fourth Round END NAP guidance provided by DEFRA the plan for how to 'review and revise' the END NAP will include:

- engagement via GATCOM, NATMAG and the NMB;
- a review of the current END NAP taking into account any progress reports and feedback received through the NaTMAG oversight process;
- benchmarking against a selection of other airport END NAPs.

4.7 The Gatwick END NAP will be submitted to DEFRA by 1 September 2023.

4.8 The Secretariat confirmed that DEFRA would attend the April GATCOM meeting to explain the process and guidelines prior to GAL reporting on the outline plan.

#### **NMB Review and outcomes feedback meeting**

4.9 An NMB Outcomes Workshop took place on 29 March. It was attended by community group representatives, government, regulator, and industry stakeholders, and discussions led by the 3 NMB co-chairs. Discussions centred around outcomes of the NMB workplan to date and what tweaks might be made to processes during the remainder of the current NMB term. A report from the workshop is being drafted and will help the co-

chairs and secretariat identify lessons learned; an exercise that will help to build a plan for the NMB Review. The Review is planned to start in July with a view to having a draft third term proposal to share ahead of the final NCF of the year, scheduled for 27 September.

4.10 Some Members expressed disappointment about the workshop stating that a clear statement of tangible outcomes, expressed in clear terms, should be produced. It was also noted that many CNGs did not attend. GACC confirmed they would be fully engaged in the next steps on how the NMB proceeds and would attend the next NCF on 24 May to be involved in those discussions.

## **5. CONSIDERATION OF PUBLIC QUESTIONS**

5.1 One of the actions from the GATCOM away day was to consider allowing public questions at GATCOM. The report circulated to Steering Group contained examples of how other ACCs and local authorities manage public questions. It also includes an alternative option to consider adding Members questions to each agenda. Steering Group was asked to consider both of these options alongside the information in the report about processes already in place for public engagement.

5.2 Steering Group discussed the advantages and disadvantages of allowing public questions. It was noted that GATCOM only meets four times a year, has full agendas and is a large committee. Steering Group felt that it should be the role of members to bring forward questions from their residents, businesses and community groups.

5.3 Steering Group discussed the importance of Members being fully engaged in GATCOM meetings and whether a set agenda item for Members questions would raise the profile of members and allow them to ask more questions.

5.4 Steering Group agreed unanimously not to pursue public questions but to consider an agenda item for Members questions. Rules around such questions would need to be put in place such as whether they must be received in advance of the meeting and whether supplementary questions would be allowed.

## **6. GATCOM WORK PROGRAMME**

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

- 1 (2) Capital Investment Programme – PAG being consulted, and this will be included in this coming PAG report. On this subject the Chairman reported PAGs disappointment about the lack of funding and improvements to multi story car parks and more detail on this would be included in the PAG report to GATCOM.
- 2 (2) Annual update on rail services –GBRTT have had a number of staff changes and still unable to commit to attend a future meeting. Liaising with Hannah Godfrey, Senior Surface Access Manager to assist in getting someone along to a future GATCOM.
- 3 (2) Defra and GAL to present at upcoming GATCOM on new Noise Action Plan

6.2 It was agreed to review the wording on the work programme in relation to 'Building Back Better'.

## **7. DfT CONSULTATION RESPONSES**

7.1 The Chairman explained that there were currently two DfT consultations that GATCOM has been encouraged to respond to. We hope to agree responses to both at GATCOM in April.

7.2 The first was on the definition of airport operations and emission sources that should be included in the 2040 Zero Emissions Airport Targets (which form part of the Jet Zero Strategy). The set questions within the consultation have circulated to GATCOM members and asked for comments, but none received as yet. Some questions were technical, and it was hoped that Graham Lake would be able to assist with those.

7.3 The second consultation was on Night-time noise abatement objectives. The section in relation to Gatwick is short and asking if we agree or disagree with the objective if it needs rewording and how it should be assessed.

7.4 The Chairman encouraged any members with views on the consultation to email the secretariat prior to GATCOM so comments could be included in the draft.

## **8. DATE OF THE NEXT MEETING**

7.1 It was confirmed that the date of the next Steering Group meeting was Wednesday 28 June at 2.00pm via MS Teams

## **RECOMMENDATIONS**

1. That GATCOM agree to establishing a process to enhance members roles and encourage members to submit questions ahead of each GATCOM meeting.

**TOM CROWLEY**  
**CHAIRMAN**

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**GATCOM****27 April 2023****PASSENGER ADVISORY GROUP (PAG) - REPORT FOR THE PERIOD JANUARY - APRIL 2023****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 grateful to GAL for the continued engagement.

1.2 PAG met on 30 March 2023 and the main issues discussed at that meeting are highlighted in this report. In the month leading up to the PAG meeting there was a full round of Working Group meetings where PAG members received full updates from GAL on each specific group topic.

1.3 It is with regret that I notify GATCOM that two PAG members have decided to step down from their volunteer roles. Although both for personal reasons they did highlight to GAL some concerns and frustrations they had experienced as part of their roles and GAL are taking that on board in moving forward with their partnership and support to PAG. A recruitment process for up to four new volunteer members will follow shortly. I would like to put on record my thanks to those two members who have both been valued and committed members of PAG for some years.

1.4 Prior to the PAG meeting on 30 March, members met informally and undertook a team building exercise and discussed how to improve our ways of working and structure. As Chair, I will now spend some time deliberating on the outcomes of that session and discussing further with PAG members and GAL, before taking forward any of the suggested actions or changes.

1.5 I am pleased to report that Terminal Review Visits have commenced, and more are planned for May. Familiarisation Sessions, which used to take place prior to each quarterly PAG meeting are also set to restart in June.

**2. EXECUTIVE UPDATE AND OPERATIONAL PERFORMANCE**

2.1 PAG received updates on traffic, airlines and routes and people and performance. GAL also updated PAG on the recently published financial results for 2022 and after two years of financial losses GAL was extremely pleased with the rate of recovery.

2.2 GAL continues to meet the vast majority of its Core Service Standards (CSS). Some of the cleaning targets are not yet where we would want them to be, but a new contract is imminent, and a lot of work has taken place to drive standards up. Improvements and refurbishment of some toilets is taking place in April. Projects are underway to replace old and worn seating in the terminals in time for the summer peak and to provide more water bottle refill points for passengers.

### **Summer Planning**

2.3 The summer season officially commenced on 26 March. Passenger numbers are expected to be 95% of 2019 numbers over the peak summer period. Weekly meetings are taking place between GAL and all key stakeholders. A lot of work has been undertaken with ground handling partners focusing on operational performance and safe and affective ways of working.

2.4 GAL reported that recruitment across the airport was on target for the summer season. An increase of four Air Traffic Controllers compared to summer 2022. Security is already at 93% of peak summer resource requirement and 500 staff are still to be recruited in food and beverage, which includes staff for new units that are opening pre summer.

### **Special Assistance Service**

2.5 Special Assistance performance remains very strong. Discussions are taking place with new airlines to ensure improved advance notification is given of passengers who need to use the service. Wilson James have experience with some of those airlines from working at other airports. GAL have shared with PAG their Accessibility Strategy through to 2030.

### **Capital Investment Planning**

2.6 PAG continue to be consulted on GAL's capital investment programme through the dedicated working group. GAL will shortly be setting up a meeting to take the group through its latest plans for the next six years, highlighting key passenger service projects.

2.7 PAG received updates on the development of two projects. The US Pre-Clearance project will allow passengers to undertake US immigration checks at Gatwick, removing the need for these to be done when they arrive at their US destination airport and speeding them through the destination airport where they would arrive, or connect, as a domestic passenger. The Next Generation Security project will reconfigure the passenger security areas by June 2024 to install new screening equipment for passengers and their bags, in line with updated Government regulations. Passengers will benefit from no longer having to remove liquids and electronics from their hand luggage.

### **Wayfinding & Refurbishment**

2.8 PAG continue to feed into the wayfinding project and the North Terminal IDL refurbishment. The Wayfinding project aims to make signage more consistent with that used throughout the Vinci Airports Group. This is likely to involve minor changes to directional signage and colours.

### **Car Parks**

2.9 PAG regularly monitors the car parking services at Gatwick and is currently disappointed with the passenger experience in this area. PAG feel that the multi-storey car parks need refurbishment and a new system for displaying locations of available spaces is urgently needed for users. PAG noted the income made from car parking as published in GAL's financial results and expressed concern that not enough resource is put back in to improve the customer experience.

## **3. PASSENGER ENQUIRIES AND FEEDBACK**

3.1 GAL reported 2,781 contacts for Q1 (excluding March and NCP drop-off charge contacts) which is a reduction of 6% compared to the same period in 2019. The main areas of complaints were about car parks (including vehicle registration numbers not being recognised by the ANPR system), the drop-off zone and security (including damaged items). The top compliments were about special assistance staff and security

staff. NCP have been working on a project to improve the payment journey for car parks and this is hoped to reduce the number of contacts received in this area. PAG continues to monitor the complaints data carefully via the passenger communications and car parks working groups.

3.2 A new Customer Satisfaction Survey will be introduced in April that will help GAL determine how customers feel when contacting the airport and also about the responses they receive. Improvements within the customer service team include building knowledge, using less templates and adapting a unified tone and style that is in line with GAL's priorities, values and brand.

#### **4. PASSENGER RESEARCH**

4.1 PAG received an update from GAL's Head of Marketing on an upcoming passenger research exercise. GAL are currently working with airlines to agree the approach for the research and will involve them and PAG along the way at appropriate times. The research will include six focus groups starting in May, followed by a survey being sent to 3,000 people in July. PAG inputted initial thoughts about the process and asked to be kept involved and informed as the project progressed.

#### **RECOMMENDATIONS TO GATCOM**

- 1) 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.
- 2) That GATCOM supports PAG in lobbying GAL for improvements to the multi-storey car parks to improve the passenger experience in this area.

**SAMANTHA WILLIAMS**  
**PAG CHAIR**

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# 2040 zero emissions airport target

## Introduction

Thank you for responding to our consultation on the 2040 zero emissions airport target. Closing date is 2 May 2023.

## View all the questions

A full copy of the questions is available [here](#).

## Confidentiality and data protection

The Department for Transport (DfT) is carrying out this call for evidence to gather further evidence on our approach to meet our ambition of airport operations in England to be zero emissions by 2040. View our [DfT online form and survey privacy notice](#) for more information on how your personal data is processed in relation to this survey.

In addition to the information outlined in the privacy notice, in order to ascertain your relationship with the topic we ask from:

- individuals, their association with aviation
- organisations, the type of organisation you are

## Personal Details

Your (used for contact purposes only):

name?   
 email?

Are you responding:

- as an individual?  
 on behalf of an organisation? (Go to 'Organisation details')

## Individual details

3. You:

- reside near an airport?  
 are a member of an aviation trade association?  
 work in an airport?  
 are another type of individual?

## Organisation details

Your organisation name is?

Your organisation is:

- an airport?
- a consultancy?
- a service provider?
- a non-government organisation?
- a manufacturer?

X another type of organisation?

An Airport Consultative Committee

## Consultation

Our ambition is for airport operations in England to be zero emission by 2040. We are gathering information to help design the policy to reach this target.

We are using this call for evidence to gather feedback on the:

- definition of airport operations
- emissions sources that should be included within the target

We want to better understand:

- to which entities the target should apply
- the type and size of airport the target should be applied to
- potential regulatory or voluntary approaches that could be used to implement the target
- how the proposed target could be aligned with current schemes, such as the [Airports Council International Airport Carbon Accreditation scheme](#)
- the barriers and opportunities which may exist in implementing the target, including commercial feasibility
- what the appropriate measuring and reporting processes should be

## Defining airport operations

For the purposes of this target for zero emission airports by 2040, we believe airport operations to broadly consist of land, buildings, vehicles, facilities, equipment, and other structures used for the:

- landing and taking off of aircraft at the aerodrome, including those used for air traffic services
- manoeuvring, parking, refuelling, or servicing of aircraft between landing and take-off at the airport
- transport and processing of persons, baggage, and cargo between their arrival at the airport and their departure, including the passenger terminal

**1. Do you agree or disagree with the proposed definition of airport operations for the target?**

- Agree  
 Disagree  
 Don't know

Explain your response

**2. If you disagree with the proposed definition of airport operations for the target, what do you think, if anything, should be added to the definition?**

**3. If you disagree with the proposed definition of airport operations, what do you think, if anything, should be removed from the definition?**

**4. What, if any, further views do you have on the proposed definition of airport operations for the target?**

## Emissions scopes

We are considering Scope 1, 2 and 3 emissions. Under the [Greenhouse Gas \(GHG\) Protocol](#) these scopes are defined as follows.

### Scope 1

Direct Greenhouse Gas (GHG) emissions occurring from sources that are owned or controlled by the company, for example, emissions from combustion in owned or controlled boilers, furnaces, and vehicles etc.

### Scope 2

Electricity indirect GHG emissions result from the generation of purchased electricity consumed by the company and brought into the organisational boundary.

### Scope 3

Other indirect GHG emissions, which are generally an optional reporting category for example for an airport operator this includes aircraft movements, and surface access for airport users for example the ways in which passengers and visitors, employees and commercial traffic travel to and from an airport when they are not in an aircraft.

The emissions that are accounted for under the GHG protocol are the 6 Kyoto gases:

- carbon dioxide (CO<sub>2</sub>)
- methane (CH<sub>4</sub>)
- nitrous oxide (N<sub>2</sub>O)
- hydrofluorocarbons (HFCs)
- perfluorocarbons (PFCs)
- sulphur hexafluoride (SF<sub>6</sub>)

### 5. Do you agree or disagree on the target being applied for the Kyoto gases as described in the GHG Protocol?

	Agree	Disagree	Don't know
Carbon dioxide (CO <sub>2</sub> )	X	<input type="checkbox"/>	<input type="checkbox"/>
Methane (CH <sub>4</sub> )	X	<input type="checkbox"/>	<input type="checkbox"/>
Nitrous oxide (N <sub>2</sub> O)	X	<input type="checkbox"/>	<input type="checkbox"/>
Hydrofluorocarbons (HFCs)	X	<input type="checkbox"/>	<input type="checkbox"/>
Perfluorocarbons (PFCs)	X	<input type="checkbox"/>	<input type="checkbox"/>
Sulphur hexafluoride (SF <sub>6</sub> ).	X	<input type="checkbox"/>	<input type="checkbox"/>

Provide further detail if you disagree with the listing.

## Emission sources in scope of the target

We believe the following list, which we have summarised, of Scope 1 and 2 emissions sources from the [Airport Carbon Accreditation Scheme](#) is indicative of those that would fall within the broad definition of airport operations. These are:

- stationary sources of boilers, furnaces, burners, turbines, heaters, incinerators, engines, firefighting exercises, flares, generators and more
- mobile sources of vehicles owned by the airport (airside and landside) - trucks, employee buses, ground power units, construction vehicles and plant and more
- process emissions of onsite waste management, wastewater management
- other emissions of refrigerant losses, de-icing substances, leaks from plant particularly fire suppression CO2, fuel tanks and more
- energy indirect emissions of emissions from purchased electricity, heating, cooling and more

**6. Do you agree or disagree with the list of Scope 1 and 2 emissions sources for airport operations?**

- Agree  
 Disagree  
 Don't know

Explain your response

**7. If you disagree with the list of Scope 1 and 2 emissions sources for airport operations, what, if anything, should be added to the list?**

Although GATCOM agree with the list of scope 1 and 2, some GATCOM Members do feel that the access to the airport of passengers and staff is “controlled” by GAL and emissions they caused should also be included

**8. If you disagree with the list of Scope 1 and 2 emissions sources for airport operations, what, if anything, should be removed from the list?**

**9. What, if any, further views do you have on the list of Scope 1 and 2 emissions sources for airport operations?**

Our initial view is that emissions from construction of airport buildings should not be included in this target. In addition, we do not consider necessary repairs to buildings, structures, and surfaces to be included within this target.

However, we do consider non-road mobile machinery that is used for construction purposes in relation to any building owned or operated by the airport operator to be within scope. This also excludes any emissions associated with the access of on-road vehicles to the airport site.

**10. What are your views on our current approach to:**

**construction under this target?**

All construction should be included

**construction vehicles under this target?**

All construction vehicles should be included

We believe the following list of summarised Scope 3 emissions sources from the [Airport Carbon Accreditation Scheme](#) is indicative of the Scope 3 emissions sources that would fall within the broad definition of airport operations. These are:

- aircraft emissions of aircraft ground movements, engine start up to idle (run ups), engine reverse thrust, taxiing, auxiliary power unit (APU), pre-conditioned air systems (PCA), take off, landing, approach, climb, cruise from origin to destination and so on
- stationary sources emissions of third-party boilers, furnaces, burners, turbines, heaters, incinerators, engines and so on
- mobile sources emissions of ground support equipment (GSE) and ground power units operated by third parties, staff travel and commuting, haulage, business travel (third parties), land or maritime surface access (passengers), third party owned vehicles and so on
- process emissions of offsite management and disposal of airport waste, management of waste where disposal arrangements are made by third parties and so on
- infrastructure emission of grid power and fuel consumed by close partners and other third parties and so on
- other area emissions (where they are not solely controlled by the airport operator) including refrigerant losses, de-icing substances, leaks from plant particularly fire suppression CO2, fuel tanks and so on

**11. Do you agree or disagree with the list of Scope 3 emissions sources for airport operations (we ask you answer regardless of whether these sources are within scope for the target)?**

- Agree
- Disagree
- Don't know

Explain your response

**12. If you disagree with the list of Scope e emissions sources for airport operations, what, if anything, should be added to the list?**

**13. If you disagree with the list of Scope 3 emissions sources for airport operations, what, if anything, should be removed from the list?**

**14. What, if any, further views do you have on the list of Scope 3 emissions sources for airport operations?**

The Airport Carbon Accreditation (ACA) scheme was established by Airports Council International [ACI] in 2009 and is the only institutionally endorsed, global carbon management certification programme for airports. It independently assesses and recognises the efforts of airports to manage and reduce their carbon emissions across 6 levels, with each level representing additional requirements. These are:

- level 1, mapping to determine emissions sources within operational boundaries, calculation of annual emissions, and compilation of carbon footprint report
- level 2, reduction with evidence of effective carbon management procedures and quantified emissions reductions
- level 3, optimisation with a widened scope of carbon footprint to and engagement of third-party emitters
- level 3+, neutrality using offsets for remaining emissions over which the airport has control with high quality carbon offsets
- level 4, transformation to include definition of a long-term carbon management strategy orientated towards absolute emissions reductions, aligned with objectives of the Paris Agreement. Plus, evidence of actively driving third parties towards delivering emissions reductions
- level 4+, transition with offset of residual carbon emissions over which the airport has control, using internationally recognised offsets

As part of the requirement for level 4 and 4+ of the ACI ACA scheme airport operators must report on selected Scope 3 emissions, as well as being encouraged to voluntarily include Scope 3 emissions within their targets. It is stipulated that for the latter this should include either landing and take-off (LTO) aircraft emissions or one or more sources representing more than 10% of total Scope 1,2,3 emissions (excluding LTO and cruise phase emissions) and over which the airport exercises significant influence.

**15. Do you agree or disagree, that a requirement should be included as part of the target for airport operators to report their Scope 3 emissions in line with ACI requirements at levels 4 and 4+?**

- Agree  
 Disagree  
 Don't know

Explain your response

GATCOM is pleased that the DfT is benchmarking against the ACI material. This reflects best practice developed by ICAO and Industry at a global level.

**16. Do you agree or disagree that a requirement should be included as part of our target for airport operators, to ensure those emissions sources, not under operators' direct control, are zero emission by 2040?**

- Agree  
 Disagree  
 Don't know

Explain your response

## Exemptions from the target

In considering what emissions sources are in our scope, we need to consider whether specific emissions sources could be exempt from being covered by the target, for example if they are rarely used, or produce a negligible amount of emissions.

There could be multiple ways to tackle this including:

- establishing a definition of 'regular' airport operations, for example, the day-to-day operations required to ensure the operations of aircraft can take place. Conversely, 'irregular' or 'special' operations would cover more unpredictable events such as severe weather requiring the use of a snow plough or a power outage requiring backup generation, as well as activities required on safety grounds like fire training
- setting a minimum threshold of emissions for inclusion in the target. For example, if an activity accounted for less than 0.5% of total airport operation emissions, it could be excluded
- individual activities that could be listed as exempt based on a case-by-case assessment

### 17. How should any potential exemptions from the target be dealt with?

- Definition based on regular and irregular activities
- Minimum threshold on emissions
- Individual activity exclusion
- Other:

Some GATCOM Members feel there should be no exemptions

Explain your response.

## Entities subject to the target

For the purposes of this target for zero emission airports by 2040, we believe airport operations to broadly consist of land, buildings, vehicles, facilities, equipment, and other structures used for the:

- landing and taking off of aircraft at the aerodrome, including those used for air traffic services
- manoeuvring, parking, refuelling, or servicing of aircraft between landing and take-off at the airport
- transport and processing of persons, baggage, and cargo between their arrival at the airport and their departure, including the passenger terminal

### 18. Do you agree or disagree, that the target should be applied to other entities whose Scope 1 and 2 emissions fall under the definition of airport operations?

- Agree
- Disagree
- Don't know

Explain your response.

In considering which entity is responsible for different emissions sources, it is important that the appropriate method is used. The [Greenhouse Gas \(GHG\) Protocol](#) sets out 2 distinct approaches

to measure this.

The first is an 'equity approach', which is where a company accounts for GHG emissions from operations according to its share of equity in the operation (usually the same as the ownership percentage).

The second is the 'control approach' where a company accounts for 100% of the GHG emissions from operations over which it has control and has two further subdivisions of:

- financial control
- operational control

The approach advised to be taken as part of the ACI ACA, and stakeholder feedback is the 'operational control' sub-division method of the 'control approach'. This approach works on the basis that an airport accounts for 100% of emissions from operations where it has the full authority to introduce and implement its operating policies.

**19. Do you agree or disagree that the operational control approach should be used to apportion responsibility for airport operation emissions under the target?**

- Agree
- Disagree
- Don't know

Explain your response.

If you disagree, which alternative approach would you prefer?

## Airports subject to the target

Operations can vary considerably depending on size and type of airport. By size of airport, we refer to the number of passengers per annum (measured in millions of passengers per annum [mppa]). However, there are also other ways to measure the size of an airport, which will also bring into account a wider range of business operations. For example, there are several airports which do not operate a significant number of commercial passenger flights but do operate a significant number of other operations such as freight or business flights, which may be more accurately measured in air traffic movements.

It was found that large airports (above 25mppa) have the greatest feasibility to decarbonise, driven by greater market power. However, medium sized (5 to 15mppa) and small sized (less than 5mppa) airports may benefit from being required to transition a smaller number of assets. There are also variations between the regulatory regimes of these airports.

### 20. Do you agree or disagree that there should be a minimum threshold based on the size of the airport, below which the target does not apply?

- Agree
- Disagree
- Don't know

Explain your response.

### 21. Which metric should be used to determine an airport's size?

- Passenger numbers
- Air traffic movements
- Another metric:

Explain your response.

### 22. Which types of airport business operations should the target apply to?

- Commercial passenger
- Freight
- Private

Other:

Explain your response.

## How to ensure the target is implemented

**23. What policy option do you think is most appropriate for the implementation of the target?**

- Legislative requirement
- Voluntary agreement
- Commitment by each airport to produce a roadmap
- Other:

Explain your response.

**24. What are your views on a voluntary approach to implement the target?**

This would not be welcomed

**25. If there is a voluntary approach for this target, what should it look like, and how should it ensure the target remains robust and is delivered?**

**26. Do you agree, or disagree, that there should be a penalty for non-compliance with the target?**

- Agree
- Disagree
- Don't know

Explain your response.

**27. If there is a penalty for non-compliance, what should this look like?**

Restrictions on operating licence.

**28. What, if any, specific issues do you anticipate with the target only being applied to airports in England if similar targets are not applied by devolved administrations?**

## Barriers to implementation

Whatever policy approach is taken to implement our target, there are several barriers to be considered. One of the key barriers cited in the [Jet Zero consultation](#) responses was the commercial feasibility of the target and the need for sufficient financing. While the [Mott MacDonald feasibility study](#) concluded that commercial feasibility for decarbonisation is viable for the majority of airports, it recognised that there will be a variety of commercial and financial challenges in this transition, which will likely include the:

- affordability of decarbonisation measures and the potential need to adapt or replace technologies or infrastructure before the completion of their whole lifecycle
- availability of finance, especially post COVID-19 where revenues may not be available to cover changes needed
- impact of regulatory or passenger charges models for airports and the capacity in these systems to allow for change management

### 29. What do you think are the main barriers in implementing the target?

- Other regulations
- Safety issues
- Operational issues
- Commercial viability
- Skills/capability gaps
- Investment in technological developments.
- Other:

Explain your response.

### 30. Do you have an approximation of the scale of investment required to achieve this target?

- Yes
- No
- Don't Know

If so, provide any details you have including references to data sources.

### 31. What financial government initiatives would help to achieve this target?

### 32. What non-financial government initiatives would help to achieve this target?

## Opportunities for implementation

Implementation of this target could provide co-benefits in facilitating the transition to hydrogen aircraft fuelling by generating demand and developing hydrogen handling, storage, and transportation technologies in the airport ahead of the aircraft technology for this fuel being readily available.

There may also be benefits for the airports and supply chain companies taking a leading global role in developing zero emissions airport technologies. This may increase growth and export potential and provide market opportunities globally for UK expertise in decarbonising airports, which could help incentivise further development of our supply chain to provide necessary goods and services for zero-emission airports.

**33. What, if any, opportunities do you think exist that could be exploited in the implementation of the target?**

**34. What technologies are important to achieve this target?**

**35. Are current government policies sufficient to encourage transition to these technologies?**

- Yes
- No
- Don't know

Explain your response.

**36. How could the implementation of this target help to support the future shift of airports to integrate hydrogen?**

**37. How, in your view, should airports look to develop export potential in regard to their transition to zero emission operations?**

- Via supply chain capability
- Via research and knowledge capability
- Via new technologies
- Via other ways:

Explain your response.

## Measuring and reporting of emissions

38. What ideas, if any, do you have for how a progress reporting requirement could operate?

39. How frequently should progress towards the target be reported?

40. What are the metrics that you think progress should be measured against?

41. Do you agree or disagree, that there should be a defined standard that should be followed by the entities covered by the target to allow for effective monitoring of progress towards the target?

- Agree
- Disagree
- Don't know

Explain your response.

42. What are, if any, the specific issues you anticipate with regards to increased emissions reporting?

## Further comments

43. Is there anything else we have not considered that is relevant to this target?

44. Any other comments?

# Night-time noise abatement objectives for the designated airports from October 2025

## Introduction

Thank you for responding to our consultation on night-time noise abatement objectives for the designated airports (Heathrow, Gatwick and Stansted) beyond October 2025.

Closing date is 9 May 2023.

## Accessibility statement

Read our [accessibility statement for SmartSurvey forms](#) [opens in a new window].

## Confidentiality and data protection

The DfT is carrying out this consultation to gather views and evidence on what a night-time noise abatement objective should be. [Our DfT online form and survey privacy notice](#) [opens in a new window] for more information on how your personal data is processed in relation to this survey.

In addition to the information outlined in the privacy notice, for organisations we ask:

- its [size](#) [opens in a new window]
- name of the organisation for identification
- the main activity of the organisation, to ascertain your relationship with the topic

## Personal details

### 1. Your (used for contact purposes only):

name?

email?

### 2. You are responding as an: \*

- individual? (Go to section 'Night-time noise abatement objectives for designated airports')
- X  organisation?

## Organisation details

### 3. Your organisation is:

- a business or firm?

- a trade body?
- an academic organisation?
- a research organisation?
- a community group?
- X another type of organisation?

An Airport Consultative Committee

**4. Your organisation name is?**

Gatwick Airport Consultative Committee

**5. What is the main activity of the organisation?**

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

**6. What is the number people your organisation employs?**

- 1 to 50
- 51 to 100
- Above 100

None

## Night-time noise abatement objectives for designated airports

The government sets night-time operating restrictions at Heathrow, Gatwick and Stansted airports. These airports are designated for the purposes of noise regulation under the Civil Aviation Act 1982. We last consulted on these controls in December 2020. The decision, published in July 2021, rolled-over the existing restrictions for a period of three years, putting in place the current regime covering the period from October 2022 to October 2025.

Consultation on the next night flight regime can be expected to launch in late 2023. Ahead of that consultation, we are now seeking views and evidence on what night-time noise abatement objectives should be for the designated airports for that next night flight regime. We are also seeking views on how the proposed night-time noise abatement objective should be assessed to ensure it is successful.

The purpose of a noise abatement objective is to act as the enabling statement that provides the focus for any necessary noise measures. The intention of the government is to have a night-time noise abatement objective which is aligned with our national aviation noise policy statement, and which includes measurable and achievable outcomes against which progress can be assessed, and which can achieve a balance between the needs of different stakeholder groups.

For the purpose of the regime to commence in October 2025, we now seek views on using the following night-time noise abatement objective:

"Whilst supporting sustainable growth and recognising the importance to the UK of maintaining freight connectivity, to limit and where possible reduce, the adverse effects of aviation noise at night on health and quality of life".

This night-time noise abatement objective would apply to all three of the designated airports (Heathrow, Gatwick and Stansted) and would apply to the night period (11pm to 7am).

**Select the airport for which you wish to provide your views (you may select more than one option).**

- Heathrow (Complete section 'Heathrow')
- X  Gatwick (Complete section 'Gatwick')
- Stansted (Complete section 'Stansted')

## Gatwick

For the purpose of the regime to commence in October 2025, we now seek views on using the following night-time noise abatement objective:

"Whilst supporting sustainable growth and recognising the importance to the UK of maintaining freight connectivity, to limit and where possible reduce, the adverse effects of aviation noise at night on health and quality of life".

**13. To what extent do you agree, or disagree, with our night-time noise abatement objective for Gatwick airport?**

- Strongly agree (Skip questions 15, 16 and 17)
- Agree (Skip questions 15, 16 and 17)
- Neither agree nor disagree
- X  Disagree
- Strongly disagree
- Don't know (Go to question 18)

## Gatwick - night-time noise abatement objective

**14. Provide a reasoning for your answer.**

The change to include "Limit, and where possible reduce..." could be considered a strengthening from the previous objective. However, the objective requires a reduction in night

flights only “where possible” without any attempt to define the criteria to be used in determining what is “possible”.

The wording does reflect the movement away from an objective focusing on the number of people affected by noise, to a greater focus on the adverse effects on health and quality of life and this is welcomed.

With regard to ‘freight connectivity’ Gatwick has almost no dedicated freight flights. To exclude Passenger flights in the Gatwick statement establishes a disproportionate restriction on the airport’s activity compared to using the same term for other London airports. Both long and short haul passenger flights, but not cargo currently use Gatwick airport in the night period.

While the mechanism to restrict flights exists in law (EU598) - should the government wish to restrict flights, first it has to exhaust other noise impact reduction measures consistent with the Balanced Approach and then consult in accordance with EU598 rules.

This proposal is also inconsistent with policy in other sectors where the working hours of most noise generating commercial operations are much more robustly controlled by regulations or planning conditions.

## Gatwick - night-time noise abatement objective

15. Would alternative wording be preferable for the night-time noise abatement objective?

Yes

No (Go to question 18)

Don't know (Go to question 18)

## Gatwick - night-time noise abatement objective

16. Provide a reasoning for your answer.

The proposed wording is discriminatory, a change to incorporate passenger flights is advised as per Government Policy: ‘There should be a balance between the local and national economic and consumer benefits of night flights, both in terms of passenger and freight operations, against their social and health implications, in line with ICAO’s Balanced Approach’

Many GATCOM members advocate a total ban on night flights, and suggest if any night flights are to be permitted, they should be limited to those that are of very substantial economic importance or emergencies.

17. Provide alternative wording on a night-time noise abatement objective.

We suggest that you use the wording from Government Policy as detailed above to include passengers.

Whilst allowing flights of substantial economic importance that could not be operated at other times or emergencies, to limit and substantially reduce, year on year, the number of night flights and the adverse effects of aviation noise at night on health and quality of life.

## Gatwick - assessing the night-time noise abatement objective

In recognition that each of the designated airports and its environs has different characteristics, consideration was given to setting different night-time noise abatement objectives for each designated airport. However, on balance, we believe that the core noise abatement aim remains the same at each airport.

The different characteristics of each airport and its environs could be addressed by the use of different metrics to measure achievement against the objective, rather than within the objective itself.

The wording of the night-time noise abatement objective reflects our movement away from an objective focusing on the number of people affected by noise, to a greater focus on the adverse effects on health and quality of life.

Although number of people could obviously remain an indicator used to measure success against the objective, we are keen to hear views and evidence on what metrics could be used to measure success against the objective.

### **18. How should the proposed night-time noise abatement objective for Gatwick airport be assessed to ensure it is successful?**

Clear targets should be set to reduce aircraft noise at night and operations measured against the targets.

The wording reflects the movement away from an objective focusing on the number of people affected by noise, to a greater focus on the adverse effects on health and quality of life. Although number of people could obviously remain an indicator used to measure success against the objective. Health is an important factor affecting residents when there is some sleep deprivation and must be considered and assessed.

GATCOM is pleased that the DfT have commissioned an aviation night noise effects (ANNE) study, to examine the relationship between aviation noise on sleep disturbance and annoyance, and how this varies by different times of the night.

The results of the ANNE study will be interesting as it is suggested that a new element should be included in the Night period, namely a 'silent period between 01.00 and 05.00 hours.' The York Report seemed to give some substance to this approach where it gives breakdowns for effects on the economy and employment when considering four different scenarios. To reach a compromise between those in the community who would like to ban night flights and the economic and employment dis-benefits arising from it would suggest that scenario 4 from the report could be adopted.

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