



2.55 pm 6. **Members Questions**

Members are encouraged to submit written questions to [GATCOMSecretariat@westussex.gov.uk](mailto:GATCOMSecretariat@westussex.gov.uk) by 9am on Tuesday 14 May 2024 so that, where possible, a response can be provided at the meeting.

Questions are not restricted to agenda items.

The total time allowed for Member Questions is 15 minutes with a time limit of 3 minutes per question (to include the response). 1 question per member. Supplementary questions will be allowed at the discretion of the Chairman but must relate to the original question. If more than 5 questions are received, the Chairman has the final decision on what questions should be taken to the meeting.

If the Chairman decides that the question received is one for another Forum, it may be that it cannot be fully answered at GATCOM and would need to be referred to that Forum. For example, PAG, NaTMAG or the NMB.

Any questions about noise disturbance, events and concerns should be submitted via the airport's WebTrak system. This ensure that all complaints are registered, logged and investigated.

Any questions about statutory process, such as planning, should be directed via the appropriate agency.

### **PASSENGER ISSUES**

3.10 pm 7. **Passenger Advisory Group (PAG)** (Pages 35 - 38)

To consider the report of the Chair of the Passenger Advisory Group (PAG) in respect of the activities of the Group since the last meeting and its recommendations to GATCOM.

### **AIRSPACE, NOISE AND ENVIRONMENTAL ISSUES**

3.20 pm 8. **Airspace Update**

Andy Sinclair, Head of Noise and Airspace Strategy, GAL to give updates on progress and issues in respect of:

- a) Noise Management Board (NMB) Review
- b) Airspace Modernisation/ London Airspace South (LAS)
- c) Noise Action Plan (NAP) 2024-28

3.35 pm 9. **DfT Night Flight Restrictions Consultation** (Pages 39 - 44)

The DfT will present their current consultation on Night flight restrictions: Heathrow, Gatwick and Stansted airports from October 2025.

The consultation can be found here:

<https://www.gov.uk/government/consultations/night-flight-restrictions-heathrow-gatwick-and-stansted-airports-from-october-2025/night-flight-restrictions-heathrow-gatwick-and-stansted-airports-from-october-2025>

GATCOM are asked to consider the attached report and agree the suggested GATCOM response to this consultation.

3.55 pm 10. **Noise Management Board** (Pages 45 - 68)

Report from NMB Transitional Co-Chairs

4.05 pm 11. **Noise and Track Monitoring Advisory Group (NATMAG)**  
(Pages 69 - 72)

To receive from GATCOM's Lead Member for Noise a summary of the deliberations of the last meeting of NATMAG.

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

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

GATCOM Steering Group – Monday 24 June 2024 at 10.00am

Passenger Advisory Group - Thursday 13 June 2024 at 1.30pm.

GATCOM – Tuesday 16 July at 10am - via MS Teams

b) To note that the next meeting of Gatwick Airport Limited's Noise and Track Monitoring Advisory Group (NATMAG) will take place on Thursday 1 August 2024 at 10.00am.

**Anticipated finish time of meeting: 4.20pm.**

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

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**Minutes of the meeting of the Gatwick Airport Consultative Committee (GATCOM) held on 25 January 2024.**

|                       |   |
|-----------------------|---|
| <b>Present:</b>       |   |
| Tom Crowley           | Chairman                                |
| Colin Stewart         | BAR UK                                  |
| Chris Larkman         | Which?                                  |
| Cllr Alan Jones       | Burstow Parish Council                  |
| Cllr Philip Lunn      | East Sussex County Council              |
| Cllr Bob Noyce        | Crawley Borough Council                 |
| Cllr Helyn Clack      | Surrey County Council                   |
| Cllr Liz Kitchen      | Horsham District Council                |
| Cllr Malcolm Fillmore | Rusper Parish Council                   |
| Cllr Margot McArthur  | Kent County Council                     |
| Cllr Mike George      | Horley Town Council                     |
| Cllr Victoria Chester | Reigate and Banstead Borough Council    |
| Cllr Richard Smith    | Tandridge District Council              |
| Cllr Rosemary Hobbs   | Mole Valley District Council            |
| Cllr Steve Waight     | West Sussex County Council              |
| Ed Winter             | Environmental and Amenity Groups        |
| Hugh McConnellogue    | Gatwick Airline Operators Committee     |
| Warren Morgan         | Co-Chair, Noise Management Board        |
| Samantha Williams     | Chair, Passenger Advisory Group         |
| Stuart Pick           | London Chamber of Commerce and Industry |

|                            |   |
|----------------------------|---|
| <b>Also in attendance:</b> |   |
| 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                     |
| Monique Smart              | GATCOM Secretariat  |

**1. Apologies for absence were received from:**

Stewart Wingate (Chief Executive Officer, GAL), Brett North (Gatwick Diamond Business), Robin Clarke (NATS), Ana Christie (Sussex Chamber of Commerce), Cllr Julie Mockford (Mid Sussex District Council) Graham Lake (GATCOM Technical Advisor), Jonathan Drew (Chair, Noise Management Executive Board), Angie Hills (ABTA), Cllr Bob Bowdler (East Sussex County Council), Cllr Richard Biggs (Reigate and Banstead Borough Council).

**2. Minutes Of The Last Meeting**

- 2.1 Resolved: That the minutes of the meeting of GATCOM held on 2 November 2023 and the Special meeting held on 26 October 2023 be approved and signed by the Chairman.

**3. GATCOM Steering Group – Chairman’s Report**

- 3.1 The Chair of GATCOM introduced his report (copies attached to the signed minutes) of the last Steering Group Meeting that took place on 11 January 2024.

3.2 The Chair highlighted the timetable and process for the examination stage of the DCO as detailed in section 2 of the Steering Group report.

3.3 The Chair also referred to sections 4.3 to 4.5 of his report that detailed the discussion around the GAL consultation on the three proposed changes to the Northern Runway Project. Following Steering Group, a draft response had been circulated to all GATCOM members and the final response was circulated and submitted to GAL on 19 January. This was also added to the GATCOM website.

3.4 GATCOM agreed the following recommendations as detailed in the report:

1. That GATCOM consider the Secretariat report in relation to the GATCOM Away Day as detailed at Agenda Item 4.
2. That GATCOM consider the response to the DfT consultation on airport slot allocation system reform as detailed at Agenda Item 5.
3. That GATCOM note the consultation response on the Northern Runway Project Proposed Changes that was submitted to London Gatwick on 19 January.
4. That GATCOM note the detail of the Secretariat report of the UKACCs annual meeting.

#### **4 GATCOM Away Day**

4.1 The Secretariat introduced the report (copies attached to the signed minutes) that detailed the discussions and recommendations from the GATCOM Away Day that took place in November 2023.

4.2 It was noted that the report had already been discussed at the Steering Group and as noted in that report, the only concern raised was about increasing the membership and size of GATCOM as it is already a large committee and some members had concerns that it could become too large to manage effectively. The Secretariat explained that recommendation 10 therefore proposed allocating the seat that will become vacant when the transfer of functions from the LEP move to Local Authorities in April 2024, to an Environment Group.

4.3 The following recommendations were approved:

1. Continue with the current meeting arrangement of alternating between in person and virtual meetings for GATCOM and GATCOM Steering Group.
2. In partnership with London Gatwick, liaise with Surrey County Council, Reigate and Banstead Borough Council and Crawley Borough Council about using their Council Chambers and hybrid equipment for a future GATCOM meeting.
3. Look into an alternative room set up for future in-person GATCOM meetings.
4. Consider subject specific surgeries or workshops prior to the in-person meetings.

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5. Add Executive Summaries to all GATCOM reports.
6. Agree that East Sussex County Council have a place on the GATCOM Steering Group.
7. Create a member handbook for GATCOM.
8. Agree the GATCOM Work Programme 2024/25 as circulated.
9. Amend the title of the Environment and Amenities Groups on GATCOM to Environment Groups.

4.4 The secretariat went on to explain that the final recommendation (10), came from the break out group that Jonathan Drew had led at the GATCOM Away Day. As Jonathan was unable to be at GATCOM today he asked for the following statement to be read out:

“This was a very interesting break out subject to lead. There were 3 critical points that helped all of us in the breakout group reach the recommendations:

- Firstly, we put all thoughts of “who” the environmental reps might be – CPRE, GACC, one of the NMB chairs, CAGNE etc – to one side: to name names would be distracting and I hope you will be able to do the same today as you discuss this.
- Secondly, we agreed to focus on what was best for GATCOM’s reputation as a statutory body: Whilst Councillors have a clear democratic mandate, there is no such mandate for other members. Currently there is no formal governance on when and how other groups and bodies formally explain their credentials and mandate, with a process to enter and exit GATCOM. The risk is that, without such a process, the reputation of GATCOM and its members risks being tarnished because of a lack of good governance.
- Finally, we examined what would be a fair number of community seats against the full range of environmental issues given the increased public, community and industry focus on environment issues and solutions; and bearing in mind a fair balance with other unelected groups within GATCOM.

You should note that the majority of the breakout group recommended 4 environmental representatives for GATCOM to give parity and balance with business & economic groups with the expected winding up of one of the business groups later this year. However, I note that in line with concerns about an expansion of GATCOM, you are being asked to consider a single extra representative instead. So today, you are considering a compromise solution following discussion at the steering group – I don’t see compromise as a dirty word because it also means listening to and considering others’ views. Given that, whatever your personal view is today, I hope you can support the recommended changes. Taken in their entirety, I and break out group members believe they will strengthen GATCOM’s reputation and good governance – and add real value on environmental for all of us and for Gatwick airport too.”

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4.5 A number of members made comment on the recommendation including the following:

- It was suggested that more thought should be given to how and to whom the vacant seat should be allocated once the LEP functions transfer to County Councils in April.
- Good governance is vital and any individual on GATCOM should have the backing of a constituted organisation with transparent membership.
- The Environmental impact of Gatwick is broadly equivalent to the Business and Economic issues so they should have an equal number of representatives. It would therefore make sense to allocate the vacant seat from the LEP to an Environment Group.
- GATCOM originally had one Environment seat, following a review a few years ago it was decided that the NMB Chair should be added as a second Environment seat. Many groups are on the NMB so those groups can raise specific issues at the NMB. However, it was noted that the NMB is purely about Noise and not other Environment issues.
- It was also suggested that residents can raise Environment and Noise issues via their local Council representative on GATCOM.
- There was some concern about the selection of groups, but it was confirmed that if the recommendation were approved, a process would be developed and bought back to GATCOM for approval.

4.6 As a majority view was not clear from the discussions, the Chair asked for a show of hands for those in favour or against recommendation 10. The vote resulted in 8 GATCOM members in support and 9 GATCOM members opposed. The following recommendation was therefore rejected:

10. Increase the number of seats for Environment Groups on GATCOM from 2 to 3 by making use of the vacant seat created by the transfer of functions from the LEP to Upper Tier Councils (who are already members of GATCOM) from April 2024. And that a process, taking account of the conclusions reached at the awayday, be developed and agreed for the selection and term of environmental groups to serve as members of GATCOM.

## **5 Consultation on Airport Slot Allocation System Reform**

5.1 The Chair referred members to the briefing note attached at pages 33-39 and also to the draft consultation response that was circulated separately. It was explained that unfortunately Graham Lake, GATCOM's independent technical advisor, was unable to attend today but hopefully members have read his briefing paper.

5.2 The Secretariat explained that the consultation deadline had been extended and the closing date was now 8 March 2024. Because of this GATCOM does understand that some groups and organisations will not be in a position to confirm their views until nearer to the deadline. However, this was the closest GATCOM meeting to the deadline so it was agreed it should be discussed today.

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5.3 The secretariat went on to explain that Graham Lake's briefing and a draft GATCOM response was discussed at Steering Group. As stated at paragraph 4.2 of the Steering Group report members agreed that GATCOM should respond to this consultation with comments to ensure opportunities for environmental improvements, resilience and better use of airspace. This had been reflected in the draft response circulated to members and added to the GATCOM website earlier this week.

5.4 The Chairman invited Seb Pelissier from EasyJet and representing the Airline Operators Committee (AOC) to offer their views. Seb explained that airline's view was that adding environmental factors would complicate the system and that this was covered by other regulations. Airlines could therefore not support the draft GATCOM response in its current form. It was also noted that the AOC would be meeting on 7 February, after which time they would hope to be able to submit a collective position from the Airlines.

5.5 London Gatwick stated that they agreed with the Government objectives that any revised system should stimulate a competitive environment by creating an efficient, transparent, and dynamic slot market; and establishing a framework for the allocation of new slots.

5.6 GATCOM Members asked Seb and GAL a number of questions including the following:

- It was acknowledged that this was a highly technical area, but GATCOM welcomed the briefing note and Airlines views.
- Was there much evidence that the current system was not working? Seb responded suggesting there was little evidence. GAL used the example that during Covid, airlines held onto slots but did not fly and situations like that need to be looked at.
- There were mixed views on whether slots should be auctioned but it was agreed that there should be more accountability for the slot co-ordinators.

5.7 GATCOM agreed that the draft response be amended after 7 February, based on expected further comments from the Airlines and the Airport and that it be circulated to all members for final comment before being approved by the Chair and submitted to the DfT by 8 March 2024.

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

6.1 Tim Norwood, Director of Planning and Corporate Affairs, shared apologies from Stewart Wingate and presented the Chief Executive Officer report of activity and performance of London Gatwick over the previous quarter. Questions from members were addressed, including the following:

- London Gatwick stated that little change was expected as a result of the intended acquisition of GIP, one of London Gatwick's major shareholders, by BlackRock.
- Regarding the recent consultation of the three proposed changes to the Northern Runway Project, London Gatwick confirmed that the consultation had included leaflets delivered to local residents, national and local media releases, social

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media posts and meetings with Local Authorities and Parish Councils. It was noted that a telephone helpline and email address was also set up for any questions about the proposals. The consultation had now closed and lots of responses had been received. These would be collated and submitted with a report to PINS. If the changes are accepted by PINS, then it would be brought into the examination and there would be a further opportunity to comment on the changes as part of the examination process.

- Following the official opening event for the new Gatwick Train Station, members praised the cooperation between organisations for this project. However, members asked London Gatwick and GATCOM to continue to work with Network Rail and train operators to streamline ticketing and increase the hours of rail operations around Gatwick.
- Due to the short-term night time restrictions that had to be put in place in December, staffing in the Air Traffic Control was discussed. London Gatwick confirmed that they are still working closely with NATS to increase staffing levels and manage any disruption.
- In respect of the increase to the forecourt drop-off charge at the airport, members raised concerns that one postcode area in Horley was not included in the local exemption scheme. It was mentioned that many local residents outside the scheme do not have public transport as an option so have to drive to the airport. It was also questioned why electric vehicles have to pay the charge. London Gatwick explained that the main purpose of the scheme was to disincentivise people from making the least sustainable 'kiss and fly' journeys to and from the airport by car although they could still drop off in the long stay car parks free of charge and use the free shuttle service to the airport should they wish.

## 7 Gatwick Education Engagement Programme

7.1 GATCOM welcomed Melanie Wrightson, Stakeholder Engagement Manager, from London Gatwick. Melanie provided a [presentation](#) that detailed the many different aspects of the education programme at London Gatwick including the newly opened STEM centre, the Endeavour STEM Programme, Career Live Broadcasts, Apprenticeships and Graduate Programme. This is generating a significant number of engagement opportunities for school children and students from across Sussex, Surrey and Kent.

7.2 It was noted that the next apprenticeships opened to applicants in mid-February and 13 new graduates would be recruited in the autumn. If members want more information on any aspect of the education programme or to visit the STEM centre, they should contact the team at [STEM@gatwickairport.com](mailto:STEM@gatwickairport.com)

## 8 Member's Questions

8.1 Two questions were received in advance from Angie Hills of ABTA and Chris Larkman of Which?

### 8.2 Question 1 from Angie Hills – ABTA

Please can GAL clarify how the increase in charge for the forecourt/drop off zone, helps achieve the aim for 60% of journeys to and from the airport to be zero or ultra-low emissions by 2030. Do GAL financially contribute to the rail and bus providers and if

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so, could they provide further details of the investment provided and whether they are consulted on how the investment is used. Especially given for example there are no direct trains from Kent.

**8.3 London Gatwick Response to Question 1**

Drop-off charges help contribute to targets for sustainable travel because they aim to disincentivise the least sustainable way of travelling to the airport and reduce the relative cost of alternative public transport options. Drop-off or 'kiss and fly' travel usually means 4 car journeys to and from the airport, two which are generally single occupancy, contributing to local road traffic congestion and emissions. Annual mode share data from Luton and Stansted Airports before the COVID-19 pandemic indicated that the introduction of drop-off charges contributed to mode shift away from Kiss and Fly towards more sustainable modes of transport.

London Gatwick's Sustainable Transport Fund (STF), which is formed from a combination of a levy on our passenger parking spaces, staff parking allocations, forecourt charging and red route enforcement, makes important contributions to public transport services which benefit airport staff, passengers and our local communities. We use a range of data inputs to collaboratively develop proposals for service enhancements with operators, including CAA passenger mode share data, the results of the airport-wide staff travel survey and passenger and staff feedback. In recent years, on rail the STF has contributed capital funding to the building of Platform 7 and the Gatwick Airport Station redevelopment, as well as the doubling in frequency of Great Western Railway's Gatwick to Reading service from December 2023. We also work closely with Metrobus to provide service enhancements on local bus routes to and from the airport, with approximately £600,000 budgeted for supporting Metrobus services in 2024 alone. This includes running services later into the evenings, 24-hour services and other changes to routes and timetables to encourage more people to travel to the airport by local buses. Gatwick also contributed to Metrobus' hydrogen buses and have pledged further support of £950,000 for further expansion of the hydrogen fleet, subject to the successful outcome of a West Sussex County Council funding bid to the Department for Transport.

The Transport Forum Steering Group meets quarterly. Member organisations include Surrey, West Sussex, East Sussex and Kent County Councils, Crawley Borough Council, Reigate and Banstead Borough Council, National Highways, Network Rail, Govia Thameslink Railway, Great Western Railway, National Express, Metrobus, Transport for London and PAG. The Transport Forum Steering Group are consulted regularly on proposed initiatives for the STF, monitors spend, and members are encouraged to bring forward their own suggestions and projects for funding.

Kent remains a key target area for public transport services to and from London Gatwick, however, there are significant challenges to enabling new bus, coach or rail services to the county. A previous coach service by National Express, part funded by Kent County Council and Gatwick Airport, was withdrawn after a few months due to very low passenger numbers and a service launched by megabus in 2023 was similarly challenged by low uptake.

We remain open to proposals from bus and coach operators for services to Kent and other underserved areas. However, any investment in services from the Sustainable Transport Fund must ensure value for money and demonstrate positive outcomes in terms of patronage, mode shift and the ability for services to operate with reducing levels of subsidy. Past experience has demonstrated that services to Kent face extremely high operational costs and challenges in achieving passenger numbers that mean we must carefully consider future proposals to ensure we support services that have the best possible chance of success and becoming sustainable with reducing or no

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subsidy. However, notwithstanding the challenges, the Northern Runway project has identified mitigation measures for Kent.

In terms of rail provision - Network Rail have recently concluded a study exploring the potential rail case for direct services between Tonbridge and Gatwick, to which we contributed data and insights. The study concluded that there may be a case to extend the existing Tonbridge to Redhill service to Gatwick, but that services beyond this to other locations in Kent would require significant investment in infrastructure and faces significant logistical and operational challenges. We will continue to work with Network Rail, GTR and the DfT to encourage operators to bring forward Tonbridge-Gatwick services at the earliest opportunity, but we recognise there are constraints and challenges for the rail industry to overcome to enable trains to operate.

**8.4 Question 2 from Chris Larkman – Which?**

Following the successful evacuation of all passengers and crew after the recent Japan Airlines crash, has Gatwick Airport and the airlines reviewed their emergency evacuation procedures?

**8.5 London Gatwick Response to Question 2**

The self-evacuation of the aircraft occupants is primarily the responsibility of the airline and aircraft crew. Often this can be as a result of liaison with ground-based Rescue & Fire-fighting Services (RFFS). However, for an incident such as the Japan aircraft accident, where no prior indication of a problem was in evidence, the evacuation will be initiated by the crew/persons onboard, and the responding RFFS crews will dynamically react accordingly to the incident evolving in front of them.

The saving of life is the primary objective of the RFFS, where passengers and / or crew are unable to self-evacuate, Fire service crews will aim to rapidly suppress and extinguish fires in order to facilitate a search of the aircraft.

London Gatwick Airports Rescue & Fire-fighting Service have reviewed the open-source information in relation to the Japan Aircraft Accident. Our equipment, personnel and tactics/techniques are subject to continued regulatory oversight and auditing. An appropriate RFFS provision, along with a high level of inter-agency Interoperability and emergency planning, provides London Gatwick Airport with a confidence that we can appropriately respond to emergencies of a similar nature.

**9 New Economics Foundation**

9.1 GATCOM welcomed Alex Chapman, Senior Economist from the New Economics Foundation who provided a [presentation](#) summarising his recently published report – Losing Altitude. He explained that The New Economics Foundation was a charitable think tank whose mission was to set an economy that works for the people and the planet, and the report looks at the national economic dynamics of air travel in the UK. He explained that although the report was not specific to Gatwick, he had tried to make his presentation relevant to Gatwick and GATCOM.

**10 Airspace Update**

10.1 Andy Sinclair, Head of Noise and Airspace Strategy provided an update on the Future Airspace Strategy Implementation - South (FASI-S) for London Gatwick. Andy explained that:

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- GAL passed its Stage 2 Gateway (options development and options appraisal) in October 2023.
- Stage 3 (Consultation Preparation) is currently paused to allow for consideration of the concept of a single design entity (SDE). The scope, process and timeline for this work is being developed by the DFT and CAA and will be subject to public consultation during Q2/3 2024 if taken forward.
- The impact and delay to GAL's Airspace Change Process is currently unknown. However, GAL is exploring with the CAA, ACOG and NATS opportunities for an initial deployment of the FASI-S route structure to the south of London Gatwick.
- The deployment split process will be captured and explained in the upcoming UK Airspace Change Masterplan Iteration 3. (Iteration 2 CAP2312B)
- GAL (with NATS) are holding stakeholder engagement sessions in January to introduce the ACOG-led public engagement exercise which will set out Airspace Change Masterplan Iteration 3 (including the mechanism for split deployment of the GAL FASI-South airspace change).
- Stage 3 Gateway is anticipated for January 2025. Public consultation was planned for Q1 2025.

## 10.2 GATCOM members provided the following questions and comments:

- GAL confirmed that if they were to progress an initial deployment to the south of London Gatwick this would not mean the realigning of more routes from the north to the south.
- It was requested that the results of the Fair and Equitable Distribution (FED) Study be published. GAL confirmed that it had been presented to the CAA and GAL were waiting for a response. [*Post Meeting Note: The CAA published CAP 2971 Fair and Equitable Distribution Interim Report - Distribution of aircraft noise Gatwick Airport on 9 February.*]
- Concern was raised about airspace designs that proposed Performance Based Navigation (PBN) arrival route options and, in particular, the potential for the creation of concentrated flightpaths when only single route options were proposed. GAL responded stating that they must follow the legal process and were confident this would deliver an optimal outcome but that will not be known until the full process using the agreed methodology is completed.

## 10.3 Andy went on to provide an update in relation to Route 4:

- Stage 3 is in progress. Consultation Preparation including a Full Options Appraisal has commenced.
- The CAA have indicated that the most recent track performance statistics should be used in producing the indicative baseline data. The CAA have also confirmed that from Stage 3 onwards, GAL will need to comply with the CAP1616 version 5, which requires additional environmental analyses to be conducted (including a Habitats Regulations Assessment).
- Due to these clarifications, Gatwick is estimating additional work and slight delay to completion and subsequent stages.
- The Public Consultation is planned for Q4 2024.

**11 Noise Management Board (NMB) – Executive Board (NEX) Report**

11.1 Warren Morgan, Co-Chair of the NMB, introduced the NMB report (copies attached to the signed minutes) that summarised the key messages arising from recent meetings. The main issue to highlight was the NMB meeting with the CAA that was due

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to take place on 12 February with a focus on the FASI-South process for Gatwick and next steps.

## **12 Noise and Track Monitoring Advisory Group (NATMAG)**

12.1 Mike George, GATCOM's lead member for noise, introduced his report (copies attached to the signed minutes) that summarised the key messages and recommendations arising from recent meetings.

12.2 The main issues highlighted were:

- The outcome of the Defra review of the NAP (2024-2028) was expected in February.
- NaTMAG next meets on 1 February. If Members have any new noise concerns, they are encouraged to inform NaTMAG, via the GATCOM Secretariat.
- There was still a vacancy for a GATCOM Councillor to join NaTMAG. Any members interested should speak to Cllr Mike George, Lead Member for Noise, or the GATCOM Secretariat.

12.3 GATCOM noted the report and NATMAG's key messages.

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

13.1 The Chair of PAG introduced her report (copies attached to the signed minutes) of the last PAG meeting that took place on 7 December 2023 and activities during the last quarter. The PAG Chair highlighted to GATCOM the recent work of PAG and how they are regularly kept up to date on issues such as the ATC staffing and the next generation security scanners and how these may affect passengers.

13.2 Three new PAG members had been recruited and GATCOM welcomed them on board.

13.3 GATCOM agreed the recommendation 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.

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

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

The next meeting of GATCOM will take place on Thursday 16 May 2024 at 2.00pm.

The next meeting of the GATCOM Steering Group will take place on Thursday 18 April 2024 at 10.00am.

The next meeting of PAG will take place on Thursday 21 March 2024 at 1.30pm

Chairman

The meeting concluded at 4.35pm.

**GATCOM****May 2024****GATCOM STEERING GROUP****REPORT BY CHAIRMAN**

This paper summarises the matters considered by the GATCOM Steering Group at its meeting on 18 April 2024 and includes a number of recommendations for GATCOM at the end of the report.

**1. BUSINESS & OPERATIONS UPDATE**

1.1 GAL provided an update on current operations, traffic levels and airlines and routes at the airport over the last quarter. The most up to date detail will be provided in the CEO report to GATCOM.

**2. AIRSPACE UPDATES**

2.1 GAL provided updates on the Noise Management Board review, Airspace Modernisation including FASI-South and London Airspace South (LAS) and the Noise Action Plan. An update will be provided directly to GATCOM.

2.2 Steering Group did raise concern that the Round 4 Noise Action Plan (2024-2028) had not yet been approved by the Secretary of State. Members had heard that the delay was due to the Secretary of State wanting to sign off all NAPs at once and that was delaying the process. It was agreed that the GATCOM Chair should raise this informally with DEFRA or the DfT.

**3. COMPENSATION FOR THE EFFECTS OF AIRSPACE CHANGE**

3.1 GACC introduced a report, attached at Appendix 1, detailing their concerns about the issue of compensation for the effects of Airspace Change and suggesting that policy should align with that for new roads and rail. The report had a number of recommendations for GATCOM and GAL.

3.2 It was noted that the DfT had provided initial comment on the GACC paper, in particular to recommendation 3 of the GACC report, essentially stating that compensation and mitigation are interchangeable, and that noise insulation is considered a form of compensation. They also state that existing policy in this area remains as set out in the Aviation Policy Framework.

3.3 Some Steering Group members spoke in support of this issue and acknowledging that it is a national issue it was felt the best way forward would be to take the issue up via UKACCs as the umbrella organisation for all Airport Consultative Committees.

3.4 In response to recommendation 4 of the GACC report, GAL have provided the following:

In relation to the Airspace Modernisation programme GAL's airspace change project conforms to the relevant extant legal and regulatory requirements including:

## Agenda Item 3

- the UK Airspace Modernisation Strategy (CAP 1711) and the UK Airspace Change Masterplan;
- the Airspace Change Process guidance document (CAP 1616); and
- and the legislation and associated statutory requirements that are drawn from duties on the CAA, for example:
  - o Civil Aviation Authority (Air Navigation) Directions 2023;
  - o Transport Act 2000, Section 70;
  - o Air Navigation Guidance 2017 - which includes the consideration of noise through the altitude-based priorities;
  - o Air Traffic Management and Unmanned Aircraft Act 2021.

GAL has recently completed Stage 2 of the airspace change process under CAP 1616. The focus of stages 1 and 2 of GAL's airspace change process has been on the limiting of noise exposure of route options during the initial options development process. No specific consideration has been given to compensation. It should however be noted that the airport already has in place an existing noise insulation scheme which has recently been reviewed and the associated grant increased. The criteria upon which the existing scheme boundary is defined is more generous than the standard set by the Aviation Policy Framework.

### **4. CONSULTATIONS**

4.1 The Secretariat explain that two consultations had been responded to since the last GATCOM meeting. Drafts were circulated to GATCOM Members and Support Officers, and all comments were considered prior to submission. The first was the Airport slot allocation system reform. That response was submitted on 8 March. It was acknowledged that Airlines did not support the GATCOM response. The second was the London Airspace South - ACOG public engagement exercise. That response was submitted on 22 March. Both could be found on the GATCOM website.

4.2 The Secretariat also informed Steering Group that the DfT are currently consulting on the next night flight regime for Heathrow, Gatwick and Stansted from October 2025. The proposal for Gatwick is to maintain the existing night flights regime for a further three years to 2028. The rationale behind that is that after that time the DfT will know the outcomes of 2 important studies on aviation noise and also know the outcome of the Northern Runway DCO.

4.3 NaTMAG had received a presentation from the DfT and the members that attended that meeting, along with GATCOM's Independent Technical Advisor, Graham Lake, had helped shape the draft GATCOM consultation response.

4.4 It was noted that the deadline for this consultation was 22 May and that it would be discussed at GATCOM on 16 May, when the DfT were scheduled to attend and present the details of the consultation.

4.5 Steering Group made the following comments on the draft GATCOM response:

- There were differing views on whether night flights were critical for business, cargo flights and the transportation of goods as well as for leisure and tourism, as stated in point 2 of the draft response. It was explained that the business model of many carriers at Gatwick was based on 3 rotations a day and that night flights were essential for that. It was also noted that many businesses now use the low-cost

airlines for business travel and that the late or early flights are often used for this purpose.

4.6 Taking the above point into account, a slightly amended draft was circulated to all GATCOM members on 19 April for comment. Further comments have been received from GACC and these are included in the report at agenda item 10 for GATCOM to consider.

## **5. GATCOM AWAYDAY RECOMMENDATIONS**

5.1 The Secretariat introduced a report regarding further recommendations from last year's away day in relation to meeting arrangements. The Secretariat explained that further conversations had taken place with London Gatwick and the GATCOM Chair.

5.2 With the agreement that GATCOM continues with two virtual and two in person meetings a year, it is not considered necessary to make the in-person meetings hybrid. It was also acknowledged that hybrid meetings put additional pressure on the Chair of the meeting.

5.3 In addition, the current location of the Gatwick Airport Hotels was considered the most suitable for all, including Gatwick staff and members and the public in terms of connectivity as it had both on site parking and a rail station.

5.4 Steering Group therefore agreed the following recommendations for GATCOM:

1. That alternative venues for GATCOM meetings are not pursued for the immediate future.
2. Alternative venues should be used for GATCOM Away Days.
3. That the option of hybrid meetings is not pursued for the immediate future.

## **6. FILMING AND USE OF SOCIAL MEDIA**

6.1 The Chair introduced this item and explained the need for GATCOM to have a clear policy of whether the filming or recording of meetings is to be allowed. The Chair confirmed that there is nothing specific in the DfT Guidance for ACCs about whether filming or recording meetings should be allowed but it does state that ACC meetings should be open and transparent.

6.2 Steering Group discussed the options for whether to allow filming of GATCOM meetings. It was acknowledged that GATCOM has a large number of elected local authority members, and that local authorities are required to allow the filming and recording of public meetings. However, it was also noted that there are a number of members of GATCOM whose roles do not include such public scrutiny.

6.3 It was suggested that if GATCOM were to allow the public to film then we would have to set out the rules both in writing on the agenda and verbally at the start of every meeting. It was also suggested that if public filming is allowed then GATCOM should have an official recording of the meeting, something we do not currently do.

6.4 Many members raised concern about the use of film or photos for social media. Although we could state that permission must be sought to use any film or photos on social media this would be difficult to monitor and enforce.

6.5 The Steering Groups general feeling was that filming or recording of meetings should not be permitted and that a statement of this should be added to all agendas and read out at the start of each meeting. It was agreed this would go forward to GATCOM as a recommendation for approval.

## **7. MEMBERSHIP UPDATE**

7.1 The Secretariat referred to the updated membership list. The main point to note was that the Coast to Capital Local Enterprise Partnership (LEP) had confirmed they have relinquished their seat on GATCOM following their core functions around growth and business transferring to Local Authorities from April 2024. Steering Group agreed that this vacancy could be discussed further at the next GATCOM Away Day.

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

8.1 It was confirmed that the date of the next Steering Group meeting was Monday 24 June 2024 at 10.00am virtually via MS Teams.

## **RECOMMENDATIONS**

1. That the GATCOM Chair should contact DEFRA an/or the DfT and ask why the Gatwick Noise Action Plan (2024-2028) has not yet been signed off by the Secretary of State.
2. That GATCOM ask UKACCs to consider the GACC paper on the 'Compensation For The Effects Of Airspace Change' and whether they would support asking the DfT to add this issue to the next meeting of the Airspace Modernisation Stakeholder Engagement Group.
3. That GATCOM consider the response to the DfT consultation on night flight regime for Heathrow, Gatwick and Stansted from October 2025 as detailed in agenda item 10.
4. That GATCOM agree the recommendations in relation to future meeting arrangements as detailed in 5.4 of this report.
5. That GATCOM agree that a rule should be put in place to not allow filming or recording of GATCOM meetings and that a statement be agreed to add to each agenda.
6. That GATCOM note that C2C LEP are no longer a member of GATCOM and that options for the vacant seat will be considered at the next GATCOM Away Day.

**TOM CROWLEY**  
**CHAIRMAN**

Appendix 1 – GACC paper



## **COMPENSATION FOR THE EFFECTS OF AIRSPACE CHANGES PAPER FOR GATCOM**

*“The considerable benefits of aviation accrue to the many, while the environmental costs are borne by the (relatively) few ... The Commission believes that it is right that those who benefit from airports should meet the costs of compensating those who suffer the disbenefits”<sup>1</sup>*

*“A successful noise strategy ... would also seek to compensate those who are still affected in full reflection of the disturbance they suffer, and would engage all those affected by noise in the process of managing operations, designing mitigations and proposing compensation schemes”<sup>2</sup>*

### **Introduction**

This paper summarises current compensation arrangements relating to the effects of aircraft overflight and proposes actions for GATCOM to take. It contrasts the position that applies when those effects are caused by physical works at airports with the position when they are caused by changes in the use made of airspace. It focuses on compensation for depreciation in value of physical assets (such as homes) rather than mitigation through contributions towards insulation, where different policy applies.

### **Legal position**

Under the Land Compensation Act 1973 if the value of an interest in land is depreciated by physical factors caused by the use of public works people can claim compensation for that depreciation, payable by the responsible authority.

The Act defines physical factors to include noise, vibration, smell, fumes, smoke, artificial lighting and so on. It defines public works to include aerodromes and states that the responsible authority is the person managing the works.

The Act states that *“Physical factors caused by an aircraft arriving at or departing from an aerodrome shall be treated as caused by the use of the aerodrome whether or not the aircraft is within the boundaries of the aerodrome; but, save as aforesaid, the source of the physical factors must be situated on or in the public works the use of which is alleged to be their cause”*.

We understand the Department for Transport’s view is that the Act provides for compensation to be payable where the physical factors have arisen as a result of

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<sup>1</sup> Airports Commission, Final Report July 2015

<sup>2</sup> Civil Aviation Authority, Managing Aviation Noise 2014

works on land (such as runway or apron alterations) but not where there are no associated works (as might be the case with an airspace change).

We are not clear whether that interpretation is correct or has been tested in the courts. We suggest that GATCOM seeks a legal view or works with other Consultative Committees or through UKACCs to do so.

In any event, we note that the effects of an airspace change can be as significant as (or more significant than) the effects of physical works at an airport. In particular the concentrated flight path options that Gatwick and other airports have shortlisted in the airspace modernisation process could increase overflight for some communities by many times and would have profound consequences for them including depreciation of property values.

We also note that compensation would be payable in relation to the construction of (or works to) a highway/motorway or railway but appears not to be payable in relation to the “construction” of new flight paths. This is notwithstanding the fact that the government has characterised new flightpaths as “motorways in the sky”<sup>3</sup>.

### **Policy position**

The difference in compensation arrangements applying to land development and airspace change was considered in the government’s 2017 airspace policy consultation<sup>4</sup>. The consultation said:

*“The Government and airports have received many complaints regarding aviation noise in recent years. These have sometimes highlighted, amongst other issues, that residents do not feel they are being adequately compensated for changes to noise. A particular point raised is the discrepancy between the treatment of noise impacts associated with use of new airport infrastructure, where compensation is payable, and noise from airspace changes where no statutory compensation rights or government policy exists.”*

It went on to say:

*“We propose four changes to aviation noise compensation policy, to improve fairness and make it more transparent. The purpose of this proposal is to incorporate airspace changes into the existing compensation policy so that compensation policy would be the same for all changes which affect noise impacts regardless of whether they are a result of infrastructure change or a tier 1 or 2 airspace change overseen by the CAA.”*

The relevant proposals were:

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<sup>3</sup> <https://www.gov.uk/government/news/55-million-to-drive-improvements-to-uks-motorways-in-the-sky>

<sup>4</sup> <https://assets.publishing.service.gov.uk/media/5a8049d3ed915d74e33f98f7/uk-airspace-policy-a-framework-for-balanced-decisions-on-the-design-and-use-of-airspace-web-version.pdf>, February 2017

*“1 Change the policy wording to remove the word ‘development’ in terms of when financial assistance towards insulation is expected so that compensation is applicable regardless of the type of change (infrastructure or airspace change);”*

and

*“3 Inclusion of additional wording in the policy to encourage an airspace change promoter to consider compensation for significantly increased overflight as a result of the change based on appropriate metrics, which could be decided upon according to the local circumstances and economics of the change proposal;”*

The consultation explained the purposes of proposal three as follows:

*“The third proposal is therefore intended to encourage airspace change sponsors to have a flexible approach to compensation, working with communities to establish a fair balance between the economic and environmental impacts of a change. This may be particularly important where the noise assessment and options analysis processes set out in chapter 5 indicate that a concentrated route is the best way to meet noise policy objectives. ...”*

In October 2017 the government confirmed that it intended to make all of the compensation changes proposed in the consultation<sup>5</sup>.

It went on to say

*“We also recognise that more guidance would be helpful in circumstances where an airspace sponsor should consider compensation for significantly increased overflight, such as the metrics to be used in assessing increases in overflight and how to ensure airspace sponsors have adequately considered compensation. We will work with the CAA to develop this, taking guidance from ICCAN as appropriate”.*

As far as we are aware no further guidance has been published and the government has not taken any steps to give effect to the decisions it took in 2017 insofar as they relate to compensation for the effects of more intensive overflight as opposed to mitigation through contributions towards insulation.

In response to an earlier version of this paper, Department for Transport officials stated that there is no separation between compensation and mitigation in policy. It follows that the commitment in the 2017 consultation, to make compensation policy the same for all changes which affect noise regardless of whether they are a result of infrastructure change or airspace change, applies to both mitigation (for example funding of insulation) and to compensation (for example for loss of property value). That commitment has clearly not been delivered.

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<sup>5</sup> <https://assets.publishing.service.gov.uk/media/5f634e5c8fa8f5106d156420/consultation-response-on-uk-airspace-policy-web.pdf>

### **DfT engagement and analysis**

In early 2019 community groups proposed that the Department's aircraft noise engagement group, ANEG, should review whether there is potential for increased aircraft noise to impact adversely on property values and consider the need for additional compensation arrangements.

DfT commissioned its internal analysts to review the relationship between aircraft noise and property values. Its report concluded that

*"While the literature has identified a negative relationship (higher noise levels cause lower house prices), it also acknowledges that it is difficult to disentangle the impact of aviation noise on property prices from other contributing factors e.g. proximity to good schools, access to public transport and green space, characteristics of the property and so on, consequently questioning the validity of the conclusions."*

Despite community groups continuing to call for the government to introduce additional compensation arrangements, the work was interrupted by COVID and no further action has been taken.

### **Community group views**

Many community groups believe that current aviation compensation arrangements are wholly inadequate, particularly in relation to airspace changes. As well as failing any test of basic fairness, they perpetuate an environment in which the aviation industry is insufficiently accountable and makes economically illiterate decisions without regard to their financial consequences.

We therefore wish to see significant changes to current compensation arrangements, consistent with the polluter pays principle and believe this is an essential element in rebalancing the relationship between impacted communities and the aviation industry.

For the avoidance of doubt, groups do not generally consider that compensation is a satisfactory or sufficient remedy for the noise and other environmental damage aviation inflicts on communities.

### **Proposals**

We propose:

1. That GATCOM (or UKACCs) seek legal advice on the applicability of the Land Compensation Act to the physical effects of airspace changes. We suggest this advice considers the situation where there are no associated physical works and where there are associated physical works, such as the installation of new telecommunications equipment.

2. That this paper is circulated to GATCOM and UKACCs members and discussed at the next GATCOM and UKACCs meetings.
3. That DfT officials are asked to explain and justify to GATCOM and UKACCs the continuing different treatment of physical effects arising from works on land and airspace changes given the 2017 policy commitments summarised above and taking account of basic principles of fairness and the government's environmental policy principles particularly the polluter pays principle.
4. That Gatwick is asked to explain to GATCOM whether it has considered compensation for significantly increased overflight as a result of airspace changes in line with the 2017 policy and what its conclusions are.
5. That, subject to the outcome of the discussions proposed above, GATCOM and UKACCs both write to the government asking it reconsider compensation for the physical effects of airspace changes as a matter of urgency and raise this issue at DfT's next airspace modernisation Stakeholder Engagement Group.

**Gatwick Area Conservation Campaign  
April 2024**

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# CEO REPORT FOR GATCOM

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January – March 2024

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Gatwick Airport Limited  
Stewart Wingate, CEO



**LONDON GATWICK**

POWERED BY **VINCI** AIRPORTS   GLOBAL INFRASTRUCTURE PARTNERS

## Airport & Operations

London Gatwick has seen **continued growth** with 40.9 million passengers passing through the airport in 2023 - up 24.7% on 2022 with passenger demand at 88% of pre-pandemic levels for the year. Revenue rose 30.7% year-on-year to reach £1.051bn. EBITDA, at £617.7 million, was up 38.4%. This growth allowed us to make substantial airport improvements including the redeveloped train station and the introduction of new shops, bars and restaurants. Exciting future developments include Multi-Storey Car Park 7, Next Generation Security and improvements to both North and South Terminal departure lounges.

During 2023 the airport hit 99% of all measured **service level requirements**, supported by hard work of frontline colleagues which included the successful recruitment of 200 new security officers ahead of summer, helping to get 97% of passengers through security in under five minutes.

The airport's ongoing recovery was boosted by collaborative work with airlines and partners, with passengers now being able to choose from 56 airlines flying to 220 destinations. This includes 169 short-haul destinations across a large European network and 51 long-haul routes. New long-haul airlines flying from the airport in 2023 included Air India, Delta, Saudia, Air Mauritius, Ethiopian Airlines and China Southern. This summer, 85 long-haul services will fly to Asia each week, including 26 to China.

Experienced airport leader Mark Johnston joined London Gatwick in March as the new **Chief Operating Officer** (COO). Mark joins London Gatwick having served as the COO of AGS Airports, the owners of Aberdeen, Glasgow and Southampton airports, where he was in post for more than three years. He brings more than two decades of highly relevant technical and professional experience; having led security, technical, infrastructure and airport terminal departments.

**London Gatwick's Chief Planning Officer and Chief Financial Officer personally welcomed the Prime Minister, Rishi Sunak, in January when he visited the airport. He was impressed by the economic and social impact London Gatwick has on the local and regional community.**

London Gatwick Airport has opened a **new taxiway** which will reduce delays and go-arounds, at the same time as helping to reduce emissions. The Rapid Exit Taxiway (RET) enables arriving aircraft to leave the main runway at a more optimal location after landing which will reduce the overall efficiency of the airfield. It was used by 56 per cent of arrivals in its first four days of operation.

From 24<sup>th</sup> February, **Metrobus** made changes to timetables for two key local bus routes to and from London Gatwick. The Fastway 20, which links Gatwick South Terminal with Horley, Crawley and Three Bridges, added new overnight buses making it a 24/7 service, along with increased daytime frequencies. The Route 200, which links the airport with western Crawley and Horsham, has been rerouted to serve Kilnwood Vale, a new housing development, and extended to Horsham overnight, meaning the whole route will now have 24/7 services. The 200 has also been extended to serve North Terminal and additional resource has been added to improve reliability. These changes

have been partly enabled by funding from London Gatwick's Sustainable Transport Fund and aim to support airport staff journeys to work. The improvements have been designed using the results of the 2023 Airport Staff Travel Survey to help identify areas which could benefit from service enhancements. Around 45,000 people live on or near the Fastway 20 route and 80,000 near the 200 route, meaning thousands of local people will also benefit from this investment in local bus services. Metrobus have already seen positive growth on both services. Further enhancements are planned for later in the year and discussions are underway with Metrobus on opportunities for 2025.

**The Civil Aviation Authority (CAA) passenger survey** data showed a slight increase in public transport mode share in 2023 to 43.9% (up from 43.7% in 2022). This comprised 38.7% rail use (down 1.8% on 2022) and 5.2% bus and coach use (up 2%). Bus and coach networks showed a good recovery in 2023, with new coach operators megabus and Flixbus launching services and other operators increasing routes and frequencies, improving choice and options for passengers. The proportion of passengers choosing to travel by train was depressed due to ongoing industrial action by national unions, however overall use of the station grew significantly back towards pre-pandemic levels as airport passenger numbers recovered. We expect rail mode share to recover and continue to grow as passenger confidence in service reliability returns once an agreement is made with ASLEF. Private car made up 37.7% of passenger journeys (up 0.1% on 2022), hire car use remained steady at 1.1% and taxi journeys accounted for 16.9% (down 0.3% on 2022).

We are working with **Great Western Railway (GWR)** to promote the improved Reading to Gatwick service via posters in stations, customer emails and social media. The GWR team also visited the airport in late February to film a promotional video highlighting the ease and convenience of the service – this is expected to be published soon.



March saw three new food and beverage openings. **Pret a Manger** in South Terminal (arrivals) offers an increase in options for passengers. **Black Sheep Coffee** North Terminal (airside) reflects the desire to welcome more artisanal brand partners and concepts that are aligned with our passenger expectations. **WonderTree** has reopened in South Terminal (International Departure Lounge) making the best use of the space with a refreshed look ahead of the summer period.

London Gatwick has welcomed several key stakeholders to the airport, including the **Prime Minister**, during his visit to see Border Force, the new **Aviation Minister Anthony Browne MP** and local MP, Henry Smith. Ongoing MP and political stakeholder engagement provides an opportunity for the team to update stakeholders on operational matters including security and accessibility, brief them on the status of the Northern Runway Project planning application and progress on airspace modernisation.

London Gatwick fed into the development of **Sustainable Aviation's Manifesto for UK Leadership** which outlines a roadmap for how the next Government can ensure that the UK leads the world in sustainable aviation by accelerating and driving policy support for UK Sustainable Aviation Fuel production, airspace modernisation and the development of zero carbon aircraft. Representatives also attended the launch of the Manifesto in Parliament.

The **Aviation Council's** first meeting of 2024 took place, with on-time performance, Next Gen Security, accessibility, and consumer rights on the agenda. Stewart Wingate continues as Co-Chair, representing industry colleagues.

London Gatwick has officially joined **TikTok**. Our new channel, @london.gatwick, is now live. From behind-the-scenes glimpses to TikTok trends, our content is designed to highlight the ease, efficiency and experience of traveling through Gatwick in a fun and engaging way.

## Investment & Growth

A partnership between Metrobus, West Sussex, Surrey and Kent County Councils and London Gatwick has won a bid for funding to launch a new fleet of **43 hydrogen buses**. The project's combined value is over £24 million, with the Department for Transport's award of over £10 million, a further £11.6 million investment by Metrobus and contributions from the other partners. London Gatwick has pledged £950,000 over 3 years from the Sustainable Transport Fund, with more routes to and from the airport and across the area due to transition to zero emission buses. When fully operational, it will be one of the biggest fleets of hydrogen-powered buses in the country and the only one operating in rural areas.

The **North Terminal Departure Lounge** refurbishment has seen considerable progress in delivering new, more varied seating, new flooring, new wall finishes, a new airline information desk, more flight information screens, a quiet zone and introduction of plants and greenery. More improvements will be made ahead of the summer.

Other capital investment projects worthy of mention include:

- Completion of expanded toilets in Gate 55 for arriving and departing domestic passengers.
- Replacement of all streetlights on campus with LED lights that use 65% less energy. In addition, recommendations from the Bats Conservation Trust and Bug Life to minimise the impact of our streetlights on nocturnal wildlife, have led to the use of shields and downlights to concentrate on green areas, turning lights on and off more gradually at dusk and dawn and reducing light levels on low usage roads. Upgrades to LED lighting have also been made in the multistorey car parks.
- Steady progress on the replacement of 3,000 seats across the campus, most notably both departure lounges, Pier 2 and Pier 5 gate rooms and baggage reclaim halls ahead of the summer.
- The scaffolding in check-in Zone J/K in South Terminal will be removed in May.
- 20 additional water bottle refill points will be installed before the summer.

Longer term, the **Northern Runway** plans are undergoing a formal examination stage which started at the end of February and will run through to the end of August. All elements of the project proposals are subject to detailed scrutiny for the next six months through a mix of written submissions and public hearings by a panel of independent experts. Project updates can be found here on the Planning Inspectorate website [Gatwick Airport Northern Runway - Project information \(planninginspectorate.gov.uk\)](https://www.planninginspectorate.gov.uk/gatwick-airport-northern-runway-project-information) During this stage Interested Parties who have registered by making a Relevant Representation are invited to provide more details of their views in writing. Careful consideration is given by the Examining Authority to all the important and relevant matters including the representations of all Interested Parties, any supporting evidence submitted, and answers provided to the Examining Authority's questions set out in writing or posed at hearings. Once the examination is completed the Inspectors will prepare a recommendation to the Secretary of State, who will then make a final decision.

## Airlines and Routes

This summer, capacity between London Gatwick and China will have increased by over 250% compared to pre-COVID levels. **China Southern** have announced that they will start three times weekly flights to their hub in Guangzhou. The new service will commence on 22<sup>nd</sup> June and will be operated with a 787-8 aircraft. **Air China** will start a new daily route to Beijing on 1<sup>st</sup> June, flying an A330-300 aircraft. Beijing Capital Airport is Air China's main hub, and will provide connectivity throughout, China, East Asia, Southeast Asia, as well as Australia and New Zealand. **China Eastern** have indicated that it will increase frequency on its existing London Gatwick to Shanghai service this summer. From 18<sup>th</sup> June, the airline plan to increase its frequency to double daily.

**Swiss** started its new London-Gatwick to Zurich route on the 1<sup>st</sup> April. The daily service will not only provide direct flights to the home of many Swiss banks and businesses, but it will also allow passengers to connect onto flights to Asia, Africa, and South America.



**Nigerian carrier, Air Peace** launched direct flights to Lagos on the 30<sup>th</sup> March. The airline will initially operate six times weekly, with plans to increase to daily during the summer. Air Peace also operate an extensive network providing connectivity in Lagos, particularly within West Africa.

**Azerbaijan Airlines, Turkmenistan Airlines, and Uzbekistan Airways** all started new services to their respective countries during the first part of 2024. Azerbaijan commenced a three-weekly service to Baku. Turkmenistan launched twice-weekly flights to Ashgabat, and Uzbekistan started once-weekly operations to Tashkent.

# Sustainability

On 8<sup>th</sup> January, London Gatwick became the first international airport to open an **Electric Forecourt®**, a dedicated electric vehicle charging station, in partnership with GRIDSERVE. All 30 charging bays are powered by 100% net zero energy, with the fastest chargers capable of adding up to 100 miles of range in 10 minutes - ideal for passengers, airport staff, local residents, commuters or business fleets.



Visitors can speak to a GRIDSERVE EV Guru to get advice on which electric vehicle may best suit their needs and can even test drive cars from the site. The building and other facilities are open from 04:30 to 22:00. The facility also provides a lounge, Costa Coffee, Little Fresh convenience store and an interactive EV experience area.

This project, alongside the airport helping to fund new hydrogen buses on the local Metrobus network and investing in doubling the Gatwick-Reading train service, contribute towards London Gatwick's Decade of Change ambition for 60% of journeys to and from the airport to be zero or ultra-low emissions, by 2030.

In February, London Gatwick completed the roll out of **hydrotreated vegetable oil (HVO)** across the full diesel vehicle fleet. Following the completion of the roll out, 300 vehicles ranging from fire engines, snow ploughs and airside ops vehicles are now powered by HVO. HVO is a low-carbon biofuel made from plant waste, oils, and fats. The swap will cut future carbon emissions from diesel vehicles by around 90%.

The **2023 Decade of Change Performance Summary** was published with the Annual Report at the end of Quarter 1, three months ahead of its usual publication schedule. As well as summarising the key activities and initiatives that took place in 2023 across the 10 Decade of Change goals, this year the Performance Summary also reported verified data against the Key Performance Indicators set out in the Decade of Change Roadmaps, published in August 2023.

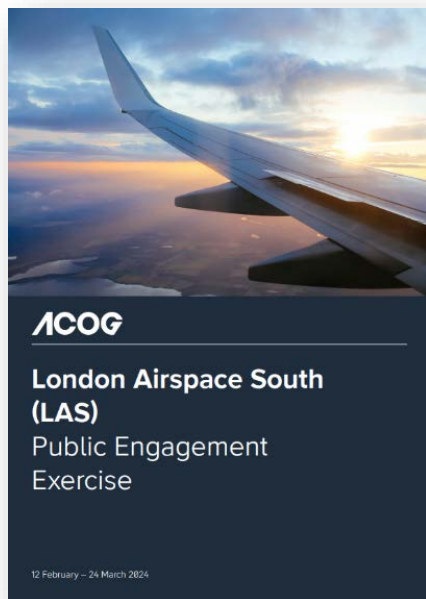
We recognise that collaboration and working with our on-airport partners is key to achieving our shared sustainability goals. To facilitate this collaboration, the **London Gatwick Sustainability Forum (LGSF)** has been created. The inaugural meeting of the LGSF took place on 28 March, with over 70 on-airport organisations invited. The areas of focus for the LGSF will be developed over the coming months.

Additionally, at the end of January, London Gatwick hosted its first ever **Sustainability Roadshow**. Over 5 days, the airport saw 27 events hosted around the campus, ranging from an inaugural sustainability conference to localised sustainability sessions with operational teams including engineering, security, and the airfield.

In January and February, tree surgeons, Roots Upwards Ltd, were busy completing land management within London Gatwick's **biodiversity areas** to support our Biodiversity Action Plan. This included targeted habitat management for Nightingales and Turtle Doves within the scrubland west of Brockley Wood. As well as this a new glade adjacent to Goat's Meadow was opened up, a hotspot for basking butterflies and reptiles.

At the end of March, the annual audit for the **Biodiversity Benchmark Award** was completed, the results of which are awaited for what we hope will be our 10<sup>th</sup> consecutive year upholding the award.

## Airspace & Noise



Stage 3 of the airspace change process for all FASI (**Future Airspace Strategy Implementation – South for Gatwick**) airspace changes is paused pending the outcome of the CAA-led, DfT commissioned, review on the concept of a single design entity (SDE), a decision on which is now expected by the end of April 2024. Preparatory work, including data collection, interaction assessments and development of full system options has been progressing throughout the period.

London Gatwick, jointly with NATS and the Airspace Change Organising Group (ACOG), has put forward a proposal for initial deployment of the FASI route structures to the south of the airport, called London Airspace South. To facilitate this approach ACOG has conducted a public engagement exercise on the UK Airspace Change Masterplan, including this deployment. This split deployment process will be explained in a future iteration of the Masterplan, a draft of which is currently scheduled to be completed by end of May 2024.

In relation to the **Noise Management Board (NMB) Review** the first of two NMB touchpoint meetings was held on 13 March, where the NMB third term proposal was shared and discussed with second term members. A follow-up meeting is scheduled for 17 April when second term members will share feedback on the NMB third term proposal.

The **Reduced Night Noise trial** (an NMB project) continues, with data being collected and analysed progressively throughout the period of the trial. The proposed new Departure Noise Limits scheme is ready to trial, however, a technical issue with an update to the Noise and Track Keeping system is delaying the start date. A 6-month monitoring period will commence as soon as the service provider issue is resolved.

The **Noise and Track Monitoring Advisory Group (NaTMAG)** was held on 1 February with a focus on the Round 3 Noise Action Plan Annual Progress Report, alongside the detailed Airspace Office air and ground noise monitoring reports. Updates were presented on the Round 4 Noise Action Plan (2024-2028), Reduced Night Noise trial, the Fair and Equitable Distribution (FED) project, the new Departure Noise Limits scheme and the NMB Review. A separate Extraordinary NaTMAG meeting was held on 21 March, to help facilitate engagement directly with the DfT on the Night Flight Restrictions Consultation and Airbus A220 resonance issue.

## Noise Quarterly Performance Data

| Parameter                                      | Quarterly Performance |         |
|--|-----------------------|---------|
|  | Q1 2024               | Q4 2023 |
| Track keeping conformance (% on track)         | 91.28%                | 91.30%  |
| Core Night CDO (% achievement)                 | 87.30%                | 85.77%  |
| Day/Shoulder CDO (% achievement)               | 89.33%                | 88.60%  |
| 24 Hour CDO (% achievement)                    | 89.24%                | 88.39%  |
| 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 (%)                     | 78/22                 | 85/15   |

- Track keeping conformance in Q1 2024 was in line with Q4 2023.
- CDO performance increased in Q1 2024 for both day/shoulder and night compared to Q4 2023. Storms in Q4 2023 decreased CDO performance.
- Westerly/Easterly split was 78% vs 22% in Q1 2024, more in line with the long-term average of 70% vs 30% than in Q4 2023

## Community

In 2023, London Gatwick donated its highest ever amount of over **£750,000** to local charities and initiatives. Through a number of schemes and match funding, we've been able to support local charities across Sussex, Surrey, Kent and beyond. More than 160 charities, including initiatives fighting social isolation, tackling disadvantage, and providing aid to vulnerable communities, have received vital funds through the Gatwick Airport Community Trust, the Gatwick Foundation Fund and the Vinci UK Foundation – totalling more than £510,000. A further £210,000 was raised in the year for London Gatwick's official charity partners – Surrey and Sussex Healthcare NHS Trust (SASH Charity), Air Ambulance Charity Kent Surrey Sussex (KSS), and Gatwick TravelCare – as well as the Royal British Legion's Poppy Appeal. London Gatwick colleagues also collectively pledged more than £33,000 – helped by the airport's match-funding commitment – for charities close to their own hearts.

In the first quarter of 2024, the **London Gatwick Foundation Fund** has awarded grants totaling £100,000 to 17 deserving projects across Sussex, Surrey and Kent in its first round of funding of three.

We resumed our **Discover Gatwick programme of engagement** in which 42 stakeholders ranging from local parish councillors to business representatives attended across three events. We welcome the opportunity to connect with community representatives and understand the key areas of interest.



We welcomed students from Thomas Bennett Community College to learn more about Airfield Operations, NATS and Gatwick Fire & Rescue as part of the **Dare to Dream Mentoring programme**.

15 students receive 1:1 mentoring and the wider year group of 220 students benefit from inspirational assemblies addressing themes of identity, character, self-belief, employability and resilience.

In the quarter we hosted three **career live broadcasts**: one coincided with National Apprenticeship Week, one celebrated International Women's Day (IWD) and the other focused on dispelling some of the myths about working in finance. Collectively they generated over 29,000 live views with the IWD broadcast setting a new record (11,849).

We hosted a Virtual Discovery Workshop recognising **World Engineering Day** which saw 200 students from 15 local schools and in an "Ask a Pro" on the topic of construction and sustainability we engaged 374 students from 9 schools to complement their learning on our Endeavour digital STEM programme.

Colleagues from across the business have supported a range of **career events and fairs** in Crawley, Horsham, Reigate, Warlingham, Croydon, Brighton and Worthing to include one for students from 14 SEND Schools (Special Educational Needs and Disabilities) and another with the UK's only specialist school for girls with Autism. Additionally, we hosted an employability and skills workshop with sixth form students at Thomas Bennett Community College in Crawley and welcomed their travel and tourism students for an airport visit.

## Local Economy

Stewart Wingate visited the **Sussex and Surrey Institute of Technology (IoT)** facilities at the North East Surrey College of Technology (NESCOL) as part of a **gdb Diamond Champions** event. The IoT is a collaboration between businesses and education providers to deliver technical skills and qualifications required in the region. London Gatwick is an official partner with the IoT, which launched earlier this academic year (2023-24). As part of our partnership, students will gain first-hand airport experience, network with professionals and learn about the latest technical developments across London Gatwick. We have helped shape the curriculum to ensure the courses are relevant and responsive to the needs of the local economy.

After welcoming **Baroness Ford as the new Chair of London Gatwick** last year colleagues are now supporting her in a programme of engagement with local stakeholders, including local authorities and business and economy stakeholders from across the region, exploring how the airport and stakeholders can cooperate closely together to support the regional economy. She has also met with business leaders from Sussex and Surrey Chambers of Commerce, Coast to Capital LEP, Gatwick Diamond Initiative (GDI) and Gatwick Diamond Business (gdb).



London Gatwick attended the **Gatwick Diamond Business Awards 2024** as headline sponsor, and Engineering Apprentice Billy Marsh won Apprentice of the Year.

A number of economic stakeholders represented the region's trade interests at an **Air India event** with London Gatwick, and local businesses including One Resourcing, and PVL UK took part in the GRIDSERVE Electric Forecourt launch.

London Gatwick funded the production of a video for the **Gateway Gatwick partnership** to promote the regional visitor economy (Sussex, Brighton & Hove, Surrey and West Kent). The [video](#) was shown by the Airlines team at the travel trade events in Shanghai and Beijing.

**GATCOM****16 May 2024****PASSENGER ADVISORY GROUP (PAG)****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 of Gatwick's passengers and users and highlighting to GAL areas where additional focus is needed.

1.2 Our three newest PAG member volunteers have settled in nicely and attended their first round of PAG meetings. There are still vacancies on PAG, but we are monitoring the need to fill these over the coming months.

1.3 PAG met on 21 March 2024 and the key 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. PAG is grateful to GAL for the continued engagement and support.

1.4 PAG was disappointed that that once again an airline representative was unable to attend the PAG meeting. PAG really do appreciate contributions from all airport users, and it is often helpful to get the Airlines' perspective on services and projects. The GATCOM Chair and I will follow this up and hope attendance can improve going forward.

1.5 Prior to the main PAG meeting, members had a presentation from Abhi Chacko, Head of Innovation at GAL. Abhi provided PAG with details of many interesting projects and technologies that GAL are working on to improve the customer journey.

1.6 Terminal Review Visits (TRVs) were undertaken by PAG as part of the Terminals Working Groups. The TRVs continue with a less structured approach looking at the end-to-end customer journey and all relevant PAG areas such as wayfinding/signage, toilets, cleanliness, seating, queueing, vending machines, special assistance, family, business, Food and Beverage, retail and lounges. There continue to be mixed views from PAG members about the best format for the TRVs so this will be kept under review.

**2. EXECUTIVE UPDATE AND OPERATIONAL PERFORMANCE**

2.1 GAL continues to meet the vast majority of its Core Service Standards (CSS) with 100% pass rate so far in 2024. PAG also received an update on the preparedness for the summer 2024 season in relation to operational departments across the airport. Although the Car Park RAG rating was green, PAG have questioned capacity during the peak season, and it was agreed that this would be monitored by the PAG Car Parks Working Group.

2.2 Special Assistance continues to perform well. PAG are pleased that Wilson James, the company who provide the Special Assistance Service at Gatwick, have now signed a new contract to continue the service.

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2.3 PAG received an update on project plans into 2024 including new passenger seating in Piers 2, 4 and 5. The scaffolding in the check-in area of South Terminal, that has been in place for ceiling repairs, is being removed and water refill points will increase to 20 across both terminals. Further into the year and into 2025 will be further gate, pier and toilet refurbishments, as well as the South Terminal IDL refurbishment. Also, a review of GAL's design standards, currently being undertaken by Gensler, a design company, would be shared with PAG in the next few months.

2.4 Work continues on the Security Regulation Change project (GEN3), for the installations of new lanes and scanners. Since the PAG meeting it has been confirmed that the Department of Transport (DfT) have agreed an extension to the previous deadline of June 2024, meaning that a pause in the timetable can be made during the busy holiday periods so as not to impact on the customer journey. The revised timetable expects to see around a third of passengers being processed through the new lanes by the summer. PAG continue to have concerns about how this is communicated to passengers. It was noted that this has been raised with the DfT by the Airport Consultative Committee national body UKACCs.

2.5 Following a query from our ABTA representative, GAL confirmed they still support the 'one too many' campaign that is a commitment to tackling disruptive behaviour through a voluntary Code of Practice. It was expected that this would relaunch as the summer season starts. GAL also confirmed that retailers provide staff with 'drinking responsibly' training and that processes and support are in place to escalate issues. However, GAL confirmed it is a minimal problem at Gatwick.

2.6 PAG would like to remind GATCOM members and the public that if they see or experience poor standards to report this at the airport or via the Airport Community App (for those who have been granted access to this) to allow rapid rectification .

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

3.1 GAL reported the enquires and feedback were back to a healthy position with 74% of customers being satisfied with email responses.

3.2 It was noted that a new process was being trialled to try and reduce the number of car parking enquiries and this involved emailing all bookings after 24 hours providing a guide giving details of the most common queries and questions. It was also reported that a lot of work is taking place with Wilson James and AccessAble who provide accessibility information to customers to help with their journey through the airport.

3.3 The Customer Services working group reviewed eight cases from Q4 2023 and provided some feedback to GAL. No referrals to GATCOM had been received since the last PAG meeting.

3.4 Gary Lord from GALs marketing team provided PAG with a presentation on the Net Promoter Score (NPS) from the survey undertaken at major UK airports by the Civil Aviation Authority. Gary explained the scale was widely used by airports to understand customer satisfaction. Gatwick was rated at 41.1 for 2023 which was considered a healthy score with 46% of passengers being classed as 'promoters'. It was observed that there was a decrease in scoring as passengers' age increased and this was perhaps associated with the older passengers having a higher level of need with regard to seating, signage and toilets. It was hoped that all the work planned for the terminals would move more passengers from the being 'passive' to being 'promoters'.

## **RECOMMENDATIONS TO GATCOM**

That GATCOM:

- Notes the work of PAG and its engagement with GAL as the 'critical friend' and support its role as advocate on behalf of passengers.
- If GATCOM members or the public, see or experience poor standards to report this at the airport or via the Airport Community App (for those who have been granted access to this) to allow rapid rectification.

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

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**GATCOM****16 MAY 2024****DFT CONSULTATION: NIGHT FLIGHT RESTRICTIONS AT HEATHROW, GATWICK & STANSTED AIRPORTS****SUGGESTED GATCOM RESPONSE****REPORT BY SECRETARIAT****SUMMARY**

This report sets out for consideration a suggested GATCOM response to the DfT's consultation on night flights restrictions at Heathrow, Gatwick and Stansted airports insofar as it relates to Gatwick Airport. The suggested draft response is set out in Appendix 1 for GATCOMS approval.

**1. INTRODUCTION**

- 1.1 The Department of Transport (DfT) has published a consultation on the next night flight regime at the noise-designated airports (Heathrow, Gatwick and Stansted).

This is for the night flight regime to commence in October 2025, when the current regime expires. The consultation is open until 23:59 hours on 22 May 2024. The consultation can be found [here](#).

In addition, the DfT has published updated guidance on night flight dispensations, with a view to help airports, airlines and other interested parties better understand the process. The updated guidance can be found [here](#).

- 1.2 In summary the consultation includes a proposal for a bridging night flight regime of 3-years that will cover October 2025 to October 2028 and maintain the existing night flights regime at Gatwick airport. This would mean that the existing movements limits (3,250 Winter Season & 11,200 Summer Season) and noise quota allowances (1,785 Winter Season & 5,150 Summer Season) in place at Gatwick remain unchanged.
- 1.3 The rationale to maintain the existing regime is twofold. Firstly, Gatwick Airport has applied for development consent to bring the airport's existing northern runway into routine use alongside its main runway. The application has been accepted for detailed examination by the planning inspectorate (PINS). Depending on the outcome of the examination and the Secretary of State for Transport's decision on the application, the airport anticipates that the project could be completed and ready for operational use by the end of the decade. The submission to PINS includes a commitment that the northern runway will not be used routinely – in conjunction with the main runway – between 23:00 to 06:00 each day.
- 1.4 The consultation also states that there is a need to await the outcome of 2 important studies on aviation noise currently underway but will not have been reported in time to influence the next regime. The DfT states that neither of these studies could have commenced any earlier, given that fieldwork would have been impacted by the

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pandemic and any data collection would not have been representative of normal operations.

- 1.5 The aviation night noise effects (ANNE) study is examining the relationship between aviation noise during the night on sleep disturbance and annoyance, and how this varies by different times of the night. The ANNE study is due to report in 2025 and will then be used to inform future night-flight policy. For example, the results from the ANNE study will be particularly important for considering the duration of future 'night quota periods', which currently consist of a 6.5 hour night covering 23:30 to 06:00. By filling an important gap in the evidence base on how impacts vary at different times of the night, the ANNE study will inform questions such as whether there should be a change to the 6.5 hour night quota period.
- 1.6 Another important study is the aviation noise attitudes survey – managed by the CAA – which will gather data about experiences of exposure to daytime aviation noise. This is anticipated to be published in 2025 to 2026.

## **2. NIGHT TIME NOISE ABATEMENT OBJECTIVE**

- 2.1 As part of the consideration for that next night flight regime, the DfT previously consulted, in 2023, on night time noise abatement objectives for the designated airports. The GATCOM response to that consultation can be found [here](#)
- 2.2 The proposed night-time noise abatement objective for the regime to set out in the 2023 consultation was:

"While 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."

Based on analysis of the consultation responses, the DfT now believe that some changes are required to the structure and the wording of the night-time noise abatement objective. The night-time noise abatement objective for the regime to commence in October 2025 will be:

"To limit, and where possible reduce, the adverse effects of aviation noise at night on health and quality of life while supporting sustainable growth and recognising the importance to the UK of commercial passenger and freight services."

- 2.3 It was noted in the consultation responses submitted by members of the public affected by noise from Gatwick Airport, who while calling for a ban on night flights, also called for residents' health to be put before the commercial gain of aviation. The DfT have taken this into account and have restructured the night-time noise abatement objective.
- 2.4 GATCOM also called for passenger operations, as well as freight, to be specifically recognised. This has also been included in the revised objective.

## **3. PROCESS FOR GATCOM'S CONSIDERATION**

- 3.1 The question of the night operations at Gatwick is a sensitive matter for the Committee to address given the differing, and often conflicting, views across GATCOM's membership on the Government's night flights policy and regime. Over

the years GATCOM has acknowledged that some member organisations wish to see a complete ban on night flights, others wish to see a much tighter night flights regime to bring about an improved night noise climate for local communities, and others who wish to see an active night flights market to boost economic growth, enhance global connectivity and markets served as well as offering greater choice for passengers.

- 3.2 In developing GATCOM's response to the consultation there is a need for all members to have mutual respect for the varied and differing views across its membership. GATCOM's aim in responding to the consultation will be to strike a fair balance between protecting local communities from excessive aircraft noise and the associated health impacts and the needs of the industry and businesses where they are of benefit to the regional and national economy. It is important that any future regime results in a continual improvement to the night noise climate through a combination of measures.
- 3.3 The consultation details were first circulated to all GATCOM Members, substitute members and support officers on 22 February 2024.
- 3.4 The DfT attended NaTMAG and provided a presentation on the detail of the consultation on 21 March 2024. Graham Lake, GATCOM's technical advisor also attended that meeting.
- 3.5 Based on feedback from our Technical Advisor and GATCOM NaTMAG members, the Secretariat drafted a report and suggested response to the consultation. GATCOM Steering Group were asked to consider that draft response prior to it being circulated to GATCOM Members for consideration.
- 3.6 Taking into account some comments from the Steering Group, the draft was amended and circulated to all GATCOM members on 19 April for comment. Further comments on the draft response were submitted by GACC on 7 May. As a result, some further minor amendments have been made and one substantive suggested amendments is included in the draft at point 8, for GATCOM to consider.
- 3.7 Following discussion and agreement by GATCOM on 16 May a final version will be submitted to the DfT by 22 May.
- 3.8 GATCOM are reminded that the specific question for the consultation is – 'To what extent do you agree, or disagree, with our proposals for the next night flight regime at Gatwick Airport? Provide evidence to support your view'.

## **RECOMMENDED**

That GATCOM agree the suggested response set out in Appendix 1.

**MONIQUE SMART**  
**GATCOM SECRETARIAT**

## **Appendix 1 – Suggested GATCOM response**

1. GATCOM's membership brings together a broad range of interests including local authorities, local community and environmental groups, businesses, tourism, airlines, passengers, and other users of the airport to discuss a wide variety of matters concerning the operation and future development of Gatwick Airport. Given this broad range of interests there is a diverse and disparate mix of views on the issue of night flights from those member organisations wishing to see a complete ban on night flights, those wishing to see changes to the existing restrictions to reduce the number of night movements and further reduce the negative impacts on communities and health as a result of sleep disturbance, to those wishing to see either no change in the current restrictions or a potential to increase night movements.
2. GATCOM acknowledges that Gatwick night flights play a critical role in supporting global and regional connectivity for business and for leisure and tourism. It is acknowledged that many of the Low-Cost Airlines Business Models are based on the current regime.
3. However, night flights also create nuisance and disturbance for those communities under the flight paths which have an impact on health as a result of sleep disturbance. The importance of addressing and reducing the negative impacts for communities needs to be given equal weight in a fair and balanced way.
4. There has been no full review of the night flights regime since 2006, therefore the importance of commencing a full comprehensive review of the regime should not be underestimated and should be commenced at the earliest opportunity and not exceed beyond 2028.
5. GATCOM is disappointed that government has not been able to complete the aviation night noise effects (ANNE) study before bringing these current proposals forward. However, GATCOM does acknowledge that the results of the ANNE study and the aviation noise attitudes survey are important and therefore recognises the need to await the outcomes of these studies before suggesting any changes to the regime.
6. GATCOM is pleased that the Noise Abatement Objective has been amended to reflect some of the views GATCOM submitted in the previous consultation.
7. Some GATCOM Members feel that quota rollover from one season to another should not be permitted. The main origin of the rollover is because Easter can on occasion fall in the winter season. Annual allowance had previously been considered but is not felt that is the answer. The carry over allowance is counter to the government's objective to limit and reduce noise. Taken together, the carry over allowance and dispensations can potentially add a significant number of extra night flights in a season. In 2023 Gatwick rolled over more than 300 flights. GATCOM would ask the DfT to remove the roll over option and reduce Winter quotas much closer to actual usage.
8. GATCOM is pleased that the Government has updated the guidance on night flight dispensations and that this will take effect from the start of the winter 2024 to 2025 season with the exception of a requirement for the designated airports to write a letter to the Secretary of State regarding dispensations, which will take effect for the summer 2024 season. Regarding the later GATCOM would like further information to understand what the Secretary of State will do with this information being provided on dispensations.

The following is an alternative for point 8 put forward by GACC for GATCOM to consider.

8. GATCOM is disappointed that the government has not taken the opportunity to impose tighter restrictions on the granting of dispensations reflecting the principle that they should only be granted in exceptional circumstances.

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## GATCOM report

### Noise Management Board (NMB) report: 23 October 2023-15 January 2024

Since the last GATCOM, the NMB has been in its transition period whilst Gatwick, as NMB sponsor, continues to review the previous NMB.

Previous notes on NMB NCF and NEX meetings can be found at:  
<https://www.gatwickairport.com/business-community/aircraft-noise-airspace/engagement/noise-management-board/key-documents/>

#### 2<sup>nd</sup> Term Workplan Progress

However, the NMB's 2<sup>nd</sup> term workplan has continued nonetheless and a progress report is attached.

The **Reduced Night Noise (RNN)** trial began on 11<sup>th</sup> January 2024 on the southern runway for flights arriving between 01:30 and 05:30. In the four weeks from 23 February 37 flights participated. This is fewer than expected due in part to a runway works programme also running overnight on the southerly runway. The RNN trial may need to be extended until data on the minimum number of flights has been recorded to achieve statistical significance.

Coordination continues with SASIG the Strategic Aviation Special Interest Group in relation to planning for a summer conference with planning bodies on **Land Use Planning**. The venue and date have yet to be confirmed.

#### Meeting with CAA

In addition, and as reported in our previous quarterly update the CAA CEO and a senior CAA team met with Councillor and Community Noise Group (CNG) members, including the Chair of GATCOM, together with the Co-Chairs and the NMB Secretariat on 12 February. The meeting gave a chance for Councillors and CNGs to present questions and concerns on the FASI-S process and the meeting was both informal and frank. Since the meeting the CAA CEO has sent two letters to those who attended the meeting (both attached), the second in reply to further correspondence from CNG NMB members. The former NEX Chair is considering a reply to the CAA Chief Executive with final points of clarification.

#### Plans for a new NMB

NMB 2<sup>nd</sup> Term Co-Chairs were interested to see Gatwick's proposed outline changes to NMB governance, set out in a special touch point meeting with NMB members in March, and broadly welcomed the proposals. In feedback to Gatwick the Co-Chairs proposals for further development of the outline included:

- Inviting GATCOM to nominate GATCOM Councillor members or substitutes with an interest in noise to the new NMB Oversight Board (NOB)
- Include 2 CNG members of the NMB on the NOB so that CNGs, made up of residents who feel the most affected by noise, are able to represent their views in their own words directly with industry
- Ensure the new expert panel sit on the NOB in order to provide best scrutiny of workstream progress

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- Encourage NMB members to have a workstream to look at the metrics used in tasks so there can be a greater understanding of different effects of noise
- A transparent and inclusive way to recruit the new Community Assembly Representative

NMB 2<sup>nd</sup> Term & Transition Period Co-Chairs  
30 April 2024

Appendix A - Workplan Implementation Report  
Appendix B - CAA letter to NMB 14 March 2024  
Appendix C - CAA letter to NMB 22 April 2024

# Gatwick Airport Noise Management Board

## Workplan Implementation Report

Transition Period  
March 2024

The information provided in these slides specifically refers to London Gatwick's Workplan Implementation Report, and should strictly not be re-purposed, taken out of context, or misused.

# 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 2: LANDING GEAR DEPLOYMENT

**Overview:** The aim of this activity 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 |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |
|---|------|---|---|---|---|---|------|---|---|---|---|---|------|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Month   | 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, The findings were used to inform planning of 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.
- A workshop with industry stakeholders was held on 20<sup>th</sup> March 2023 to determine next steps.
- A mechanism to monitor the effectiveness of the revised guidance has yet to be agreed.
- **Complete:** A proposed optimised guidance for Gatwick's Operator Briefing Pack was published on 3 November 2023. The guidance has also been published in the UK Aeronautical Information Publications on 28 December.



## Procedural Change

# ACTIVITY 4: IMPROVE DEPARTURE CONTINUOUS CLIMB

**Overview:** The aim of this activity 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 airspace 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 findings was prepared. Following further engagement through a CCO industry workshop in September 2021, which sought determine how the outputs might inform FASI-S planning, additional analysis for a large aircraft type performance was required and subsequently completed.
- Study findings were reported through NCF-6 on 26 Jan 2022.
- A further workshop held on 5 April 2022 with industry stakeholders, including the CAA and FASI-S future airspace design options development team, to determine how the results of the study could be applied to FASI-S options development.
- **Complete:** The CCO study output will contribute to the Gatwick FASI-S ACP evidence base and will be factored into the design of the vertical profiles 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 UK airspace modernisation programme.

## 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 |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |
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| 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:

- An independent delivery partner was appointed in September 2021 and work commenced in October. 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 at 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.
- **Complete:** 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.



## 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 |   |   |   |   |   |   |   |   |   |   |   |   |   |   |
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| 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 operational – in shadow mode – use within GAL NTK system |      |   |   |   |   |   | ◆ |   |      |   |   |   |   |   |   |   |      |   |   |   |   |   |   |   |   |   |   |   |   |   |   |
|   |      |   |   |   |   |   |   |   |      |   |   |   |   |   |   |   |      |   |   |   |   |   |   |   |   |   |   |   |   |   |   |

\*Implementation phase: embedding into system use, no monitoring function available  
 \*\*Monitoring phase begins, lasting for 12-24 months

### 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.
- Integration of the metric into GAL’s Noise and Track Keeping system was completed at the end of May, and the initial familiarisation phase completed in September.
- **Latest:** GAL has now begun monitoring the data throughout a 12–24-month shadow mode period. During this time, the LNAM monitoring group will report data once a quarter from end of March 2024 (6 months in), which will track how the metric performs in day-to-day airport operations, in terms of airline response, adaptation, and benefit.

# Procedural Influence

## ACTIVITY 8: AGREE & ROUTINELY USE NOISE METRICS

**Overview:** The aim of this activity is to agree and trial the use of >N60 and >N65 metrics (already achieved), and to consider noise metrics and communications protocol to be drafted by CNG representatives as the basis for future discussion.

**Status:**

Key: Not started Ongoing Complete

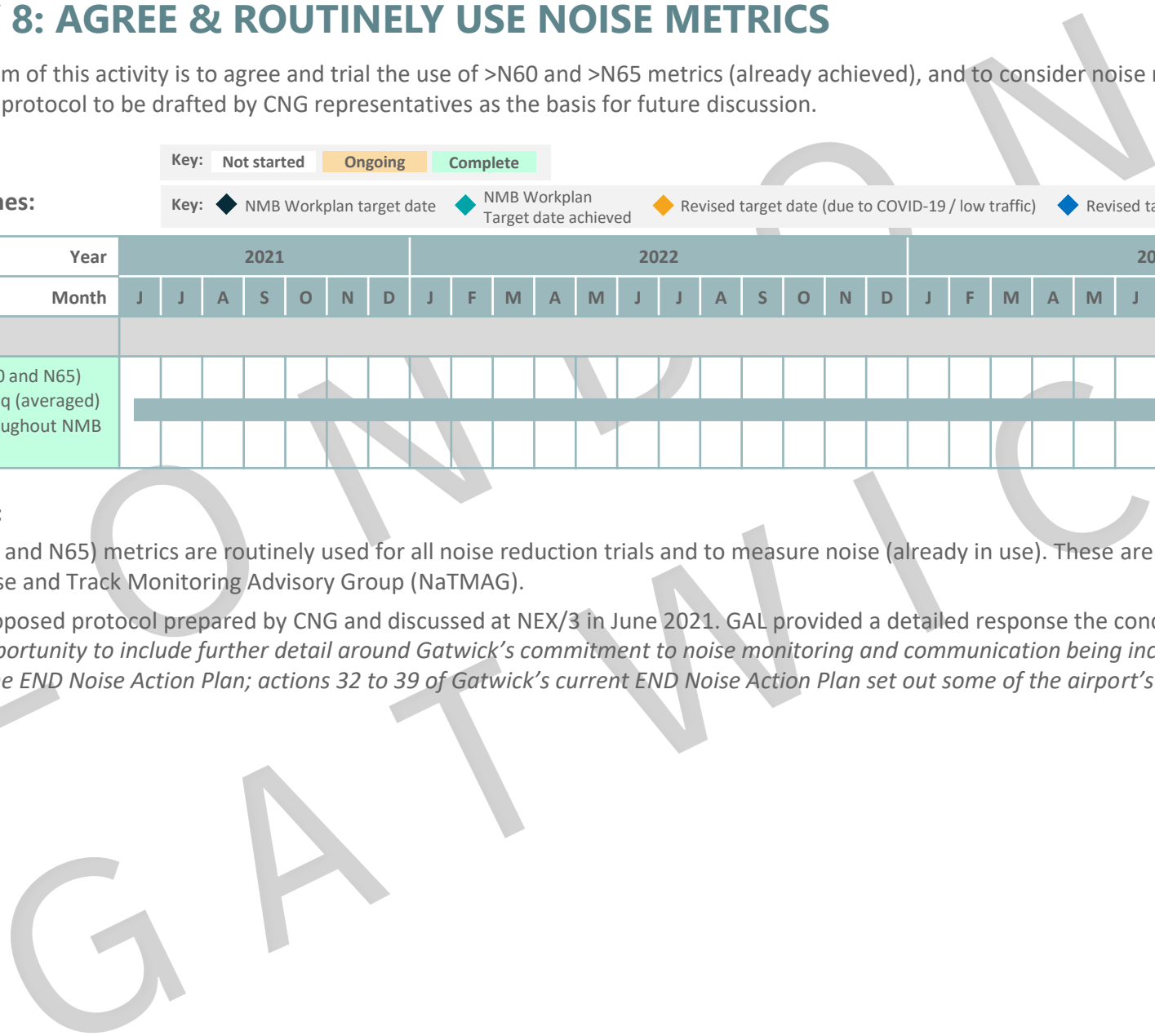
### Project milestones:

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 |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |
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| 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>   |      |   |   |   |   |   |   |      |   |   |   |   |   |   |      |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |
| Use of N/above (N60 and N65) metrics alongside Leq (averaged) noise contours (throughout NMB second term) |      |   |   |   |   |   |   |      |   |   |   |   |   |   |      |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |

### Progress update:

- N/above (N60 and N65) metrics are routinely used for all noise reduction trials and to measure noise (already in use). These are monitored by Gatwick’s Noise and Track Monitoring Advisory Group (NaTMAG).
- Complete:** Proposed protocol prepared by CNG and discussed at NEX/3 in June 2021. GAL provided a detailed response the conclusion in which; ‘GAL can see an opportunity to include further detail around Gatwick’s commitment to noise monitoring and communication being included in the next iteration on the END Noise Action Plan; actions 32 to 39 of Gatwick’s current END Noise Action Plan set out some of the airport’s noise monitoring activity’.



# 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
- Additional Stakeholder engagement sessions:
  - 28, 31 July, & 2 August 2023 – this shared results of the IOA analysis ahead of Stage 2 submission

# Strategic Change Influence

## ACTIVITY 10: EXAMINE FAIR & EQUITABLE DISTRIBUTION

**Overview:** The aim of this activity is to define and quantify Fair and Equitable Distribution (FED) of aircraft, in order that FED concepts may be used to inform Option 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 |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |
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| <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:**

- 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, 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 follow-on 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 (ERG) and Stakeholder Focus Group (SFG) took place in November 2022, with 4 rounds of the Community Fundamentals Workshop (CFW) taking place February 2023.
- A draft interim report was produced and presented at the NCF in May 2023. The ERG and SFG had their second meetings in May to sign off progress so far following initial findings from the CFWs. A FED/FASI group now meets every 2 weeks, working towards integrating the results into the FASI project. 8 rounds of focus groups took place throughout June and July.
- An all-day workshop with the FASI-S team took place on 12 September focusing on developing the framework and testing of the application on the next stages of FASI-S following an extension granted by the CAA, to allow for the test of application to be conducted in real time aligning with the next stage of FASI-S.
- **Latest:** The framework is now complete. A simplified, user-friendly version is being adapted ahead of application testing on FASI-S, engagement with communities, and write-up of final report chapters.

# 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 |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |
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| 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.
- A letter was sent to the DfT setting out Gatwick’s position seeking stronger measures for Land Use Planning in noise-sensitive zones around the airport.
- **Latest:** Following the July briefing to the SASIG (Strategic Aviation Special Interest Group) the participants acknowledged the LUP issues raised and the associated challenges within both local and national government. Meanwhile GATCOM wrote to DfT, DEFRA and DLUHC setting out their views that further government guidance is needed.
- The topic was discussed at the Jan 2024 meeting of DfT’s Airspace and Noise Engagement Group (ANEG) where SASIG explained that a further workshop is planned in Q1 2024 to gather more evidence of the need for additional Planning Policy Guidance.

# 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 |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |
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| 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. Details were reflected within GAL’s DCO proposal
- **Latest:** On-Going, Gatwick’s growth and noise plans are encapsulated within the DCO proposal and subject to review by the Planning Inspectorate.



## Chief Executive's Office

Mr Jonathan Drew  
Chair  
Gatwick Noise Executive Management Board

Via Email: Jonathan Drew <nexchair@outlook.com>

Date: 14 March 2024

Dear Jonathan

I would like to personally thank you for inviting me and my team to attend your Noise Management Board on the 12 February 2024 at Gatwick. I would also request that you pass on my thanks to all those that presented and contributed to the discussion. Whilst these topics can be challenging, I appreciated the opportunity to meet and discuss this with all those present and would commend you as your role as chair.

I committed to responding to the questions raised both within the meeting and within the correspondence received before or after the meeting took place. Noting the meeting was comprised of a multitude of groups, rather than sending individual responses, I have looked to address all my points within this letter and should be grateful if you would forward on to attendees in your role as Chair.

Some of the questions and points raised relate to national Government policy. These points can only be answered by Government perhaps through some of the established stakeholder engagement mechanisms such as ANEG or the Airspace Stakeholder Engagement Group, on which some communities interests are represented. We continue to play our part in engaging with Government on these issues.

### **Context**

Airspace is an important resource of the UK and decisions relating to it are critical for delivering economic and social policies and development. Parliament has determined that it is the CAA's role to make those decisions and has set out a framework within which we operate. The background to these issues is the need for modernisation. Both our publications, such as our Airspace Modernisation Strategy, and information published by government, sets out why UK airspace design must modernise and what the consequential change seeks to achieve. This includes delivering the capacity identified by the airports national policy statement (and related policy documents), the Jet Zero policy documents and the government's March 2023 overarching aviation noise policy.

Before any changes are made sponsors and the CAA as the decision maker follow a transparent process that involves rigorous examination of the relevant data and opportunity for those affected by our decisions to make representations.

### **Civil Aviation Authority**

Head Office, Aviation House, Beehive Ring Road, Crawley, West Sussex, RH6 0YR  
London Office: CAA, 5<sup>th</sup> Floor, Westferry House, 11 Westferry Circus, Canary Wharf, London, E14 4HD

### **Gatwick ACP**

One of the specific points that came out of the meeting was a request to re-open the decision to allow Gatwick FASI proposal (ACP 2018-60) to proceed through the stage 2 gateway through to subsequent stages of the process ahead of a later decision on whether or not the proposal can be implemented. We will not be re-opening that Stage 2 gateway decision. Any further engagement on that specific change process will be managed through the process set out in our CAP1616 airspace change process document.

The other points set out in the meeting and in the correspondence received before and after the meeting have been themed together and addressed in turn below.

### **Understanding of the CAA's airspace change process**

The change process enables sponsors to develop proposals whilst aligning with the principals of safety, transparency, and proportionality and in line with the statutory framework and duties set out in the Transport Act 2000 and the various directions to the CAA from Government on airspace, including on the environment.

The CAP 1616 process sets out a five-stages prior to our decision whether airspace change proposals should proceed and was developed after extensive consultation with stakeholders both when initially published in December 2017 and before revision in January 2024.

One of the key differences of CAP 1616 compared to its predecessor (CAP725) is that impacted stakeholders are provided with additional opportunities to make representations and much earlier in the design process than previously.

This additional early engagement may in part account for the perceived lack of detail that some of you raised with me at our meeting. Within the first two stages of the CAP 1616 process, when detailed proposals are not yet worked up, the sponsor undertakes engagement on their proposals to help inform the development of their designs prior to full detailed options being worked up and consulted on in stage three.

As a sponsor moves between stages they are required to pass through gateways where the CAA reviews work to date. These gateways do not consider the efficacy of the design but looks to ensure that the change process requirements have been satisfied. Similarly, progression through the gateways does not imply a proposal will ultimately be approved; instead, the process is designed to develop a proposal and evidence base that can be considered by the CAA at stage five.

Prior to beginning their consultation at stage three, a sponsor must submit their proposed consultation to the CAA for assessment at a gateway. At that point we are checking the proposed consultation will be open, fair, transparent and effective. Designs will be more mature at stage three, thereby enabling a full options appraisal of the designs.

As has been demonstrated in CAP1616 ACPs to date, designs continue to be influenced and amended after stage 3, throughout the consultation process, and consultation feedback forms an essential part of the evidence base for the decision process in stage five. For example, the airspace change proposal SAIP AD6 (ACP 2018-65), was one of the first large scale change proposals that has followed the CAP1616 process. This proposal is a prime example of this principle in action, where a design was significantly amended based on consultation feedback received within stage three; highlighting the centrality and impact of consultation within the CAP1616 change process.

Further guidance on these parts of the process can be found within [CAP1616F: Guidance on Airspace Change Process for Permanent Airspace Change Proposals | Civil Aviation Authority \(caa.co.uk\)](https://www.caa.co.uk/CAP1616F-Guidance-on-Airspace-Change-Process-for-Permanent-Airspace-Change-Proposals)

Airspace change is undoubtedly complex and in response we have recently completed a widespread review of CAP 1616. The result of that review was to amend the process documents to provide clarity on the requirements on sponsors and the opportunities for stakeholders to make representations. Fundamentally however this review did not significantly alter the process requirements for level 1 airspace changes. Details of the review can be found on the CAA website - [Review of CAP 1616 Airspace Change process | Civil Aviation Authority \(caa.co.uk\)](https://www.caa.co.uk/Review-of-CAP-1616-Airspace-Change-process).

Nonetheless, we have heard you when you say that we need to do more to bring the ongoing work on airspace modernisation to the public's attention in clear and understandable ways. I have asked my teams to look at what more we can do.

### **How are decisions made?**

Our decision whether to approve/reject a particular ACP is not made until the stage five of the process. A decision to allow a proposed change through an earlier gateway does not mean it will pass a subsequent gateway. The decision is based on the requirements in legislation, relevant government guidance (e.g. related to how noise impacts should be assessed) and government policies such as those I referred to at the beginning of my letter.

Within the process stakeholders are engaged by the sponsor at various set points to ensure their views can be considered and we have access to this information before we make our decision. Prior to stage five (when we make our decision) I am satisfied that feedback must be between the sponsor and impacted stakeholders in order that it can shape the development of proposals.

Additionally, within this decision phase, prior to a decision being made, there are two further opportunities for stakeholders to be engaged with the change process. In the first instance if the change satisfies the 'call in criteria', a set of criteria as defined by the Government, then the proposal can be called in by the DfT in order for the Ministers to consider the proposal instead of the CAA.

Also, within stage five, and prior to our decision, we may hold a public evidence session. This is independently chaired and designed to offer stakeholders the opportunity to present their views directly to the decision-maker. This ensures stakeholders are able to provide their views on the developed airspace change proposal and the expected impacts directly to the CAA and in a public forum.

### **Compensation**

The issue of compensation for aircraft noise is the subject of a specific provision in the legislation (section 76 Civil Aviation Act 1982) which has been considered by a number of appellate and higher courts over years. I am clear that the CAA's obligations when considering the impact of aviation noise is to take account of the altitude-based priorities in the Secretary of State's Air Navigation Guidance and not to treat the absence of compensation as an additional factor to be taken into consideration when (e.g.) noise impacts reach a certain level of severity.

### **Policy Development**

One of the points made at the meeting was how the Fair and Equitable Distribution Study would impact airspace change. This was a Gatwick Airport Ltd initiative that was ultimately funded by an Airspace Modernisation Strategy fund. Both the Fair and Equitable Distribution

Study interim report and the other papers presented by the various groups at the meeting on the 12 February have not been adopted as Government policy and are therefore not currently part of our decision-making process, a final report is expected in due course. When the final report is published, we will review and discuss with DfT whether it causes the Secretary of State to reconsider his environmental guidance to us on our duties when making airspace change decisions or on the process that sponsors must follow when formulating their proposals.

### **CAA's engagement with stakeholders**

The CAP1616 airspace change process as outlined above sets expectations about how sponsors should engage with stakeholders on location or sponsor specific issues, and how at a specific point in the decision-making process stakeholder may engage with the CAA. The primary engagement on local issues should be between the local sponsor and its local stakeholders. During the early stages of the design process, it is not effective for stakeholders to engage in correspondence with the CAA on developing designs: sponsors develop designs not the CAA. However, the public evidence session afforded in stage 5 ensures that stakeholders are able to talk directly to the decision maker prior to the CAA's decision.

To date the CAA has regularly attended the Gatwick Noise Executive Board and a small number of similar groups at other airports. I understand the ongoing future of the Noise Executive Board meeting has not yet been confirmed by Gatwick however I can assure you that in the event the Executive Board meetings are continued, we will of course look to maintain the CAA's Airspace Regulation presence at those meetings as an Observer and to help stakeholders understand the process.

CAA does not meet individually with local stakeholders or campaign groups. However, we do meet from time to time with organisations with an interest in national regulatory policy or process, and sometimes are also members of Government chaired fora where such issues are sometimes discussed. Further, as we mentioned at the meeting on 12<sup>th</sup> February, we are currently considering a CAA forum similar to the Community Discussion Forum that previously existed. Although this session would not discuss individual ACPs, this session would enable the CAA to engage with stakeholder members on matters of national policy and policy strictly within the CAA's remit. We will be setting out thinking on this forum in April 2024.

### **Gatwick Route 4**

There was a specific question related to Gatwick Route 4. The Gatwick Route 4 change was undertaken under the CAP 725 process. As part of the post implementation review of that change the proposal was not approved, and the flight procedure reverted back to the pre-change design. Details of this finding are laid out in [CAP1912: Report on the CAA's Decision on the Post Implementation Review of London Gatwick's Airspace Change Proposal – Runway 26 Route 4 RNAV-1 Standard Instrument Departure Procedures | Civil Aviation Authority](#). The change that was to be addressed though the original ACP is now subject to a new ACP that is currently underway and is entering stage three [Gatwick Route 4 – Redesign of RNAV SIDSs](#) with the stage 3 gateway expected in the coming months.

### **Airspace Modernisation**

The Air Navigation Directions 2017 require the CAA to decide airspace change proposals in accordance with the Airspace Modernisation Strategy (AMS) and its published process for airspace change (CAP 1616). The vision of the refreshed AMS is to deliver quicker, quieter and cleaner journeys and more capacity for the benefit of those who use and are affected by UK airspace. It is underpinned by four strategic objectives (safety, integration, simplification and sustainability). The vision and strategic objectives are rightly bound by government policy, legislation and the CAA's statutory duties.

The DfT established the Airspace Strategy Board In 2018 to bring together different stakeholders with an interest in the AMS, to engage and update on key policy areas. The DfT suspended the ASB in 2022 for ~18 months and, following feedback from the group's membership, disestablished it in October 2023 and replaced it with a DfT led Airspace Modernisation Stakeholder Engagement Group which met for the first time in January 2024.

During this period, channels of communication remained open with stakeholders on specific issues. These included through the DfT's ANEG group, extensive engagement about the revision to the AMS itself as well as engagement by ACOG on the masterplan and individual sponsors on local changes. In addition, I will ask team to consider what more we can do to bring the airspace modernisation work of CAA to the attention of stakeholders.

Yours sincerely

A handwritten signature in black ink, appearing to read 'Rob Bishton', with a long horizontal line extending to the right.

Rob Bishton  
**Chief Executive**

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## Chief Executive's Office

Mr Jonathan Drew  
Chair  
Gatwick Noise Executive Management Board

Via Email: Jonathan Drew <nexchair@outlook.com>

Date: 22 April 2024

Dear Jonathan

Following on from my letter to you of 14 March, I have had further correspondence from groups and individuals who attended the meeting on 12 February. In the interests of consistency and transparency, I think the best approach is to continue to address the questions raised through you in your role as Chair and I would be grateful if you would forward this letter on to all those who were at the 12 February meeting.

I want to reiterate that we are fully supportive of and committed to the Government's airspace modernisation ambitions and are pursuing that in the context of the framework for decisions currently set out by Parliament, relevant government policy and guidance to the CAA about how we exercise our regulatory functions. This is reflected in the four strategic objectives of the CAA's Airspace Modernisation Strategy (Safety, Integration, Simplification, and Sustainability), which are designed to address the needs of existing and new users, consumers and communities who are overflown, while always maintaining a high level of safety.

Many air routes and air traffic management practices are not fully utilising the modern technologies available (which our largest airports are legally required to do) and aircraft continue to use flightpaths that are outdated. Along with other states around the world, the UK wants to address these issues and the CAA has been tasked with managing the processes to do so.

Simplification of the airspace design enables more aircraft to utilise a specific volume of airspace than is currently the case, i.e., increases airspace capacity. The creation of more airspace capacity (while not directly generating more air traffic) can, where planning decisions allow it, facilitate further traffic growth. [Government policy](#) is supportive of airports beyond Heathrow creating more airspace capacity by making best use of their existing runways, subject to the appropriate planning process and environmental issues being addressed. The more efficient use of airspace is also what the sector needs to improve both its resilience and its environmental performance (including in relation to greenhouse gas emissions and noise). As such, the airspace change decision making process takes into account all those factors in a way that reflects legislation, policy and guidance.

I welcome the commitment that you and others have to raising awareness of this work. There is value in as many as possible engaging with the processes. Community feedback throughout and within the process demonstrably does have an impact on the final design ultimately proposed to the CAA by the sponsor and on the decisions we make. The processes have been designed to make that possible and productive in an administratively efficient

### Civil Aviation Authority

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manner and we carefully consider the output of that engagement before we make any of our decisions. As we said at our recent meeting, we will continue to look at ways we and sponsors can bring the ongoing work on airspace modernisation (and individual airspace changes) to the public's attention in a clear, understandable and timely way. In doing so, we acknowledge that this can be a complex subject and therefore the challenge for all sponsors is to engage with their stakeholders in a way that is meaningful to them.

I want to be very clear again that we are not reopening our Stage 2 Gateway decision for Gatwick's airspace change proposal (ACP-2018-60). This gateway marked the end of one stage of a multi-stage process and looked at whether Gatwick has met the requirements set out in the CAP 1616 process for that stage. Passing this gateway did not confer any indication that the current proposed designs options are suitable or that the final proposal will be approved.

As I mentioned in my previous letter, at Stage 2, when the sponsor is dealing with their comprehensive list of options, we do not require detailed proposals. However, at Stage 3, once the sponsor is dealing with a shorter list of options, we require full detailed options (which are then consulted on in Stage 3). CAP 1616 is a proportionate process which itself has been the subject of extensive engagement and consultation before adoption and publication.

Gatwick has met the requirements for Stage 2 and must now complete the process requirements of Stage 3. As part of its consultation materials, Gatwick will need to provide stakeholders with more detail on its proposals, containing more information on each of the remaining options, including the potential impacts of those options on local communities. If Gatwick passes the Stage 3 gateway and carries out a consultation, influenced by the consultation responses, this detail will continue to be refined and considered through later stages before a fully developed, final proposal is submitted to us for a decision at Stage 5, with clear evidence of how stakeholders' feedback has been taken into consideration.

As you know, the process has been designed for that engagement to take place with the sponsor and it is for the sponsor to refine its proposals based on that engagement before submitting it to the CAA as part of the CAP1616 process.

In the follow-on correspondence, there were further questions about the Fair and Equitable Distribution Report. I note again that this is an interim report, with further work to be undertaken by the authors before it is finalised. We will consider the final report jointly with DfT once published.

Separately from the airspace change process, I recognise that we could be more proactive in discussing wider national policy or process issues within the CAA's remit with stakeholders. I want this dialogue to be as transparent and consistent as possible which is why CAA colleagues are working on establishing such a forum for that engagement. This will complement Government-led engagement groups. We will share plans for this new group shortly. In addition to that, we will continue to support the Gatwick NMB, and similar groups at other airports, by providing a representative at meetings where requested.

Yours sincerely



Rob Bishton  
**Chief Executive**

**GATCOM****April 2024****NaTMAG - SUMMARY OF ISSUES DISCUSSED****REPORT BY LEAD MEMBER FOR NOISE****1. Introduction**

1.1 The last meeting of NaTMAG took place on 1 February 2024. The unconfirmed minutes of the NaTMAG meeting are available on [GAL's website](#) with the key points being summarised in this report.

1.2 The key messages from that meeting of NaTMAG to GATCOM were:

- The Noise Action Plan Annual Progress Report for 2023 was reviewed by NaTMAG members and will be published to the Gatwick noise website.
- NMB updates: RNN Trial began on the 11 January 2024, the Departure Noise Limits will be revised once an issue with the NTK system is resolved (expected end of February), the Low Noise Arrival Metric is collecting data in the NTK system, and the FED framework has been built and verified by the CAA.
- Gatwick's FASI-S airspace change proposal (ACP) is currently at Stage 3. Public consultation due in Q4 2024.

1.3 In addition to the February meeting, NaTMAG also has an extraordinary meeting on 21 March 2024 to review and discuss the DfT consultation on Night flight restrictions at Heathrow, Gatwick and Stansted from October 2025. Details of that are summarised at section 7 of this report.

**2. Membership Update**

2.1 There is still one GATCOM vacancy left on NaTMAG and if any GATCOM members or substitute members have an interest in joining they are encouraged to speak to the Secretariat or one of the current NaTMAG members in the first instance.

**3. Noise Action Plan – Progress Monitoring**

3.1 As part of GAL's progress monitoring process for tracking the delivery of the Noise Action Plan (NAP) actions (as endorsed by GATCOM in January 2021), the following NAP actions were reviewed:

**Action 1** - "We will maintain a charging differential in our published airport charges which incentivises the use of aircraft with the best-in-class noise performance".

- GAL is currently consulting with airline users on the airport charges which will apply from 1 April 2024 to 31 March 2025.
- GAL is not proposing to make any changes to the structure of airport charges, including environmental charges.
- A charging differential has been maintained.
- Charges for ICAO Chapter 14 aircraft are broken down by GAL into High, Base and Minus categories.

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- Link to charging differentials can be found here: [Gatwick Airport: Conditions of Use 2023/24](#)

**Action 10** - "We will continue to monitor adherence to and review the effectiveness of our ground noise operational controls".

- No usage of GPUs in Q4 2023.

**Action 12** – "We will continue to minimise aircraft auxiliary power unit use in order to reduce ground noise and local air quality emissions via Gatwick Airport Directives and monitoring of compliance".

- No non-compliant APU (Auxiliary Power Unit) uses in Q4 2023.

- As part of its Decade of Change plans GAL will play its part in UK aviation transition to net zero carbon, this includes consideration of solutions such as the supply of pre-conditioned air. At this stage there is nothing to report but as these plans develop NaTMAG will be updated.

### 4. Round 3 NAP Annual Progress Report

4.1 NaTMAG reviewed the draft Round 3 NAP Annual Progress Report. Once finalised this would be added to the Gatwick Airport website.

### 5. Airspace Office Quarterly Report (Q4 2023)

5.1 The airport's flight operations performance over Q4 2023 was considered, and the complaints analysis reviewed. The quarterly reports are available on [GAL's website](#). In summary:

- The total number of aircraft movements increased by 9.5% in Q4 2023 compared to Q4 2022. This is 94% of Q4 2019 movements. 2019 is used as a benchmark for returning traffic levels post the COVID-19 pandemic.
- Compared to 2022, movements in October 2023 increased by 4%, November by 10.7% and December increased by 12.3%.
- Westerly/easterly runway split in Q4 2023 was above the long-term average with both months only experiencing 12% of easterly operations.
- Track keeping conformance decreased by 5.6% in Q4 2023 mainly due to adverse weather across several days. An increase in conformance on Route 4 increased westerly conformance to over 90%.
- The total number of noise complaints recorded increased by 2% compared to Q3 2023, and the total number of complainants reduced by 6%. Response time of 95% within the KPI was achieved at 98.8%. A large percentage of complaints during westerly operations are categorised as occurring under the arrivals swathe as in previous quarters.
- Members noted that complaints decreasing in each quarter vs 2022 was a good achievement. It was explained that in the years following the COVID-19 pandemic, residents were not used to the increasing noise levels and so complaints increased in the years after. It was also noted that during the winter period, fewer people have windows open or are outside, which means they are less likely to be disturbed by the noise than in the summer. It was further explained that Q2 2023 had a prolonged period of easterly operations which increased complaints from those areas.
- The number of go-arounds decreased in October and November 2023 in line with the overall decrease in movements. Go-arounds increased in December driven by increased traffic levels due to the holiday season, and the strong gusting winds on

several days which caused unstable approaches. It was noted that some aircraft had multiple attempts at landing before diverting.

- Go-arounds caused by "slow to roll" aircraft made up 50% of the runway occupancy incidents, followed by "slow to vacate".
- No noise infringements reported in 2023.
- Ground noise statistics included engine runs which remained below Section 106 limits. There were no uses of Ground Power Units (GPU) in Q4 2023.
- Members showed concern towards the considerable number of airlines showing amber and red on the Airline Noise Performance Table (ANPT) for CDO performance for Q4 2023. It was explained that the Airspace Office have been meeting with these airlines, and that there is a plan to arrange further meetings. It was noted that the Airspace Office plan to bring top performing airlines and low performing airlines together in meetings to share best practice.

## **6. Airspace Updates**

6.1 Gatwick provided NaTMAG with updates on the progress of Airspace Change proposals including Route 4 and FASI-South. With regard to FASI-South, the airspace change proposal (ACP) is currently at Stage 3 and it was explained that although the project has stalled due to CAA led initiative to bolster and deliver a consolidated London airspace design, through a concept of Single Design Entity, progress has been made overall. Public consultation is expected in Q4 2024.

6.2 It was explained that that ACOG, NERL and Gatwick have jointly explored the option to progress and deploy the changes to the south of the airport ahead of the main suite of changes, under the London Airspace South (LAS) title. Scope of LAS changes will affect Gatwick arrivals and departures from and to the south, up to the border with France and the changes are required to minimise interdependencies with other London cluster ACP proposals. Since the meeting a public engagement exercise, has been undertaken by ACOG and NatMAG members helped shape the GATCOM response to this.

## **7. Night Flight Restrictions Consultation**

7.1 The DfT attended a special NatMAG meeting on 21 March to present the details of the night flight restrictions consultation. It was explained that the proposal is for a 'bridging' night flight regime for 3 years covering October 2025 to October 2028 whilst awaiting evidence from the Aviation Night Noise Effects (ANNE) study and the Aviation Noise Attitudes Survey (ANAS). The proposal is to keep the movement limits and noise quota limits in the Night Quota Period (23:30 to 05:59 local) the same for the next regime at Gatwick.

7.2 The DfT also explained that they have updated their guidance on night flight dispensations, and that there is now a requirement for Gatwick to provide a formal letter at the end of the summer season to explain the number of dispensations and the justification of why these were applied. There is no change to the dispensation guidance on what dispensations can be granted. It was confirmed that the letter would be published on the GAL website. NaTMAG have asked for further information to understand what the DfT will do with this information.

7.3 NaTMAG members expressed community discontent with the amount of night flights allowed at Gatwick and explained that the limits are higher than at other London airports. A question was asked to the DfT about whether the night flight consultation was an opportunity to reduce the number of night flights allowed in the summer period. It was explained that the DfT want to make any changes to the limits based on evidence so the

## Agenda Item 11

decision to maintain the current limits was made, as they are still waiting on the results of the Aviation Night Noise Effect (ANNE) study.

7.4 Members also made the point that QC limits are set far higher than are ever used. The DfT explained that they recognise there is potential to reduce certain limits, however they reiterated that they want to make any decision based on sound and robust evidence before considering changes.

7.5 It was noted that the DfT would attend GATCOM for a wider discussion prior to GATCOM agreeing a consultation response.

### **8. Other meetings and issues**

8.1 In March, the Lead Member for Noise also attended a meeting of Flight Operations Performance and Safety Committee (FLOPSC). At that meeting it was noted that the Reduced Night Noise Trial participation was lower than expected. Reports of this trial would continue to be provided to NaTMAG and the NMB. With the introduction of the new 26L RET RE it is to be hoped this will enable aircraft to vacate the runway quicker & so help to reduce runway occupied as the main cause of go-arounds.

### **9. Next Meeting**

9.1 The next NaTMAG meeting is scheduled for 9 May.

9.2 GATCOM members should email the Secretariat if they have any new issues affecting their communities that need to be brought to the attention of GATCOM's NaTMAG.

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