

# Public Document Pack

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9 July 2024

## **Gatwick Airport Consultative Committee**

A meeting of GATCOM will be held virtually via MS Teams commencing at **10.00 am** on **Tuesday, 16 July 2024**.

**GATCOM meetings are open for the public to attend and observe, either in person or virtually. The agendas and minutes of the meetings form the public record and are published on our website**

**<https://www.gatcom.org.uk/agendas-and-minutes/>**

**Unauthorised filming, photography or audio recording of GATCOM meetings are not permitted.**

### **Agenda**

- 10.00 am    1.    **Apologies for Absence**
2.    **Membership and Appointments** (Pages 5 - 10)

The Secretariat report provides an update on membership and sets out for approval the appointments that need to be made as follows:

Appointment of Vice Chair of GATCOM

Appointment of Steering Group Membership

Appointment of Airlines, Travel/Tour Operators and Consumer Interests' seats on PAG

3.    **Minutes of the last meeting** (Pages 11 - 18)

To confirm the minutes of the meeting of GATCOM held on 16 May 2024

### **GATCOM SUB GROUP REPORTS**

- 10.15 am    4.    **GATCOM Steering Group** (Pages 19 - 42)

To consider the report of the Chair summarising the matters

considered by the GATCOM Steering Group on 24 June 2024.

- 10.25 am 5. **Passenger Advisory Group (PAG)** (Pages 43 - 44)
- 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.

**AIRPORT PERFORMANCE AND DEVELOPMENTS**

- 10.30 am 6. **Chief Executive Officer's Report** (Pages 45 - 56)
- To consider the commentary by Stewart Wingate, Chief Executive Officer, GAL on activities at the airport since the last meeting.

- 10.45 am 7. **S106 Annual Monitoring Report**
- The S106 Legal Agreement underpins the important relationship between the airport operator and its local authorities with responsibility for planning, environmental management, and highways.

The S106 Legal Agreement includes an Obligation for the Airport and the two lead Local Authorities to report on their respective progress in meeting the Obligations in the Agreement in the Annual Monitoring Report (AMR).

Tim Norwood Director of Planning and Corporate Affairs, GAL, will provide an update on the Annual Monitoring Report 2023 for GATCOM to consider.

- 11.00 am 8. **Decade of Change Performance Summary**
- Mark Edwards, Head of Sustainability, GAL, will present the annual Decade of Change Performance Summary for 2023 providing an overview of sustainability activity and performance.

The summary report can be found on the Gatwick Airport Website [London Gatwick Decade of Change Performance Summary 2023 Updated.pdf \(gatwickairport.com\)](https://www.gatwickairport.com/decade-of-change-performance-summary-2023)

- 11.15 am 9. **Members Questions**
- Members are encouraged to submit written questions to [GATCOMSecretariat@westussex.gov.uk](mailto:GATCOMSecretariat@westussex.gov.uk) by 9am on Friday 12 July 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.

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

- 11.30 am 10. **Noise Management Board** (Pages 57 - 70)
- A) Andy Sinclair, Head of Noise and Airspace Strategy, GAL to provide an update on the review of the Noise Management Board (NMB).
  - B) Jonathan Drew, Transition Chair, Gatwick Noise Management Executive Board, to present the attached NMB Workplan Implementation Report.
- 11.40 am 11. **Airspace Update**
- Andy Sinclair, Head of Noise and Airspace Strategy, GAL to give updates on progress and issues in respect of:
- a) Departure Route 4
  - b) FASI South
  - c) London Airspace South
  - d) Reduced Night Noise Trial
- 11.55 am 12. **Noise and Track Monitoring Advisory Group (NaTMAG)** (Pages 71 - 74)
- To receive from GATCOM's Lead Member for Noise a summary of the deliberations of the last meeting of NaTMAG.

### **INTERNAL MATTERS**

- 12.00 pm 13. **Dates of next meetings of GATCOM and its sub-groups**
- a) To note the next meetings of GATCOM and its sub-groups as follows:

GATCOM Steering Group - Thursday 10 October 2024  
Passenger Advisory Group - Thursday 19 September 2024  
GATCOM - Thursday 21 November 2024 at 2.00pm.

b) To note that the next meeting of Gatwick Airport Limited's Noise and Track Monitoring Advisory Group (NATMAG) will take place on Thursday 8 August at 10.00am.

**Anticipated finish time of meeting: 12.10 pm.**

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

**GATCOM**

**JULY 2024**

**GATCOM MEMBERSHIP AND APPOINTMENTS**

**REPORT BY SECRETARIAT**

**1. GATCOM MEMBERSHIP**

1.1 Following local elections and subsequent Annual Council meetings in May and June 2024 there have been some changes to appointments of Local Authority GATCOM membership. These new members are highlighted on the membership list below.

1.2 All the new members have previously been either a substitute member or a GATCOM member in the past. Two of the new substitute members are new to GATCOM. New member information has been sent to them all.

1.3 We have also recently received notice from Which, the consumer organisation, that they are ceasing their association and appointments to Airport Consultative Committees, including GATCOM, by 30 September 2024. This is surprising news and also disappointing as the appointed member has been on GATCOM and PAG for some time and makes valuable contributions. It is suggested that options to replace this seat are discussed at the GATCOM Away Day in November. Discussions are also taking place with UKACCs on this.

1.4 As reported at the last GATCOM meeting, the Local Enterprise Partnership (LEP), Coast to Capital, are no longer members of GATCOM following the transfer of functions from the LEP to Upper Tier Councils (who are already members of GATCOM) in April 2024. It was agreed that options for new organisations to take this place will be discussed at the GATCOM Away Day in November.

1.5 The Secretariat undertakes checks that the non-Local Authority organisations are still in existence and have a valid set up including constitutions and that the organisations are happy to continue to be represented on GATCOM.

1.6 For the Environment Group, confirmation about membership in terms of the number and geographical range of membership has been sought and the Secretariat is satisfied with the information provided that GACC is still a relevant environment group for the Gatwick area.

**Chair**  
Tom Crowley

**ABTA**  
Angie Hills  
(Luke Petherbridge- substitute)

**Surrey County Council**  
Cllr. Helyn Clack  
(Cllr. Matt Furniss - substitute)

**Consumers – Which?**  
Chris Larkman  
(until 30 September 2024)

**East Sussex County Council**  
Cllr. Bob Bowdler  
(Cllr Philip Lunn- substitute)

**Airlines UK**  
Chris Carter  
(Rory Lillington - substitute)

**West Sussex County Council**

Cllr. Steve Waight  
(Cllr. Katie Nagel – substitute)

**Kent County Council**

Cllr Margot McArthur  
(Cllr. David Brazier - substitute)

**Crawley Borough Council**

Cllr. Bob Noyce  
(Any other Crawley BC Cabinet  
Member- substitute)

**Reigate and Banstead  
Borough Council**

Cllr. Richard Biggs  
(Cllr. Victoria Chester – substitute)

**Mid Sussex District Council**

Cllr Christopher Phillips  
(Cllr Ian Gibson – substitute)

**Tandridge District Council**

Cllr Nicholas White  
(Cllr Richard Smith- substitute)

**Charlwood Parish Council**

Cllr Lisa Scott  
(Cllr. Carolyn Evans -substitute )

**BAR UK**

Colin Stewart  
(TBA – substitute)

**Trades Union Congress  
Southern Regional**

Dominic Rothwell  
(Claire Simpson)

**Burstow Parish Council**

Alan Jones  
(Cllr. Eddie Lord - substitute)

**Gatwick Noise Management Board  
(NMB)**

Jonathan Drew – Chair of NMB  
Executive

**Environmental Groups**

Ed Winter - GACC  
(Peter Barclay – substitute)

**Tourism South East**

Fran Downton  
(Mark Smith – substitute)

**Gatwick AOC**

Hugh McConnellogue  
(Jo Rettie – substitute)

**Passenger Representative**

Samantha Williams – Chair of PAG  
(Claire Booth – Vice-Chair of PAG –  
substitute)

**Horsham District Council**

Cllr. Liz Kitchen  
(No nominated substitute)

**Mole Valley District Council**

Cllr Margaret Cooksey  
(Cllr Jo Farrar-Astrop- substitute)

**London Chamber of Commerce**

Stephen Jones  
(Stuart Pick - substitute)

**Gatwick Diamond Business**

Brett North  
(Sally Brown – substitute)

**Sussex Chamber of Commerce**

Ana Christie  
(TBA – substitute)

**Rusper Parish Council**

Cllr. Malcolm Fillmore  
(Cllr. Fenella Maitland-Smith –  
substitute)

**Horley Town Council**

Cllr. Mike George  
(Cllr. Jordan Beech – substitute)

## 2. APPOINTMENTS

2.1 As part of GATCOM's working arrangements and structure written nominations are sought each year for the position of Vice Chair. All nominations received up to 7 working days prior to the annual meeting are put forward.

2.2 The current Vice-Chair, Cllr Helyn Clack (Surrey County Council), has formally indicated her willingness to continue in the role.

2.3 The Secretariat emailed all GATCOM members providing details of the role and seeking any further nominations. No further nominations were received.

## 3. GATCOM's SUB-GROUPS

3.1 As part of GATCOM's working arrangements and structure written nominations are sought each year for the available seats on the GATCOM Steering Group and the Passenger Advisory Group (PAG).

3.2 **GATCOM Steering Group** current membership is set out below:

<b>Seats held by</b>	<b>no. of seats (max 13)</b>	<b>Nominations</b>
Chairman Vice-Chair	X2	Tom Crowley Vice-Chair - <i>If the Vice-Chair is a representative from a Local Authority he/she shall hold one of the local authority seats.</i>
Surrey County Council	X1	Cllr Helyn Clack
West Sussex County Council	X1	Cllr Steve Waight
East Sussex County Council	X1	Cllr Bob Bowdler
Surrey district councils	X3	Cllr Margaret Cooksey (Mole Valley District Council) Cllr Nicholas White (Tandridge District Council) Cllr Richard Biggs (Reigate & Banstead Borough Council)
West Sussex district councils	X2	Cllr Liz Kitchen (Horsham District Council) Cllr Bob Noyce (Crawley Borough Council)  Substitute Cllr Christopher Phillips (Mid Sussex District Council)
Environmental and Amenity Groups	X1	Ed Winter, GACC
Economic/business interests	X1	Brett North, Gatwick Diamond Business
Passenger interests	X1	Samantha Williams, Chair of PAG
Airline interests	X2	Rory Lillington, Airlines UK Hugh McConnellogue, Gatwick AOC
GATCOM Lead Member for Noise	Invited to attend	Cllr Mike George

## Agenda Item 2

3.3 In July 2023 it was agreed that Surrey district councils have three seats on the Steering Group. The reason being the significance of the DCO application. This was made possible as the Vice Chair is a County Councillor so there is essentially a vacant seat. In previous years two of the Surrey District Councils were substantive members and the third was the substitute. GATCOM Steering Group recommends that the Surrey arrangement agreed last year continues for another year.

3.4 GATCOM Steering Group also recommend that the Lead Member for Noise be made a permanent member of the GATCOM Steering Group.

3.5 **GATCOM Passenger Advisory Group** current membership is set out below:

<b>Seats held by</b>	<b>No. of seats</b>	<b>Nominations received</b>
Chairman of GATCOM Vice-Chair of GATCOM		Tom Crowley Helyn Clack
Consumer interests	X1	Chris Larkman, Which? Representative
Airline interests	X1	Ben Reed/Ross Kennedy, Gatwick ACC/AOC
Travel Agents/Tour Operators	X1	Angie Hills, ABTA
Local Authority	X1	To be advised – dependent of Vice Chairman.
Independent Passenger Representatives (appointed by GAL following interview selection by GAL and GATCOM)	Up to X16	Samantha Williams (Chair of PAG) Claire Booth (Vice-Chair) Clive Brooks Nick Brooks Wendy Dudley Sheila Plant Mark Reddick Gareth Thomas Claire Vickers Paul Audu David Sutcliffe Tricia Barker Simon Leighton

3.6 There are currently 3 volunteer PAG vacancies and the Secretariat, PAG Chair, Vice Chair and GAL are looking to recruit later in the summer.

## 4. GATWICK AIRPORT LIMITED GROUPS

4.1 The appointing process for members to serve on the Noise and Track Monitoring Advisory Group (NaTMAG) and the appointment of a Lead and Deputy Lead Member for Noise was agreed by GATCOM in April 2013. Appointments are now made for a term of two years in view of the need for continuity of representation on NaTMAG and the retention of members' knowledge and technical expertise. These appointments were agreed in July 2023 so are not for renewal this year.

4.2 However there remains a Local Authority vacancy on NatMAG. If any Local Authority member of GATCOM wishes to be considered for this position, they should in the first instance speak to the Secretariat or the lead member for Noise.

4.3 Below for information is the current GATCOM appointed members for NaTMAG:

<b>NATMAG</b>	<b>Seats held x7</b>	<b>Nominations received</b>
Chair/Vice-Chair of GATCOM	X1	The Chair has previously indicated his wish for a local authority member to occupy his seat for the two-year term.
Environmental & Amenity Groups	X1	Ed Winter (GACC)
Local Authority	X5	Cllr Malcolm Fillmore (Rusper Parish Council) Cllr Mike George (Horley Town Council) Alan Jones (Burstow Parish Council representative) Cllr Liz Kitchen (Horsham District Council) Cllr Victoria Chester (Reigate and Banstead Borough Council) Vacancy x1

4.4 The Gatwick Airport Noise Management Board (NMB) is currently in a transition phase. Currently the GATCOM Chair is appointed to the NMB Executive Board and the NMB Executive board Chair is appointed to GATCOM. GATCOM are keen to see this arrangement continue.

### **Recommendations**

GATCOM are asked to:

1. Note the changes in GATCOM membership.
2. Agree the appointment of Helyn Clack as Vice Chair of GATCOM for 2024/25
3. Agree the membership of GATCOM Steering Group for 2024/25 including:
  - Surrey District Councils having 3 seats on the GATCOM Steering Group for 2024/25.
  - The Lead Member for Noise be made a permanent member of the GATCOM Steering Group.
4. Agree the Airlines and Travel/Tour Operators seats on PAG for 2024/25.
5. Agree that the consumer interests' seat on PAG is renewed until 30 September 2024.

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**GATCOM Secretariat**

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**UNCONFIRMED****Minutes of the meeting of the Gatwick Airport Consultative Committee (GATCOM) held on 16 May 2024.**

<b>Present:</b>	
Tom Crowley	Chairman
Cllr Alan Jones	Burstow Parish Council
Cllr Bob Bowdler	East Sussex County Council
Cllr Helyn Clack	Surrey County Council
Cllr Malcolm Fillmore	Rusper Parish Council
Cllr Margot McArthur	Kent County Council
Cllr Mike George	Horley Town Council
Cllr Christopher Phillips	Mid Sussex District Council
Cllr Victoria Chester	Reigate and Banstead Borough Council
Cllr Nicholas White	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
Chris Larkman	Which?
Jonathan Drew	Co-Chair, Noise Management Board
Clive Brooks	Passenger Advisory Group
Brett North	Gatwick Diamond Business
Robin Clarke	NATS

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

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

Stephen Jones (London Chamber of Commerce and Industry), Cllr Liz Kitchen (Horsham District Council), Cllr Bob Noyce (Crawley Borough Council), Ana Christie (Sussex Chamber of Commerce), Angie Hills (ABTA), Cllr Richard Biggs (Reigate and Banstead Borough Council), Samantha Williams (PAG Chair).

**2. Minutes Of The Last Meeting**

2.1 Resolved: That the minutes of the meeting of GATCOM held on 22 January 2024 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 18 April 2024. The report contained six recommendations and the Chair addressed each individually.

3.2 The first recommendation, as detailed in section 2.2 of the Steering Group report, was in relation to Gatwick Noise Action Plan (NAP). Steering Group were

### Agenda Item 3

#### UNCONFIRMED

notified that the NAP submitted to Defra in September 2023 had yet to be formally signed off by the Secretary of State. It was explained that this is because Defra are waiting for all NAPs to be finalised prior to signing any off. Steering Group raised concern about this delay for the Gatwick NAP and suggested GATCOM contacts Defra to clarify the situation and ask for the Gatwick NAP to be formally approved.

3.3 Ian Greene from the DfT did confirm that this was the case and that it was the same process that had been followed in the past. He also added that he saw no reason why Gatwick could not publish their new NAP with a caveat that it was subject to final adoption by the Secretary of State. GAL noted this option.

3.4 **GATCOM agreed** that the GATCOM Chair should contact DEFRA and ask why the Gatwick Noise Action Plan (2024-2028) has not yet been signed off by the Secretary of State.

3.5 The second recommendation was in relation to the Steering Group consideration of the GACC paper on compensation for the effects of Airspace Change on newly overflowed communities (copies attached to the signed minutes). The Chair explained that although many of the Steering Group members spoke in support of this issue, it was acknowledged that it is a national issue, and it was felt the best way forward would be to take it up via UKACCs as the umbrella organisation for all Airport Consultative Committees.

3.6 The Secretariat added that GATCOM have been made aware that the DfT has recently responded to the request directly for the next meeting of DfT's Airspace Modernisation SEG to consider compensation. The DfT's response stated that unfortunately they cannot accommodate a discussion on compensation at a meeting of the Stakeholder Engagement Group (SEG) as they do not believe this is the correct forum for this agenda item as this is intrinsically linked to increased noise effects rather directly from Airspace Modernisation.

3.7 The Secretariat explained that via UKACCs there have been discussions on this subject at the DfT's Airspace and Noise Engagement Group (ANEG) meetings. Given the DfT's most recent response and advice from UKACCs, it was suggested that if GATCOM is minded asking UKACCs to consider and take forward these issues, then we should reference ANEG (Airspace and Noise Engagement Group) rather than SEG (Stakeholder Engagement Group).

3.8 **GATCOM agreed** to 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 and Noise Engagement Group (ANEG).

3.9 **GATCOM agreed** to consider the response to the DfT consultation on night flight regime for Heathrow, Gatwick and Stansted from October 2025 as detailed in agenda item 9. This would be discussed further at agenda item 9.

3.10 **GATCOM agreed** the following recommendations in relation to future meeting arrangements:

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

3.11 The fifth recommendation asked GATCOM to consider putting in place a rule to not allow filming or recording of GATCOM Meetings. The Chair referred members to

**UNCONFIRMED**

the Steering Group discussion around this at section 6 of the Steering Group report. Various options were discussed and considered but the recommendation to not allow filming or recording of GATCOM meetings was put forward for the following reasons:

- GATCOM does not record its own meetings so without a formal record of events it is not thought appropriate to allow informal recording or filming.
- GATCOM has a large number of elected local authority members, who are used to meetings in public being recorded. However, GATCOM does also have an equal number of members of whose roles do not include such public scrutiny.
- Lastly although GATCOM could state that permission must be sought to use any film or photos on social media this would be difficult to monitor and enforce.

3.12 **GATCOM agreed** that a rule should be put in place to not allow filming, recording or photography of GATCOM meetings and that a statement be agreed to add to each future agenda.

3.13 The final recommendation from the Steering Groups was to 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. **GATCOM agreed.**

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

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

- London Gatwick has seen continued growth with 40.9 million passengers passing through the airport in 2023.
- During 2023 the airport hit 99% of all measured core service level requirements.
- Mark Johnston joined GAL in March as the new Chief Operating Officer
- London Gatwick has recently 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. Baroness Ford, the new GAL Chair has also been meeting stakeholders and hopes to attend a future GATCOM meeting.
- The new Rapid Exit Taxiway (RET) has opened. This enables arriving aircraft to leave the main runway at a more optimal location after landing which will improve the overall efficiency of the airfield, reduce delays and go-arounds, at the same time as helping to reduce emissions.
- 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. Prior to the GATCOM meeting, GATCOM members took a ride on one of the buses as well as visiting the new Gatwick Rail Station and GRIDSERVE the new electric forecourt at Gatwick. All these projects contribute towards Gatwick's aim to reduce emissions from transport used to reach the airport and GATCOM members congratulated Gatwick on these great projects.
- The North Terminal Departure Lounge refurbishment has seen considerable progress including new seating, flooring, wall finishes, a new airline information desk, more flight information screens, a quiet zone and introduction of plants and greenery.
- London Gatwick has welcomed a number of new airlines including China Southern, Air China, China Eastern, Swiss and Air Peace.
- 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, Gatwick have been able to support local charities across Sussex, Surrey, Kent and beyond.

## Agenda Item 3

### UNCONFIRMED

- 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 five independent inspectors. Project updates can be found here on the [Planning Inspectorate website](#).

4.2 A number of GATCOM members questioned the CEO about issues with taxis parking in residential roads around Gatwick, including on double yellow lines or in residents parking zones and across driveways. GAL is aware of the issues and works in partnership with a local stakeholder group that has recently put-up signage in some areas to deter such parking. GAL will continue to work with the local stakeholder group, including the local authorities and the taxi companies. GAL also confirmed that there is a dedicated taxi waiting area with facilities at the airport so there is no need to park in surrounding roads. It was also noted that if the DCO for the Northern Runway was successful the proposed new S106 agreement includes funding for off-airport parking controls which includes enforcement against unauthorised car parking.

4.3 One Member congratulated GAL on investing in sustainable vehicles. He also asked in relation to noise, about the new airlines and what types of aircraft they are using. It was agreed this information could be provided to members after the meeting.

## 5 Economic Benefits of The Gatwick Region

5.1 Richard Lennard, Economic Partnership Manager, GAL and Emma Colyer, Trade & Tourism Business Development Manager, GAL, provided a presentation that detailed how London Gatwick actively promotes the economic benefits of the Gatwick region to generate foreign investment and expansion of existing businesses and drive up the value of the visitor economy.

5.2 The presentation contained a [Gateway Gatwick tourism video](#) created with local tourism authorities: Visit Brighton, Visit Surrey, Experience Sussex and Invest West Kent to show the diversity of tourist attractions, landscapes, cultures and venue options whilst using Gatwick as the Gateway to this region.

5.3 In addition, it was mentioned that London Gatwick generated £4.1 billion for the regional economy and supported over 56,570 jobs. This is evidenced in a recently published report [Local economic impact of London Gatwick 2023](#). This [short animation](#), included in the presentation to GATCOM, presents the airport's economic impact by area.

## 6 Member's Questions

6.1 One question was received in advance from Alan Jones.

### 6.2 Question 1 from Alan Jones

Discussions are already in hand for a s106 Agreement if the Northern Runway DCO is approved. However, the existing s106 Agreement between GAL, West Sussex County and Crawley BC has been extended twice in recent times. Within the current s106, Gatwick Airport Community Trust Charity was adopted and has been operational for 23 years. It is not included in the proposed new s106 so GATCOM will no longer have a Trustee representative to the charitable process. Apart from the generous grant money

**UNCONFIRMED**

that GAL have made available over the years, airline noise fines have also been directed to GACT but there have been very few. Recently, we were presented at GATCOM with a new approach to fining airlines based on noise infringements from three different types (chapter) of aircraft and this could lead to a higher level of fines. There does not appear to be any indication how GAL propose these fines will be used? If the DCO were to be unsuccessful, would the current s106 agreement be extended yet again and would GACT be the organization that would administer this money in addition to other monies?

**6.3 London Gatwick Response to Question 1**

The current s106 agreement expires at the end of 2024. GAL has already met with officers from Crawley Borough Council (CBC) and West Sussex County Council (WSCC) to commence discussions on extending the life of the existing s106 Agreement beyond 31<sup>st</sup> December 2024. All parties agreed that the existing agreement and its obligations should be extended through a 'light touch' review for a further 12 months until the 31<sup>st</sup> December 2025. All parties also considered that, by the end of 2025, the outcome of the Northern Runway Project (NRP) Development Consent Order (DCO) application should be known. GAL confirmed its intention, should consent be granted for the NRP DCO, to ensure there would be no break between the existing s106 Agreement and any Agreement associated with the NRP DCO coming into force. It was recognised that this transition could occur before the end of 2025 and would be subject to reviewing the details of the NRP DCO decision when it becomes available.

Discussions on a NRP s106 Agreement are currently on-going with the joint local authorities as part of the NRP Examination process. This makes provision for a new London Gatwick Community Fund which would replace the Gatwick Airport Community Trust. GAL can confirm that the intention is that fines associated with departure noise limits would go directly into the London Gatwick Community Fund, in the event of a new NRP s106 agreement taking effect.

In circumstances where the NRP did not receive consent, then GAL would consider appropriate next steps for the existing s106 Agreement in that context by the end of 2025.

6.4 One Member did add that he felt the new Community Fund should be split 4 ways across all four Counties and not three as currently proposed with Sussex being classed as one County.

**7 Passenger Advisory Group**

7.1 Clive Brooks, on behalf of the Chair of PAG introduced the report (copies attached to the signed minutes) of the last PAG meeting that took place on 21 March 2024 and activities during the last quarter. He highlighted to GATCOM the recent work of PAG and how they continue to work closely with GAL on the Departure Lounge expansion and refurbishment plans.

7.2 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.

## **8 Airspace Update**

8.1 Andy Sinclair, Head of Noise and Airspace Strategy provided a number of updates in relation to Airspace and Noise.

8.2 Mr Sinclair confirmed that the Noise Management Board (NMB) is currently in a transitional period. The first of the pre-agreed '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 was held on 17 April at which second term members shared feedback on the third term proposals. The next touchpoint meeting is scheduled for 12 June. Feedback is still being received and will contribute towards the final proposals. NMB Workplan updates are still being produced to ensure that progress of the ongoing NMB projects (i.e., the proposed new Departure Noise Limits scheme, the Reduced Night Noise trial, the Low Noise Arrival Metric) are captured and published.

8.3 Mr Sinclair confirmed that GAL are now in Stage 3 of the Airspace Modernisation airspace change process. However, the DfT and the CAA are exploring a different way of taking the programme forward, replacing multiple sponsors responsible for their own airspace projects with a single organisation known as a Single Design Entity (SDE) drawing all individual projects together into a single programme. A ministerial decision on the SDE concept is expected to be taken by the end of May. Following this a full public consultation on the SDE is anticipated to start in June or July.

8.4 London Gatwick, jointly with NATS and the Airspace Change Organising Group (ACOG), have put forward a proposal for initial deployment of the FASI route structures to the south of the airport, called London Airspace South. ACOG conducted a public engagement exercise between 12 February - 24 March on the UK Airspace Change Masterplan, including this deployment. Ahead of that GAL held stakeholder engagement sessions on 24 and 30 January. The results the ACOG engagement are expected in the next few months.

8.5 This split deployment process will be explained in a future iteration of the UK Airspace Change Masterplan, a draft of which is currently scheduled to be published in the summer. Subject to availability of CAA resource, the Stage 3 Gateway and public consultation is planned for Q1 2025.

## **9 DfT Night Flight Restrictions Consultation**

9.1 GATCOM welcomed Ian Greene and Gary Marshall from the DfT. They provided a [presentation](#) explaining the detail of the Night Flight Restrictions consultation as it relates to Gatwick Airport. Members were also referred to the Secretariat's report and draft consultation response (copies attached to the signed minutes).

9.2 In relation to the requirement for designated airports to write to the Secretary of State each year about dispensations, one Member asked the DfT what the purpose of such a letter would be. Gary Marshall stated that it would ensure dispensations are being applied within the rules and Ian Greene added that it would also provide transparency as the letters would be published.

9.3 Members questions and comments were mainly around dispensations, and some felt that stricter guidance could be introduced to limit the approval of dispensations. There was much debate on this subject and what should be included in the GATCOM

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response. In conclusion it was agreed to include an additional point (point 9) in the GATCOM response, similar to the alternative wording for point 8 that GACC had suggested in the draft response.

9.4 GATCOM Airline representatives stated that they could not support point 7 of the draft response that stated quota rollover from one season to another should not be permitted. It was agreed that point would remain, but it would be added that Airlines did not support this view.

9.5 GATCOM agreed that the draft response be amended as detailed above in 9.3 and 9.4, and that it be circulated to all members before being approved by the Chair and submitted to the DfT by 22 May 2024.

9.6 Post meeting note: The final submitted response can be found [here](#).

## **10 Noise Management Board (NMB) – Executive Board (NEX) Report**

10.1 Jonathan Drew, 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 took place on 12 February with a focus on the FASI-South process for Gatwick and next steps.

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

11.1 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.

11.2 The main issues highlighted were:

- There is 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.
- NaTMAG continue to be concerned about poor CDO performance of a number of airlines. GAL are aware of this and are working closely with those airlines.
- NaTMAG were pleased to note the reducing in 'slow to vacate' in the go around data they receive. This is a positive effect of the new Rapid Exit Taxiway.

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

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

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

- The next meeting of GATCOM will take place on Tuesday 16 July 2024 at 10.00am virtually via MS Teams.
- The next meeting of the GATCOM Steering Group will take place on Monday 24 June 2024 at 10.00am
- The next meeting of PAG will take place on Thursday 13 June 2024 at 1.30pm

Agenda Item 3

**UNCONFIRMED**

Chairman

The meeting concluded at 4.08pm.

## **GATCOM**

### **JULY 2024**

#### **GATCOM STEERING GROUP - REPORT BY CHAIRMAN**

This paper summarises the matters considered by the GATCOM Steering Group at its meeting on 24 June 2024 and includes recommendations for GATCOM at the end of the report.

#### **1. GATCOM MEMBERSHIP UPDATE**

1.1 GATCOM Steering Group welcomed new members Cllr Margaret Cooksey and Cllr Nicholas White.

1.2 The Secretariat provided an update on GATCOM membership and appointments that are required to be made at the annual meeting of GATCOM. A separate report, including recommendations from the Steering Group, is included in the GATCOM agenda pack.

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

2.1 Steering Group welcomed Sam Fulton, who recently joined London Gatwick as Director of Communications and External Affairs. Part of Sam's role in the Executive Team will be to represent GAL at GATCOM and at the Steering Group.

2.2 GAL provided an update on current operations, traffic levels, 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.

2.3 Reassurance was given to Steering Group members following recent incidents at other airports such as the power outage at Manchester Airport and issues in relation to the Next Generation Security project. With regard to power outages GAL confirmed that Gatwick's airfield electrical system was updated only a few years ago and resilience in the form of secondary and back-up systems is strong and tested regularly. With regard to the Next Generation Security Project, it was confirmed that the recent announcement from the DfT that restrictions have returned to 100ml for all airports has had minimal impact at Gatwick as the system had not been fully implemented. It is expected this will be in place by the end of Q1 2025.

2.4 It was noted that the DCO examination continues until 27<sup>th</sup> August. Following an update to the central case it was noted that the composition of fleet mix will result in the Noise Envelope reducing. More information of this will be published on the Planning Inspectorate website as part of deadline 6 of the DCO project.

#### **3. AIRSPACE & NOISE UPDATES**

3.1 GAL provided updates on the Noise Management Board (NMB) review, Airspace Modernisation including FASI-South and London Airspace South (LAS) and Route 4.

3.2 Noise Management Board (NMB) Review

- The second NMB Touchpoint meeting was held on 12 June, where the NMB review core documents were discussed with community members that included organisation and ways of working. Members have now been asked to provide their feedback ahead of finalising these documents.
- A Community Concerns workshop is being held soon, that will help to shape the start of the new NMB Work Programme
- Workplan updates continue to be produced every 2 months to ensure that progress of the ongoing NMB projects (i.e., the proposed new Departure Noise Limits scheme, the Reduced Night Noise trial, the Low Noise Arrival Metric) are captured and published.

3.3 Airspace Modernisation - London Gatwick FASI-South

- Stage 3 of the airspace change process for all FASI airspace changes is paused pending the outcome of the CAA-led, DfT commissioned, review on the concept of a single design entity (SDE).
- A consultation on the SDE is anticipated to commence at end July 2024.
- The SDE consultation and decision process is anticipated to complete by end of 2024.
- The impact and delay to GAL's Airspace Change Programme is still unknown since the approach has not yet been published. Preparatory work, including data collection, interaction assessments between the options developed by different airspace change sponsors and development of full system options has been completed.
- Following a decision on the establishment of an SDE, GAL anticipate resuming as per Stage 3 process defined in CAP1616.

3.4 Airspace Modernisation - London Airspace South (LAS)

- GAL, 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.
- This split deployment process will be described in the Iteration 3 of the UK Airspace Change Masterplan.
- After the general election announcement, the DfT and CAA have adopted the following approach to Masterplan approval:
- CAA will issue a 'minded to' position, expected by end June 2024.
- Stage 3 process cannot therefore proceed until the Ministers are formally consulted on the Masterplan, following the forming of the new Government and ahead of the anticipated Stage 3 Gateway.
- Subject to the availability of CAA resource the Stage 3 Gateway is anticipated for January 2025.
- Public consultation is planned for Q1 2025.
- If LAS goes ahead, it is anticipated this would deploy in Q1 2027.

3.5 Route 4 Airspace Change

- The airspace change on reintroduction of the RNAV Route on Route 4 has been delayed slightly due to noise assessment issues. This airspace change is now anticipated to reach the Stage 3 Gateway in early 2025 and a public consultation to follow in Q1 2025, a similar timeline as LAS.
- Given the external factors that may influence the timing of the LAS airspace change, we will consider possible issues and aim to deconflict the 2 consultations (Route 4 and LAS) as we gain more certainty on the timelines for both.

3.6 Confirmation was sought on whether the FED report will be considered before any decision is made about LAS. GAL confirmed their commitment to include the outcome of the FED report into their stage 3 work.

#### **4. ANNUAL AIR QUALITY MONITORING RESULTS 2023**

4.1 The report prepared jointly by Reigate and Banstead Borough Council and GAL giving the 2023 annual results from the air quality monitoring program undertaken on, and in the vicinity of, Gatwick Airport has been given initial consideration. The report on the 2023 monitoring results is attached at Appendix 1 and has also been added to the GATCOM website.

4.2 The pollutant of concern in the vicinity of Gatwick is nitrogen dioxide, as historically this has been closer to the annual average air quality standard at a small number of properties nearest to the airport and the M23 Spur, on the Horley Gardens Estate. The nitrogen dioxide from the airport that is likely to affect local residents originates at ground level or from aircraft in the initial stages of taking off. Concentration levels are therefore monitored at ground level as pollutants are more dispersed at higher levels. Comparisons of nitrogen dioxide levels on the estate and at other air quality monitoring sites in the vicinity of the airport and across the Borough are given at Figure 1 in the report.

4.3 Nitrogen dioxide concentrations in 2023 remained well below the UK annual average air quality standard of 40  $\mu\text{g m}^{-3}$  (micrograms per cubic metre) at sites normally assessed on the Horley Gardens Estate, on Victoria Road, and at the A23 site (RB149) - which has historically not met the objective - where the annual average concentration was 29.2  $\mu\text{g m}^{-3}$  in 2023 (32.5  $\mu\text{g m}^{-3}$  in 2022) compared to 43  $\mu\text{g m}^{-3}$  in 2019. On Victoria Road (RB151) nitrogen dioxide concentrations were 23  $\mu\text{g m}^{-3}$  (25  $\mu\text{g m}^{-3}$  in 2022) compared to 33  $\mu\text{g m}^{-3}$  in 2019, while the highest concentration measured on the Horley Gardens Estate was 20  $\mu\text{g m}^{-3}$  (23  $\mu\text{g m}^{-3}$  in 2022) compared to 26  $\mu\text{g m}^{-3}$  in 2019. At the RB59 'worst case' receptor concentrations were also around 20  $\mu\text{g m}^{-3}$  in 2023 (18  $\mu\text{g m}^{-3}$  in 2022) which compares to the highest concentration in 2019 of 26  $\mu\text{g m}^{-3}$ .

4.4 As regards the PM10 air quality objective, the airport is not a significant source contributing less than 1  $\mu\text{g m}^{-3}$  overall. Although there was a slight increase in PM10 in 2023 this is no greater than that seen normally e.g., due to the impact of weather, and reflects the fact that the majority of the PM10 measured on the Horley Gardens estate is from the regional background rather than any specific local source e.g., the airport or road traffic.

4.5 New to 2023 is the monitoring of PM 2.5. As with PM10, the airport is not a significant source of PM2.5. While there is an annual average standard for PM2.5 of 10  $\mu\text{g m}^{-3}$  to be met by 2040, the main purpose for looking at this pollutant is to begin to examine the long-term trend in PM2.5 concentrations given the Government's plans to reduce population exposure by 35 % by 2040 compared to the 3-year average concentration between 2016 and 2019. Table 3 in the report shows concentrations measured both on and off airport currently comfortably meeting the 2040 standard.

4.6 The two other pollutants detailed in the report are Benzene and Ozone. For benzene, the air quality objective has been met with concentrations well below maximum levels and no evidence of significant health impacts. Ozone concentrations continue to breach the UK air quality objective for this pollutant, as they do across the south east in non-urban areas. Although aircraft and road traffic do not emit ozone directly, ozone is

## Agenda Item 4

involved in the formation of nitrogen dioxide one of the pollutants of interest in the vicinity of Gatwick.

4.7 In summary with the exception of ozone all of the UK annual average air quality objectives were met at all sites in the vicinity of Gatwick during 2023.

4.8 GAL were pleased that standards have been met comfortably and the data demonstrates improvements continuing since 2019 and to some extent this reflects actions taken by GAL on airport such as moving towards electric vehicles and the introduction of GridServe.

4.9 There were no issues that the Steering Group wished to bring to the attention of GATCOM.

### **5. GATCOM WORK PROGRAMME**

5.1 Steering Group briefly reviewed the GATCOM Work Programme 2024/25, and this is attached at Appendix 2.

### **6. GATCOM AWAY DAY**

6.1 It was noted that the next GATCOM Away Day is scheduled for Monday 25 November 2024. Possible items to be included in the programme for the day are:

- GATCOM's Purpose and Aims
- Membership Review
- Consideration of UKACCs Guiding Principles for ACCs

6.2 Members are encouraged to let the Secretariat know if there are any further items they would like to be covered on the day.

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

7.1 It was confirmed that the date of the next Steering Group meeting was Thursday 10 October 2024 at 10.00am.

### **RECOMMENDATIONS**

That GATCOM:

- 1) Consider the separate report on Membership and Appointments
- 2) Note the Annual Air Quality Monitoring Report 2023
- 3) Note the GATCOM Work Programme
- 4) Consider any items for discussion at the next GATCOM Away Day.

**TOM CROWLEY**  
**CHAIRMAN**

Appendix 1 – Annual Air Quality Report 2023

Appendix 2 – GATCOM Work Programme

## **Air Quality Monitoring: Joint Report by RBBC and GAL for 2023.**

1. The following report presents the results from the 2023 air pollution monitoring program undertaken on, and in the vicinity of, Gatwick Airport.
2. Committee members are reminded that details of:
  - i. the legislation,
  - ii. the rationale for the monitoring of certain pollutants,
  - iii. and factors to bear in mind when examining the data e.g. the impact of the weather, and / or changes in the source of a pollutant, were covered in the initial report to the GP sub committee on 11<sup>th</sup> January 2007<sup>1</sup>.

### **Off Airport Monitoring at Relevant Receptors on the Horley Gardens Estate.**

#### **Annual Monitoring of Compliance with UK air quality objectives – Nitrogen Dioxide.**

3. The annual average concentration of nitrogen dioxide across the Horley Gardens Estate in 2023 is shown in Figure 1.
4. Nitrogen dioxide concentrations in 2023 remained below the UK annual average air quality standard of 40  $\mu\text{g m}^{-3}$  (micrograms per cubic metre) at sites normally assessed on the Horley Gardens Estate, on Victoria Road, and at the A23 site (RB149) - which has historically not met the objective - where the annual average concentration was 29.2  $\mu\text{g m}^{-3}$  in 2023 (32.5  $\mu\text{g m}^{-3}$  in 2022) compared to 43  $\mu\text{g m}^{-3}$  in 2019.
5. On Victoria Road (RB151) nitrogen dioxide concentrations were 23  $\mu\text{g m}^{-3}$  (25  $\mu\text{g m}^{-3}$  in 2022) compared to 33  $\mu\text{g m}^{-3}$  in 2019, while the highest concentration measured on the Horley Gardens Estate was 20  $\mu\text{g m}^{-3}$  (23  $\mu\text{g m}^{-3}$  in 2022) compared to 26  $\mu\text{g m}^{-3}$  in 2019. At the RB59 'worst case' receptor concentrations were also around 20  $\mu\text{g m}^{-3}$  in 2023 (18  $\mu\text{g m}^{-3}$  in 2022) which compares to the highest concentration in 2019 of 26  $\mu\text{g m}^{-3}$ .
6. Local sources of pollution on the estate remained unchanged throughout 2023, i.e. no new significant sources were introduced, and so the results are comparable to previous years monitoring work.
7. Data capture from all of the real time monitoring sites - except RG1 - was over 90 %, and so the data from these sites along with the diffusion tube data is valid for monitoring compliance with the air quality objectives. At the RG1 site demolition work near the monitoring station in 2023 resulted in its closure for a month and so data capture was under 90 %. Therefore data from this site cannot be used for examining compliance with hourly pollution standards, but it can still be used to determine compliance with annual average standards.
8. The results from 2023 are in line with the predicted distribution of nitrogen dioxide concentrations for the Horley Gardens Estate, with concentrations typically around 1  $\mu\text{g m}^{-3}$  lower than they were in 2022, although concentrations in the vicinity of RB59 and RG6 were up slightly on 2022. However concentrations remain 5 to 6  $\mu\text{g m}^{-3}$  lower than in 2019. To put these changes into context, at suburban residential sites elsewhere in the borough nitrogen dioxide concentrations are down by 3  $\mu\text{g m}^{-3}$  in 2023 compared to 2022 and remain 4 to 6  $\mu\text{g m}^{-3}$  lower than in 2019.
9. Nitrogen dioxide concentrations in Charlwood were up slightly on 2022 at 13  $\mu\text{g m}^{-3}$  and in Hookwood were up by 1  $\mu\text{g m}^{-3}$  to 10  $\mu\text{g m}^{-3}$  in 2023. Concentrations in Smallfield were also up by 1  $\mu\text{g m}^{-3}$  to 16  $\mu\text{g m}^{-3}$  in 2023 but remain 3  $\mu\text{g m}^{-3}$  lower than in 2019.
10. Passenger numbers at Gatwick increased by 24.5 % in 2023 compared to 2022 (but are still down 12.2 % on 2019), while aircraft movements increased 18 % over the same period but are still down 9.9 % on 2019 levels (Appendix A).

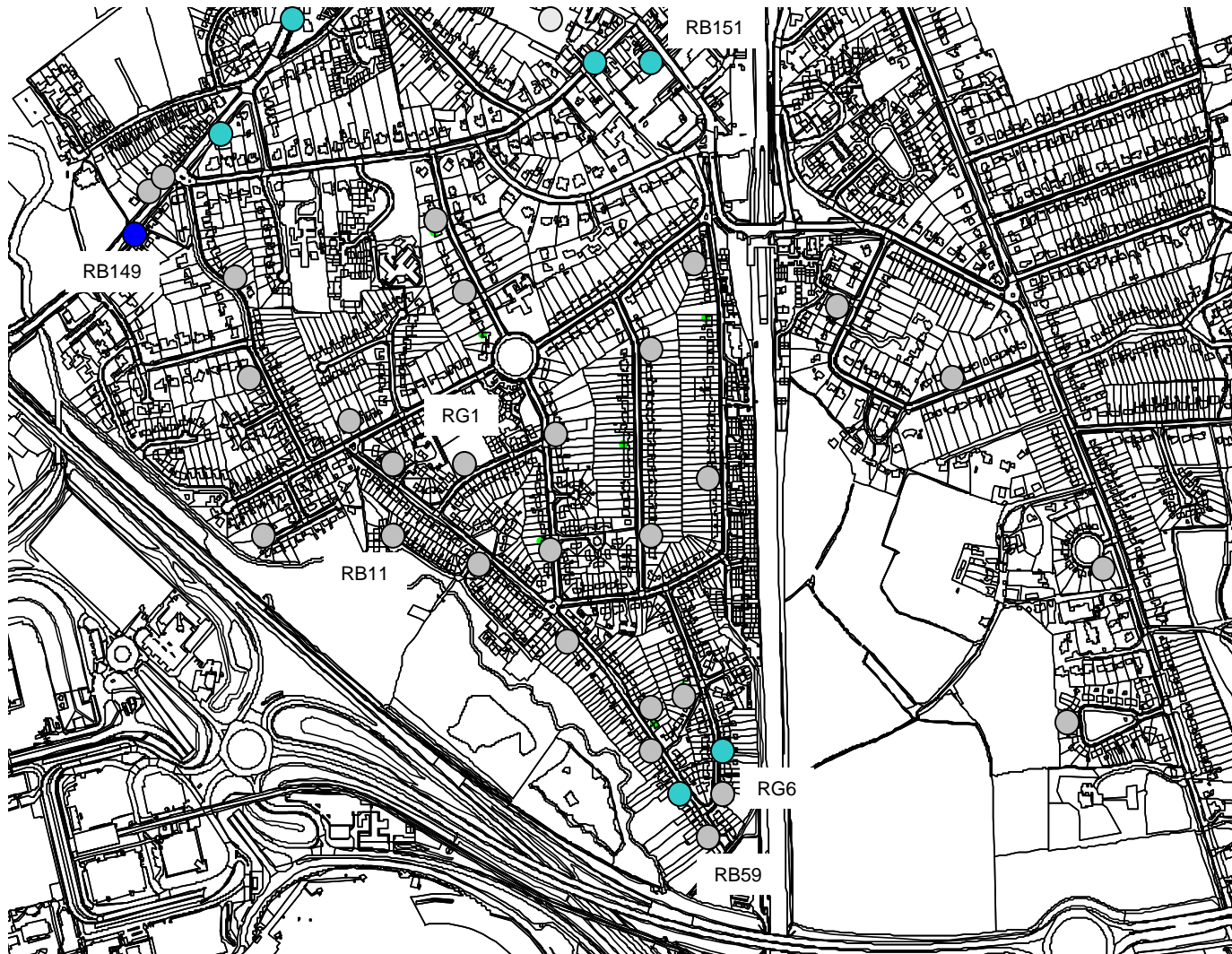
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<sup>1</sup> Contact GATCOM Secretariat for historical reports.

11. Traffic flows on the M23 spur in 2023 are unknown as the traffic counters on the spur appear to be out of order. However based on traffic flows north and south of J9 on the M23 traffic flows in 2023 increased by 23 % compared to 2022.

**Annual Monitoring of Compliance with UK air quality objectives – PM<sub>10</sub>.**

12. The PM<sub>10</sub> air quality objective was met on the Horley Gardens Estate in 2023. Although the VCM corrected data is not yet available, using the TEOM x1.3 metric as a surrogate the annual average concentration at RG1 was 14.9 µg m<sup>-3</sup> in 2023 (TEOM x1.3 methodology), which is down on 2022 (16.0 µg m<sup>-3</sup>). Although there is a decrease in PM<sub>10</sub> this is no greater than that seen normally e.g. due to the impact of weather, and reflects the fact that the majority of the PM<sub>10</sub> measured on the Horley Gardens estate is from the regional background rather than any specific local source e.g. the airport or road traffic.



**Key:**

- 10.1 to 15  $\mu\text{g m}^{-3}$
- 15.1 to 20  $\mu\text{g m}^{-3}$
- 20.1 to 25  $\mu\text{g m}^{-3}$
- 25.1 to 30  $\mu\text{g m}^{-3}$
- 30.1 to 35  $\mu\text{g m}^{-3}$
- 35.1 to 40  $\mu\text{g m}^{-3}$
- 40.1 to 45  $\mu\text{g m}^{-3}$
- 45.1 to 50  $\mu\text{g m}^{-3}$



Other sites in the vicinity of the of the Airport:

- Charlwood: 13  $\mu\text{g m}^{-3}$   
(Russ Hill)
- Hookwood: 10  $\mu\text{g m}^{-3}$   
(Withey Meadows)
- Smallfield: 16  $\mu\text{g m}^{-3}$   
(Ontario Close)

Comparable sites elsewhere within the Borough:

- Reigate: 10  $\mu\text{g m}^{-3}$
- Banstead: 11  $\mu\text{g m}^{-3}$
- Redhill: 12  $\mu\text{g m}^{-3}$
- Merstham: 15  $\mu\text{g m}^{-3}$

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**Figure 1: Monitoring Results for Nitrogen Dioxide Concentrations across the Horley Gardens Estate in 2023.**

Tube Correction Factor = 0.76 (n=11 min).

## Trends in Pollutant Concentrations.

### Nitrogen dioxide.

13. A three year rolling average concentration is used in the trend analysis work to help remove the year to year fluctuations in concentrations caused by the prevailing weather conditions. While the data to date (Figure 2) shows that the long term downward trend in annual average nitrogen dioxide concentrations at the RG1 site stopped in 2023, given the ongoing legacy impact of the COVID restrictions on nitrogen dioxide concentrations in 2020 and 2021 no real assessment can be made at this stage on the overall long term trend.
14. At the 'worst case' receptors closer to the airport (RG2(6), RB59) again the legacy impact of the restrictions can clearly be seen, with the steeper falls between 2019 and 2022 compared to the RG1 site reflecting the bigger influence that aviation and road traffic emissions have on these two sites, with the increase in nitrogen dioxide in 2023 reflecting the start of the return to 'normal'.
15. The position of the monitoring stations around Gatwick means that it is possible to examine the nitrogen dioxide pollution coming from the airport and the A23 Airport Way when winds are from the SW, by subtracting the readings from the RG3 station to the SW of the airport from those made at the RG2(6) station to the NE of the airport (Figure C.1 - Appendix C).
16. Figure C.1 demonstrates that while the airport / A23 Airport Way had delivered significant reductions in pollution by 2012, by 2016 these improvements had been lost. The relocation of the RG2 site at the end of 2016 made direct comparisons difficult in 2017 but the 2019 data suggested that the rapid increase in nitrogen dioxide from the airport / Airport Way between 2012 and 2016 was declining, albeit to levels similar to those in 2007.
17. The 2023 data (Figure C1) shows that nitrogen dioxide pollution from the airport and A23 Airport Way increased significantly in 2023 compared to 2022, but levels remain around 21 % lower than in 2019 (21  $\mu\text{g m}^{-3}$  in 2019 compared to 16.8  $\mu\text{g m}^{-3}$  in 2023).

### PM<sub>10</sub>.

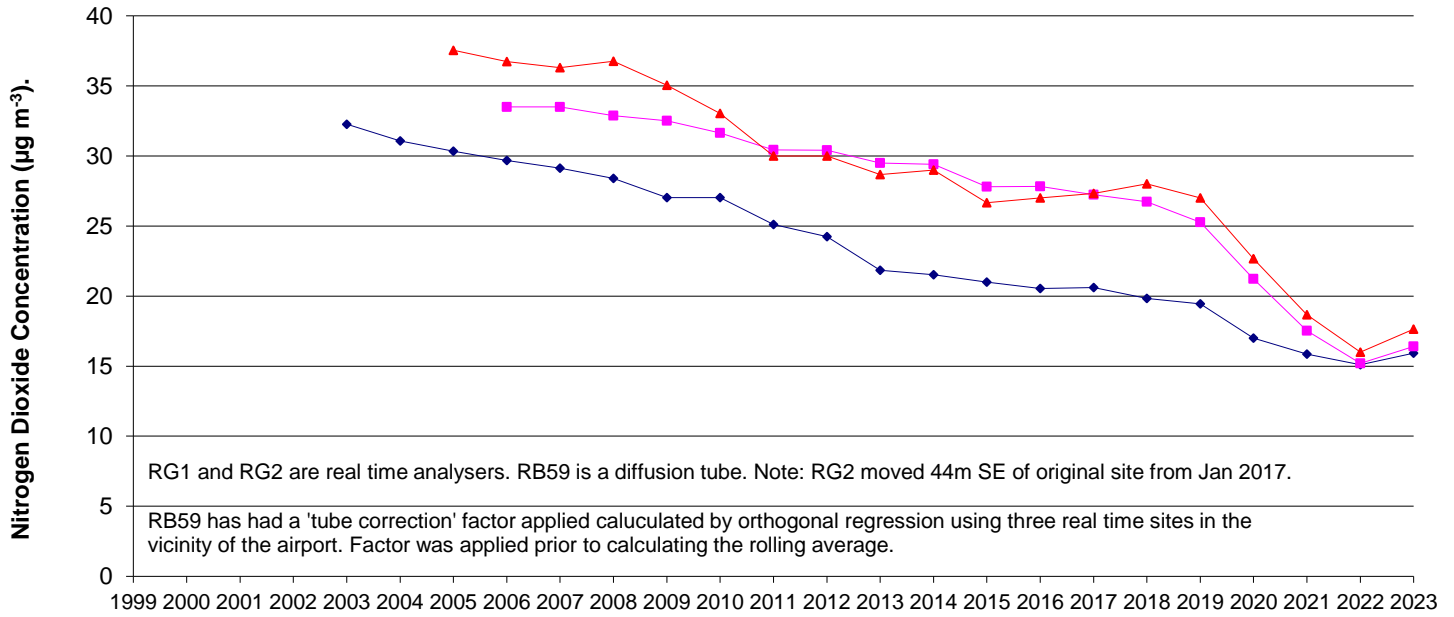
18. It is important to note that the airport is not a significant source of PM<sub>10</sub>, and computer modelling<sup>2,3</sup> consistently indicates that the airport is responsible for no more than 1 – 2  $\mu\text{g m}^{-3}$  of the total PM<sub>10</sub> concentration at the worst affected properties on the Horley Gardens Estate.
19. The COVID restrictions in 2020 and 2021 in effect confirmed the computer model, as despite the significant reductions in aircraft movements at the airport the PM<sub>10</sub> concentrations fell by no more than around 1  $\mu\text{g m}^{-3}$  compared to 2019, with far larger changes seen between 2015 and 2017 for example.
20. The main purpose of monitoring PM<sub>10</sub> on the Horley Gardens Estate is to examine trends in the PM<sub>10</sub> concentration, as the UK Government is aiming to reduce people's exposure to particulate matter<sup>4</sup> in the longer term even where the air quality standards are met.
21. Using a three year rolling average to examine the trends in the data there is evidence of an overall downward trend from 2003 to 2010, with concentrations of 23.9  $\mu\text{g m}^{-3}$  in 2003 and 19.5  $\mu\text{g m}^{-3}$  in 2010 (Figure 3), although much of this improvement in non airport PM<sub>10</sub> occurred between 2007 and 2010. From 2010 the overall trend was flat to 2015, with the slight rise between 2011 and 2013 largely an artefact of the elevated concentration measured in 2011, while from 2015 the downward trend has resumed.

<sup>2</sup> Air Quality Assessment – 2015 Emissions Inventory and Modelling. ARUP - AQ-02 - 20th November 2017.

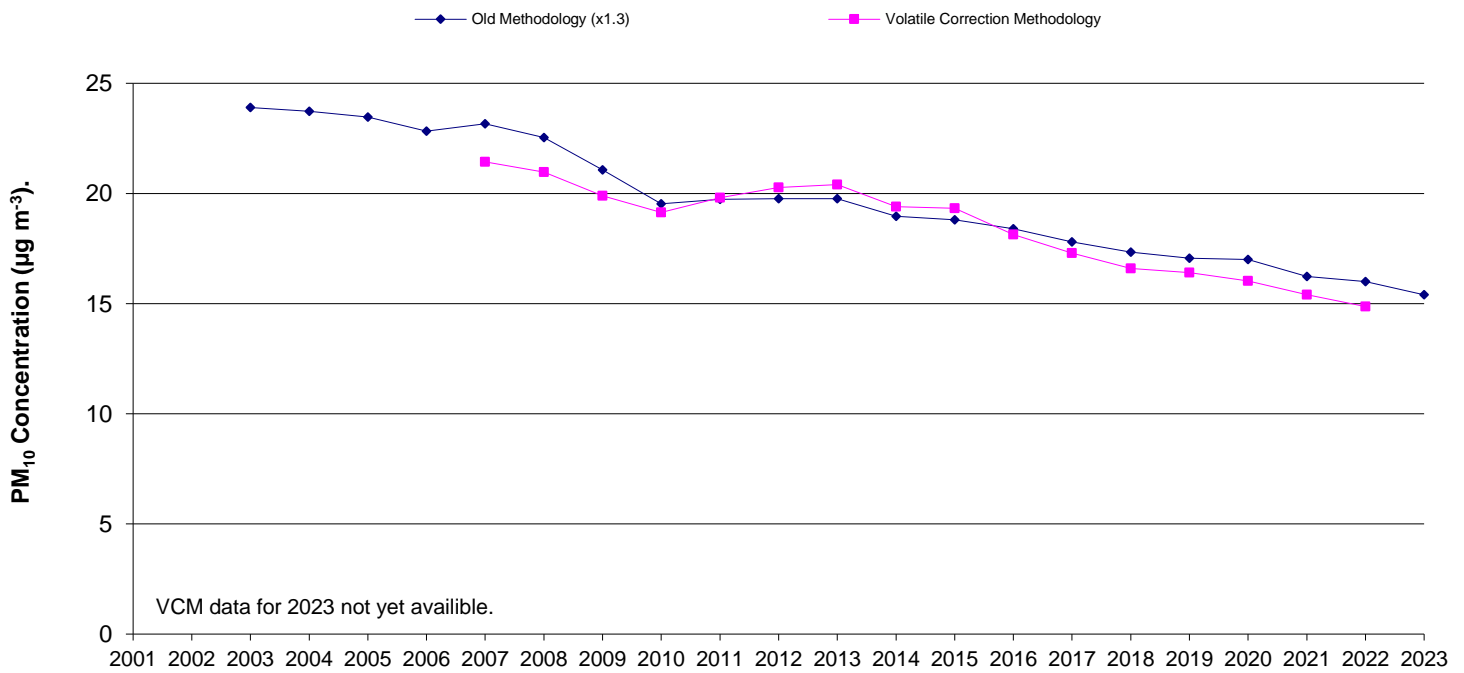
<sup>3</sup> Gatwick Air Quality Assessment for 2010 (AEAT/ENV/R/2795/Issue 1 – June 2009)

<sup>4</sup> Specifically PM<sub>2.5</sub> which is a subset of PM<sub>10</sub>.

**Figure 2: Three year Rolling Annual Average Nitrogen Dioxide Concentration at RG1, Michael Crescent Horley (Blue diamond), RG2, The Crescent Horley (Purple square), and RB59 (Red triangle).**



**Figure 3: Three Year Rolling Annual Average PM<sub>10</sub> Concentration at RG1, Michael Crescent, Horley.**



**On Airport Monitoring.**

22. In the absence of relevant receptors<sup>5</sup> at the airport monitoring site, it is largely academic whether or not the air quality objectives are breached. However the monitoring results from 2023 (Table 1) indicate that the standards were met at the LGW3 monitoring station for PM<sub>10</sub> and nitrogen dioxide.

	On Airport (LGW3)	Objective	Objective Met?
Annual Average nitrogen dioxide Concentration	20.4	40	Yes
Nitrogen Dioxide: No. of hours over 200 µg m <sup>-3</sup>	0	18	Yes
Annual Average PM <sub>10</sub> Concentration Using FIDAS instrument*	12.5*	40	Yes
PM <sub>10</sub> : No. of days over 50 µg m <sup>-3</sup>	1	35	Yes
<small>All concentrations are in µg m<sup>-3</sup>.                      Data Capture: Nitrogen Dioxide 97.8 %, PM<sub>10</sub> 99.9 %.                      *GAL replaced the TEOM PM<sub>10</sub> analyser with a FIDAS instrument in 2019. For comparison purposes this value should be compared to the RG1 VCM value in Appendix B.</small>			

**Table 1: Nitrogen Dioxide and PM<sub>10</sub> Concentrations on Airport in 2023.**

23. It should be pointed out that while the LGW3 monitor is of limited use for compliance monitoring, it is of particular use for verifying the computer modelling work used to make forward predictions about air quality at the airport.

24. During 2013 Pier 1 on the airport was closed for redevelopment, which represents a major change in the airport sources of air pollution affecting this monitor. Thus the results for 2014 and subsequent years are not directly comparable to data pre 2013 when examining trends in on airport pollution.

**On Airport Pollutant Trends.**

25. Bearing in mind the changes in the on airport sources of pollution Figure 4 shows the 3 year rolling average nitrogen dioxide concentration at the on airport monitor LGW3, and the data from the residential monitor RG1 for comparison. The graph shows a steady improvement in nitrogen dioxide concentrations at the LGW3 monitor, with a significant improvement from 2003 onwards, followed by a subsequent increase in 2007 and 2008. While concentrations from 2009 to date continue to follow the long term downward trend, the slight increase in 2018 resulted from a relatively low concentration in 2015 (as seen in the RB59 trend data) and fairly flat concentrations over the three years to 2019.

26. As with the residential monitoring the impact of the COVID restrictions is clearly seen in the trend data, with the reduction in annual mean nitrogen dioxide concentration 2019 to 2021 greater at the LGW3 site than any of the residential sites. This reflects the greater contribution that aviation / local road traffic emissions normally make to nitrogen dioxide concentrations at LGW3. As with the residential data, given the ongoing legacy impact of the COVID restrictions no real assessment can be made at this stage of the long term trend at LGW3, despite the slight 'up tick' in concentrations in 2023.

<sup>5</sup> 'Relevant receptors' were discussed in the outline air quality paper presented to the GP sub committee in January 2007. However, for the purposes of this of this report relevant exposure can be taken as residential housing, or in the case of the 1 hour nitrogen dioxide objective where a member of the public might be present for 1 hour or more.

Figure 4: Three Year Rolling Annual Average Nitrogen Dioxide Concentration at LGW3, Gatwick Airport.

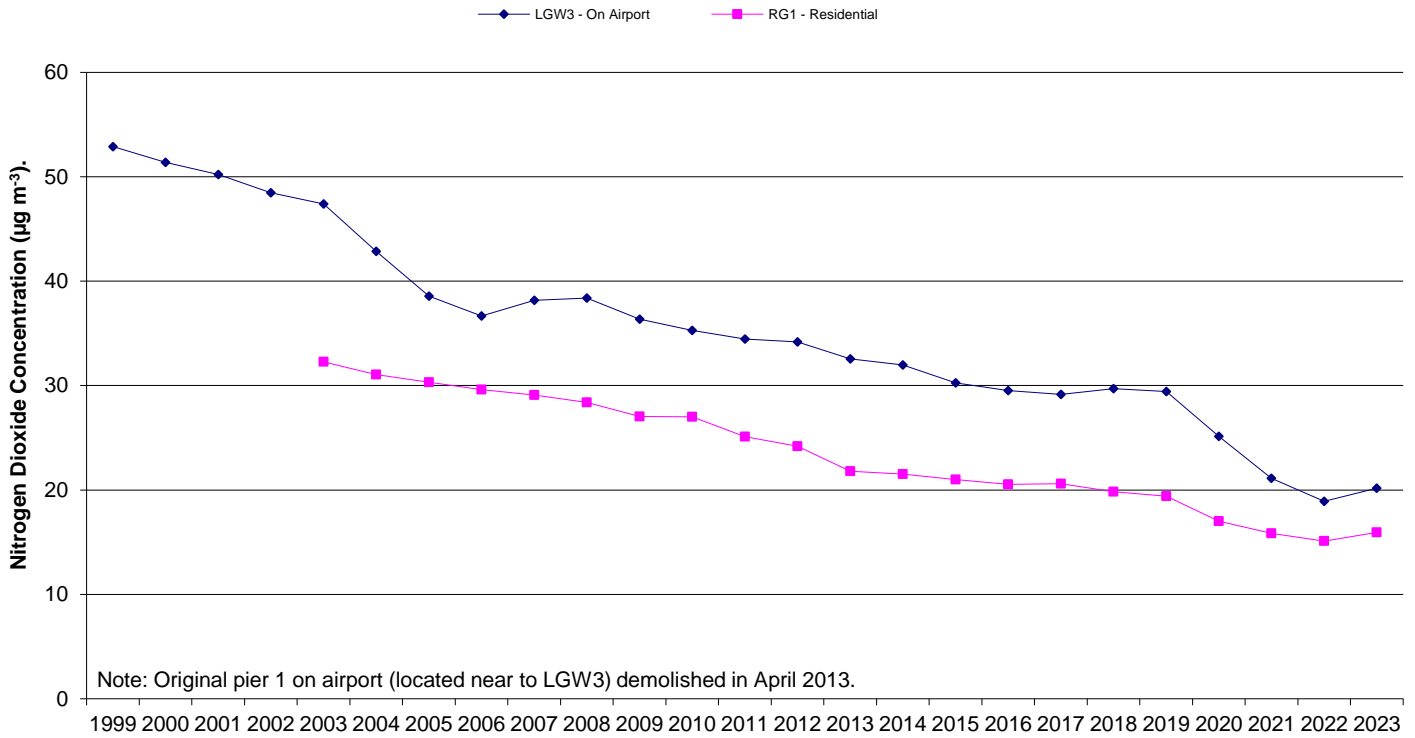
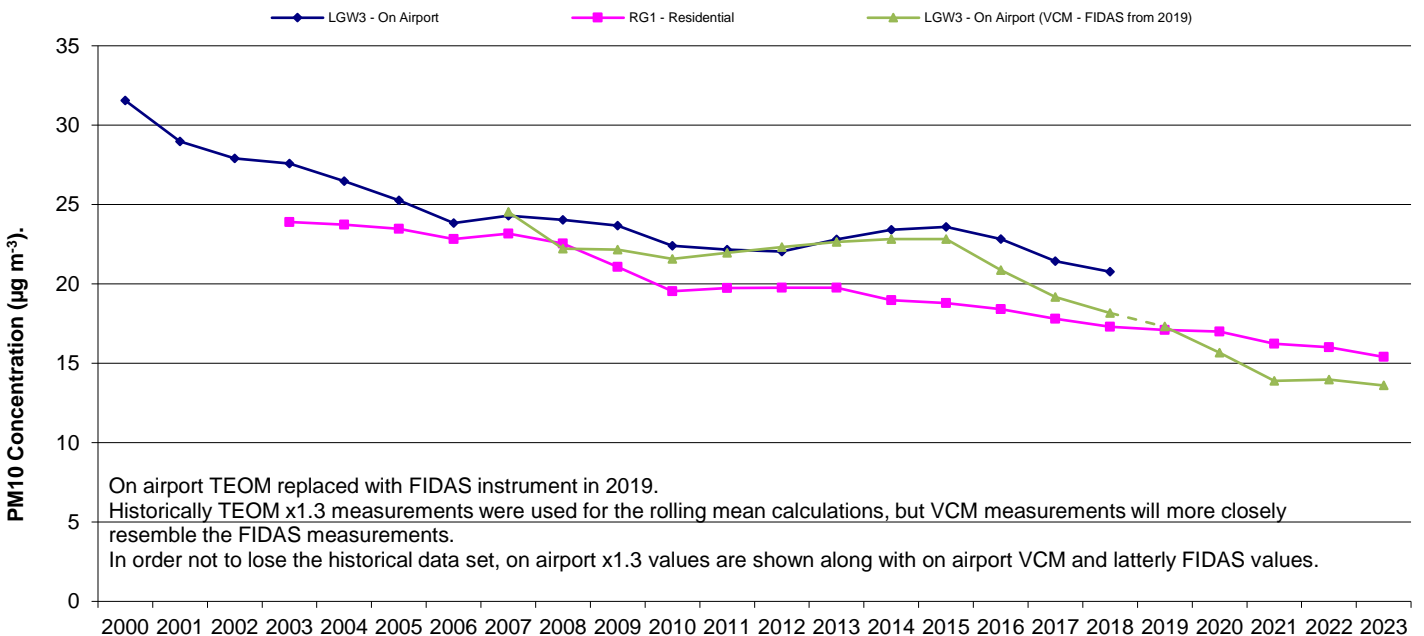


Table 2: Annual and Three Year Annual Average Nitrogen Dioxide Concentrations (µg m<sup>-3</sup>).

LGW3	1997	1998	1999	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023
Ann. Av.	53.8	52.6	52.3	49.2	49.1	47.0	46.0	35.5	34.2	40.3	40.0	34.8	34.3	36.8	32.3	33.4	32.0	30.6	28.2	29.8	29.5	29.8	29.0	16.6	17.8	22.3	20.4
Data Cap.	94.9	89.2	93.3	93.4	93.5	96.1	94.0	95.4	96.7	96.3	94.2	96.8	93.7	99.2	96.4	94.7	99.2	99.2	99.4	99.1	99.5	98.9	91.3	96.8	98.1	97.8	94.2
Hours over 200 µg m <sup>-3</sup>	2	0	1	1	0	0	2	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3 Year Av. LGW3		52.9	51.4	50.2	48.5	47.4	42.9	38.6	36.7	38.2	38.4	36.4	35.3	34.5	34.2	32.6	32.0	30.3	29.5	29.2	29.7	29.4	25.1	21.1	18.9	20.2	
3 Year Av. RG1						32.3	31.1	30.3	29.6	29.1	28.4	27.0	27.0	25.1	24.2	21.8	21.5	21.0	20.5	20.6	19.8	19.4	17.0	15.9	15.1	15.9	

Figure 5: Three Year Rolling Annual Average PM<sub>10</sub> Concentration at LGW3, Gatwick Airport.



27. Figure 5 shows the three year rolling annual average PM<sub>10</sub> concentrations at the airport monitor, and PM<sub>10</sub> data from the residential monitor for comparison. The graph shows a steady improvement in PM<sub>10</sub> concentrations on airport until 2006, at which point concentrations remained largely static for a few years before resuming a downward trend. In 2013 PM<sub>10</sub> concentrations increased slightly on airport and while this trend ran to 2015 it largely reflected elevated concentrations in 2013 and 2014. Given the redevelopment of Pier 1 and the trend seen off airport the increase at LGW3 was most likely related to the local building works, especially given the subsequent fall in concentrations in 2016 which continued in 2018.
28. In 2019 the airport replaced its existing TEOM PM<sub>10</sub> monitoring equipment with a new FIDAS instrument. To assess the impact of the change in measurement technique the airport ran both instruments side by side for around 6 months in 2018. The results<sup>6</sup> of this work suggested that the new measurement technique gave a slightly lower reading than would have been the case with the old equipment, which was in line with results from comparisons made on the UK national network.
29. It is important to stress that the ‘new’ equipment is approved for use on the UK national network, but it does mean that magnitude of the PM<sub>10</sub> improvement seen at LGW3 (VCM measurement) in Figure 5 and Appendix B between 2018 and 2023 reflects both a genuine fall in PM<sub>10</sub> concentrations (as also seen at the residential monitor) and also partially reflects the change in the measurement technique.
30. As with the residential PM<sub>10</sub> monitoring the LGW3 monitoring demonstrated little (if any) impact from the lockdown measures on PM<sub>10</sub> concentrations, reflecting the very limited contribution from local airport / road traffic sources.

**PM<sub>2.5</sub> Monitoring Data.**

31. It is important to note that the airport, as with PM<sub>10</sub>, is not a significant source of PM<sub>2.5</sub>. While there is an annual average standard for PM<sub>2.5</sub> of 10 µg m<sup>-3</sup> to be met by 2040, the main purpose for looking at this pollutant is to begin to examine the long term trend in PM<sub>2.5</sub> concentrations given the Government’s plans to reduce population exposure by 35 % by 2040 compared to the 3 year average concentration between 2016 and 2019.
32. Monitoring of this pollutant takes place on airport at LGW3 and off airport at one residential site (RG1), and as can be seen in Table 3 concentrations measured both on and off airport currently meet the 2040 standard.

	Concentration (µg m <sup>-3</sup> )	Objective (by 2040)	Objective Met?
Annual Average PM <sub>2.5</sub> Concentration: Residential	8.3	10	Yes
Annual Average PM <sub>2.5</sub> Concentration: On Airport	7.8	10	Yes
Instruments are FIDAS. Data capture RG1 91.3%, LGW3 96.9 %.			

**Table 3: Annual Average PM<sub>2.5</sub> Concentrations on the Horley Gardens Estate at RG1 and Gatwick Airport (LGW3) in 2023.**

33. At present there is insufficient data to examine the trend in PM<sub>2.5</sub> concentrations but this will be reported as the data set develops.

**Benzene Monitoring Data.**

34. The concentration of benzene is measured at one residential site (RB11) on the Horley Gardens Estate and on airport at LGW3.
35. As expected measurements met the air quality objectives in 2023 (Table 4). Concentrations were down slightly at the residential site (0.7 µg m<sup>-3</sup> in 2022 and 0.7 µg m<sup>-3</sup> in 2019) and up slightly on

<sup>6</sup> GATCOM Steering report: Air Quality Monitoring Report for 2019 – Appendix D (June 2020).

airport compared to 2022 ( $0.4 \mu\text{g m}^{-3}$ ). Due to the nature of the measurement technique it is difficult to compare values over the long term, but it is worth noting that residential benzene concentrations fell year on year from 2007 to 2012, levelled off from 2013 to 2016, and have fallen slightly since 2016 with the concentrations in 2021 ( $0.6 \mu\text{g m}^{-3}$ ) and 2023 the lowest to date.

	Concentration ( $\mu\text{g m}^{-3}$ )	Objective	Objective Met?
Annual Average Benzene Concentration: Residential	0.6	5	Yes
Annual Average Benzene Concentration: On Airport	0.5	5	Yes

**Table 4: Annual Average Benzene Concentrations on the Horley Gardens Estate at RB11 and Gatwick Airport (LGW3) in 2023 (Non pumped BTEX Tubes).**

### Additional Monitoring Data.

#### Ozone.

36. Ozone monitoring began to the SW of the airport in 2005 at the RG3 site in Poles Lane Crawley. The aim of this site is to monitor long term trends in ozone concentrations in the vicinity of the airport.
37. Although the airport is not responsible for local ozone pollution i.e. it does not emit ozone, ozone plays an important role in the formation of nitrogen dioxide which is the main pollutant of concern in the vicinity of the airport. Therefore examining the long term ozone trend is important for understanding nitrogen dioxide concentrations in both the short and longer term.
38. At present there are seventeen years of valid data from the ozone monitor and based on a three year rolling average the overall trend to 2019 was flat at around  $50 \mu\text{g m}^{-3}$  (data not shown). In 2020 the annual mean ozone concentration jumped to around  $56 \mu\text{g m}^{-3}$  reflecting the general lack of NO<sub>x</sub> pollution that it would normally react with to form nitrogen dioxide due to COVID restrictions. In 2021 and 2022 the annual average ozone level fell to levels in line with previous years, but in 2023 the annual average concentration returned to  $56 \mu\text{g m}^{-3}$  which had previously only occurred in 2020.
39. The reason for this sudden shift in ozone concentrations in 2023 is unclear but given the background concentrations of nitrogen dioxide are also at a similar level to 2020 it suggests a lack of NO<sub>x</sub> pollution (which would usually react with ozone to form nitrogen dioxide) may in part be responsible for the elevated annual average ozone concentration.
40. Compared to the air quality standards ozone concentrations failed to meet the UK objective in 2023 for the seventeenth time in 18 years of monitoring (the UK standard was met in 2014), while the EU standard (which is less strict) was met in 2023 (Table 5).

	Number of exceedences.	Standard Met?	
		UK <sup>a</sup>	EU <sup>b</sup>
RG3: Poles Lane Crawley.	19 <sup>a</sup> / 6 <sup>b</sup>	No	Yes
<b>Standards:</b>			
UK: Daily Max. of running 8 hour mean of $100 \mu\text{g m}^{-3}$ .	10 max.	-	-
EU: Daily Max. of running 8 hour mean of $120 \mu\text{g m}^{-3}$ (averaged over 3 years).	25 max.	-	-
<sup>a</sup> in 2023.			
<sup>b</sup> The EU standard is averaged over 3 years i.e. 2021, 2022, and 2023.			

**Table 5: Number of exceedences of the Ozone standard in 2023.**

41. The number of exceedences in 2023 was down on 2022 when there were 32 exceedences, with the number of exceedences in 2023 the lowest since 2017.

**Summary.**

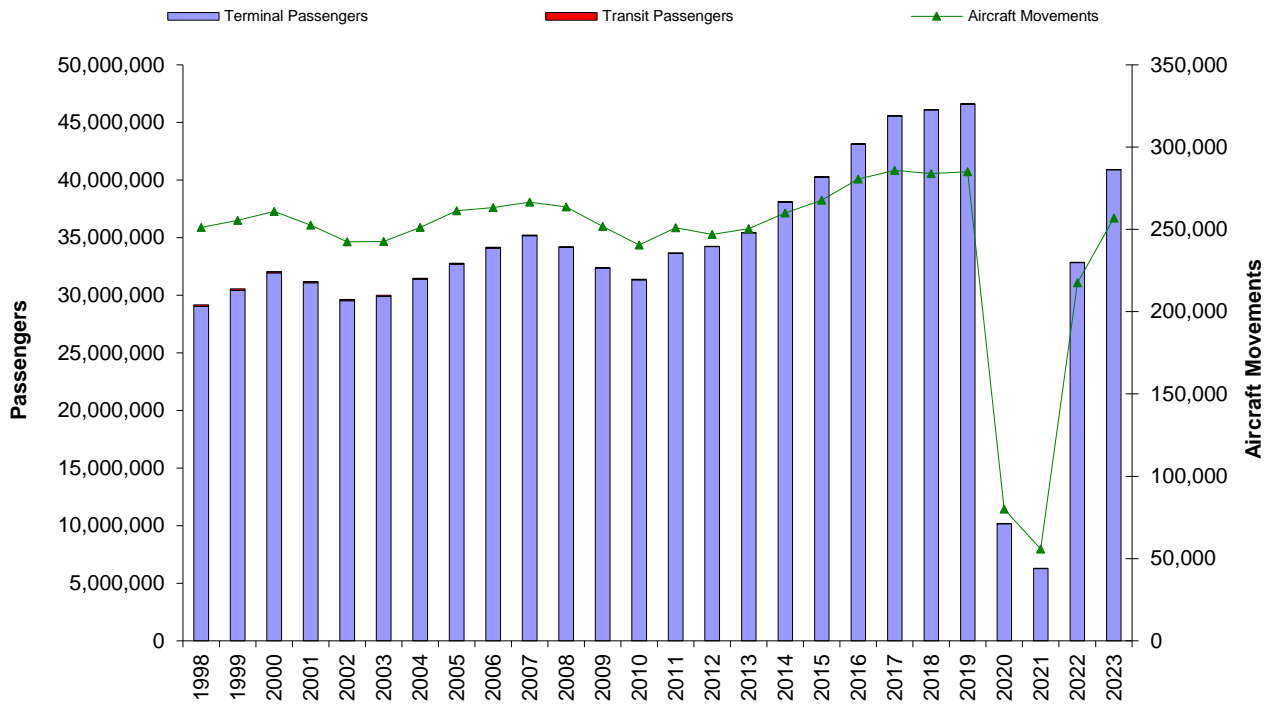
42. In summary:

- i) The annual average air quality objective for nitrogen dioxide was met at all sites in the vicinity of the airport during 2023 (Table 6), which was perhaps not unexpected given road traffic and aircraft movements have yet to return to pre COVID levels. The air quality standards were also met for the other pollutants under the local authority air quality management regime (Table 6).
- ii) Ozone concentrations in the vicinity of the airport failed to meet the relevant UK air quality objective, although the airport is not responsible for local ozone pollution.
- iii) The concentration of nitrogen dioxide measured on airport in 2023 at LGW3 meets the UK air quality objective of 40 µg m<sup>-3</sup>. The concentrations of the other pollutants measured at LGW3 also met the relevant air quality objectives.
- iv) In view of the significant falls in nitrogen dioxide pollution in 2020 and to a degree in 2021 the return of an upward trend in nitrogen dioxide concentrations both on and off airport was to be expected in 2023 as traffic and aircraft volumes begin to return to normal. However, the extent to which this upward trend in concentrations persists will depend on the rate at which air traffic and road transport returns compared to the rate of electrification of the road vehicle fleet and other technological improvements over the next 4 to 5 years.

	Measured value	Objective	Objective Met?
<b>Nitrogen Dioxide:</b>			
Highest measured annual average residential concentration.	29	40	Yes
Annual Average nitrogen dioxide concentration Airport monitor.	20.4	40	Yes
<b>PM<sub>10</sub>:</b>			
Annual Average PM <sub>10</sub> Concentration: Residential Monitor. (VCM value)	14.9 (N/A)	40	Yes
PM <sub>10</sub> : No. of days over 50 µg m <sup>-3</sup> : Residential Monitor. (VCM value)	0 (N/A)	35	Yes
Annual Average PM <sub>10</sub> Concentration: Airport Monitor. (FIDAS equivalent to VCM value)	12.5	40	Yes
PM <sub>10</sub> : No. of days over 50 µg m <sup>-3</sup> : Airport Monitor. (FIDAS equivalent to VCM value)	1	35	Yes
<b>PM<sub>2.5</sub>:</b>			
Annual Average PM <sub>2.5</sub> Concentration: Residential Monitor. (FIDAS)	8.3	10*	Yes
Annual Average PM <sub>2.5</sub> Concentration: Airport Monitor. (FIDAS)	7.8	10*	Yes
<b>Benzene:</b>			
Residential Benzene Monitor (Site RB 11).	0.6	5	Yes
<b>Ozone:</b>			
RG3 Monitor to SW of Airport (Number of exceedences).	19	10	No
All concentrations are in µg m <sup>-3</sup> . ^ To be met by 2040.			

**Table 6: Summary of Air Quality in the Vicinity of Gatwick Airport in 2023.**

**Figure A.1: Passenger and Aircraft Movement Trends at Gatwick Airport.**



**Table A.1: Annual Passenger Numbers and Aircraft Movements at Gatwick Airport.**

	Number of Passengers			No. of Aircraft Movements
	Terminal	Transit	Total	
1998	29,032,838	140,292	29,173,130	251,321
1999	30,409,860	153,761	30,563,621	255,570
2000	31,947,524	119,601	32,067,125	260,859
2001	31,096,563	85,207	31,181,770	252,543
2002	29,517,894	109,515	29,627,409	242,379
2003	29,893,288	111,974	30,005,262	242,731
2004	31,391,352	75,418	31,466,770	251,195
2005	32,693,005	82,690	32,775,695	261,292
2006	34,080,345	83,234	34,163,579	263,363
2007	35,165,404	50,709	35,216,113	266,550
2008	34,162,014	43,873	34,205,887	263,653
2009	32,360,773	31,747	32,392,520	251,879
2010	31,342,263	33,027	31,375,290	240,500
2011	33,643,989	30,275	33,674,264	251,067
2012	34,218,668	17,314	34,235,982	246,987
2013	35,428,548	15,658	35,444,206	250,520
2014	38,093,930	9,737	38,103,667	259,962
2015	40,260,068	9,019	40,269,087	267,760
2016	43,114,888	4,740	43,119,628	280,666
2017	45,555,837	3,062	45,556,899	285,912
2018	46,081,327	4,762	46,086,089	283,919
2019	46,574,786	1,687	46,576,473	284,987
2020	10,171,867	1,564	10,173,431	80,161
2021	6,260,072	1,742	6,261,814	55,817
2022	32,831,088	4,293	32,835,381	217,622
2023	40,894,242	3,414	40,897,656	256,893

Data from Civil Aviation Authority. [www.caa.co.uk/default.aspx?catid=80&pagetype=90](http://www.caa.co.uk/default.aspx?catid=80&pagetype=90)

From 2016: <http://www.caa.co.uk/Data-and-analysis/UK-aviation-market/Airports/Datasets/UK-airport-data/>

**Appendix B: Summary of Annual Monitoring Results 1999 to 2022.**

Nitrogen Dioxide		1999	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023
Site	Parameter																									
RG1	Ann. Average ( $\mu\text{g m}^{-3}$ )	-	-	34.1	31.3	31.4	30.5	29.1	29.4	28.9	26.9	25.3	28.9	21.1	22.7	21.7	20.2 <sup>b</sup>	21.1	20.3	20.4	18.8	19.1	13.1	15.4	16.8	18.6
RG2	Ann. Average ( $\mu\text{g m}^{-3}$ )	-	-	-	-	-	33.8	34.3	32.4	33.8	32.4	31.3	31.2	28.8	31.2	28.5	28.5	26.4	28.6	26.7 <sup>d</sup>	24.9 <sup>d</sup>	24.2 <sup>d</sup>	14.6 <sup>d</sup>	13.8 <sup>d</sup>	17.2 <sup>d</sup>	18.6 <sup>d</sup>
RG3	Ann. Average ( $\mu\text{g m}^{-3}$ )	-	-	-	-	-	-	-	19.4	20.9	18.9	18.2	20.5	17.8	23.2	19.3	17.5	14.0	16.7	13.9	15.5	15.1	9.7	9.7	11.7	12.6
LGW3	Ann. Average ( $\mu\text{g m}^{-3}$ )	52.3	49.2	49.1	47.0	46.0	35.5	34.2	40.3	40	34.8	34.3	36.8	32.3	33.4	32.0 <sup>c</sup>	30.6 <sup>c</sup>	28.2 <sup>c</sup>	29.8 <sup>c</sup>	29.5 <sup>c</sup>	29.8 <sup>c</sup>	29.0	16.6	17.8	22.3	24.4
RB59	Ann. Average ( $\mu\text{g m}^{-3}$ )	-	-	-	-	40	39	34	37	38	35	32	32	26	32	28	27	25	29	28	27	26	15	15	18	19.0
RG1	Data Capture (%)	-	-	99.0	100.0	99.7	99.6	98.0	98.5	99.1	99.4	100.0	91.4	99	99.5	99.5	89.1	98.6	98.9	98.5	99.1	99.1	99.1	94.6	92.4	89.9
RG2	Data Capture (%)	-	-	-	-	-	89.0	97.0	96.0	96.3	92.8	95.0	92.4	88.5	85.1	99.3	99.4	98.7	97.6	99.4	98.3	99.2	99.5	97.3	98.0	98.9
RG3	Data Capture (%)	-	-	-	-	-	-	-	97.8	98.8	99.2	99.0	97.5	92.3	99.4	96.9	99.4	99.3	98.2	98.6	99.2	97.6	97.9	97.8	96.0	98.6
LGW3	Data Capture (%)	93.3	93.4	93.5	96.1	94.0	95.4	96.7	96.3	94.3	96.8	93.7	99.2	96.4	94.7	99.2	99.2	99.4	99.1	99.5	98.9	91.3	96.8	98.1	97.8	94.2
RB59	Data Capture (%)	-	-	-	-	91.6	100	91.6	100	100	100	100	100	91.6	100	100	100	100	91.6	100	100	100	100	100	91.6	83.3
RG1	Hours Over 200 $\mu\text{g m}^{-3}$	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0 <sup>b</sup>	0	0	0	0	0	0	0	0	0 <sup>b</sup>
RG2	Hours Over 200 $\mu\text{g m}^{-3}$	-	-	-	-	-	0	0	0	0	0	0	0	0 <sup>b</sup>	0 <sup>b</sup>	0	0	0	0	0	0	0	0	0	0	0
RG3	Hours Over 200 $\mu\text{g m}^{-3}$	-	-	-	-	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
LGW3	Hours Over 200 $\mu\text{g m}^{-3}$	1	1	0	0	2	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
RB59	Hours Over 200 $\mu\text{g m}^{-3}$	-	-	-	-	-	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
<b>Particulate Matter (PM<sub>10</sub>)</b>																										
RG1	Ann. Average ( $\mu\text{g m}^{-3}$ )	-	-	22.8	23.2	25.7	22.3	22.4	23.8	23.3	20.5	19.4	18.7 <sup>a</sup>	21.1	19.5	18.7	18.7	19.0	17.5	16.9	17.6	16.7	16.7	15.3	16	14.9
	Ann. Av. VCM* ( $\mu\text{g m}^{-3}$ )	-	-	-	-	-	-	-	21.2	22.0	19.7	18.0	19.7	21.7	19.4	20.1	18.7	19.2	16.5	16.2	17.1	15.9	15.1	15.2	14.3	N/A
LGW3	Ann. Average ( $\mu\text{g m}^{-3}$ )	31.0	28.7	27.2	27.8	27.8 <sup>***</sup>	23.8 <sup>***</sup>	24.2 <sup>***</sup>	23.3	25.3	23.4	22.3	21.6	22.7	21.9	23.8 <sup>c</sup>	24.5 <sup>c</sup>	22.5 <sup>c</sup>	21.5 <sup>c</sup>	20.3 <sup>c</sup>	20.5 <sup>c</sup>	-	-	-	-	-
	Ann. Av. VCM* ( $\mu\text{g m}^{-3}$ )	-	-	-	-	-	-	-	21.1	23.7	21.8	20.9	22.0	23.0	22.0	22.9 <sup>c</sup>	23.6 <sup>c</sup>	21.6 <sup>c</sup>	17.0 <sup>c</sup>	18.5 <sup>c</sup>	19.0 <sup>c</sup>	14.4 <sup>f</sup>	13.6 <sup>f</sup>	13.7 <sup>f</sup>	14.6 <sup>f</sup>	12.5 <sup>f</sup>
RG1	Data Capture (%)	-	-	99.7	100	99.5	100	100	99.4	99.3	99.0	100	73.1	97.8	98.1	98.9	100	80.2	97.9	98.9	100	98.1	94.1	99.3	92.0	89.6
	Data Capture VCM** (%)	-	-	-	-	-	-	-	96.4	98.1	99.0	99.1	73.1	98.6	98.1	98.1	99.0	80.2	97.9	98.9	99.4	98.1	94.1	99.3	91.8	N/A
LGW3	Data Capture (%)	91.5	92.9	97.3	99.2	97.3	97.3	97.3	96.2	95.1	93.4	85.7	97.2	100	98.9	99.0	97.8	100	93.0	99.7	94.8	-	-	-	-	-
	Data Capture VCM** (%)	-	-	-	-	-	-	-	93.6	93.6	93.4	85.7	97.2	99.5	98.9	99.0	97.8	100	93.0	99.7	94.8	96.1 <sup>f</sup>	97.0 <sup>f</sup>	99.6 <sup>f</sup>	99.9 <sup>f</sup>	96.9 <sup>f</sup>
RG1	No. days over 50 $\mu\text{g m}^{-3}$	-	-	6	6	16	0	3	5	9	4	0	0 <sup>b</sup>	1	2	1	0	1 <sup>b</sup>	1	1	0	0	0	1	0	0 <sup>b</sup>
	No. days > 50 $\mu\text{g m}^{-3}$ (VCM)	-	-	-	-	-	-	-	6	18	5	2	0 <sup>b</sup>	9	7	2	4	3 <sup>b</sup>	3	2	0	0	0	0	0	N/A
LGW3	No. days over 50 $\mu\text{g m}^{-3}$	35	28	20	17	31 <sup>***</sup>	10 <sup>***</sup>	9 <sup>***</sup>	7	18	13	0 <sup>b</sup>	3	1	6	7 <sup>c</sup>	10 <sup>c</sup>	5 <sup>c</sup>	6 <sup>c</sup>	3 <sup>c</sup>	0 <sup>c</sup>	-	-	-	-	-
	No. days > 50 $\mu\text{g m}^{-3}$ (VCM)	-	-	-	-	-	-	-	10	23	16	2 <sup>b</sup>	4	19	15	11 <sup>c</sup>	14 <sup>c</sup>	7 <sup>c</sup>	7 <sup>c</sup>	3 <sup>c</sup>	1 <sup>c</sup>	4 <sup>f</sup>	0 <sup>f</sup>	2 <sup>f</sup>	1 <sup>f</sup>	1 <sup>f</sup>

**Locations:**

RG1 is located on the Horley Gardens Estate in Michael Crescent (NE of the Airport).

RG2 is located on the Horley Gardens Estate in The Crescent (NE of the Airport).

RG3 is located to the SW of the airport in Poles Lane, Crawley.

RB59 is a diffusion tube (not a real time site) located at the southern most end of the Horley Gardens Estate to the NE of the Airport.

\*for details on volatile correction methodology see [www.volatile-correction-model.info](http://www.volatile-correction-model.info). Spreadsheets downloaded 05/05/09 for values to 2009. From 2009 data direct from London Air Website [www.londonair.org.uk](http://www.londonair.org.uk).

\*\* as the VCM requires data from three other sites VCM data capture can be lower than from the site of interest.

\*\*\* figures have been revised down as data originally supplied for these 3 years was incorrect. Correction made in July 2010 report.

<sup>a</sup> data capture under 75 %. Therefore these values cannot be compared to the relevant air quality standard.

<sup>b</sup> data capture under 90 %. Therefore these values cannot be compared to the relevant air quality standard. Data shown will be minimum number of hours or days depending on standard.

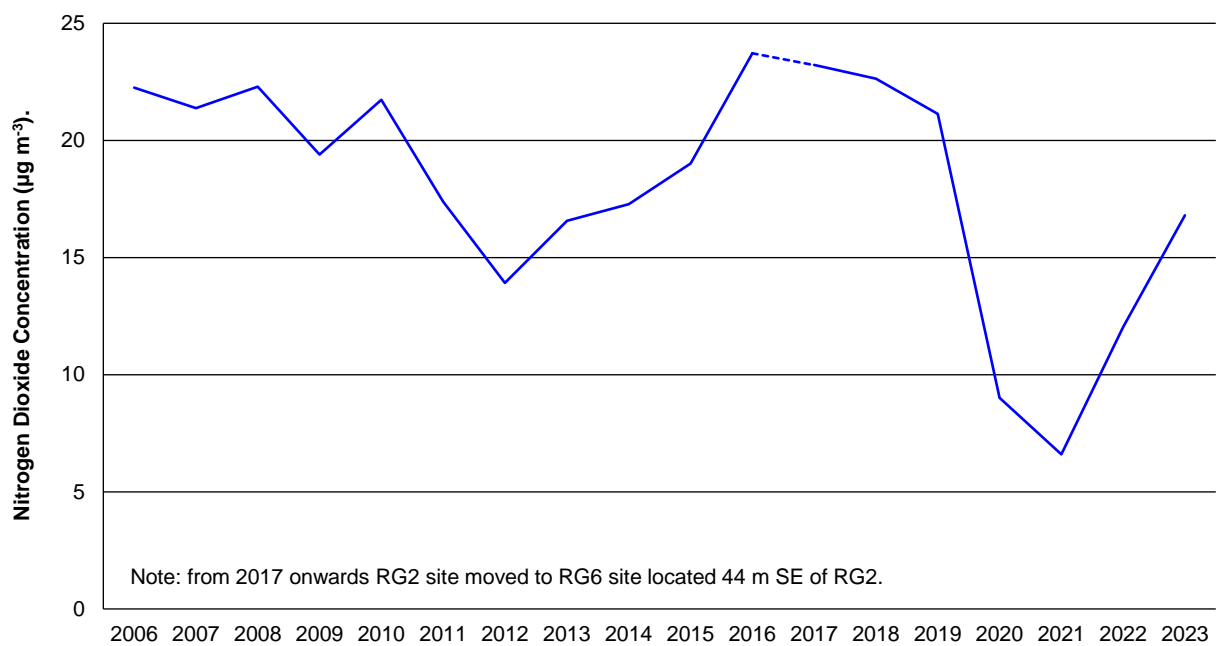
<sup>c</sup> pier 1 on the south terminal closed 8th April 2013 for redevelopment. Thus values from 2013 onwards not necessarily comparable to pre 2013 values.

<sup>d</sup> RG2 site moved 44 m south east of original location at the start of 2017 becoming RG6. Thus data from 2017 on technically not directly comparable to pre 2017 data (see 2018 steering group report for comparison).

<sup>e</sup> 2014 value adjusted from 21.8 to 20.2 based on rescaling of data.

<sup>f</sup> LGW3 TEOM replaced with FIDAS instrument from 2019. For colocation study results see appendix D of 2020 AQ report.

Figure C.1: RG2(6) minus RG3 when wind on 202 to 248 degrees - Mean of hourly values.



### Abbreviations and Definitions.

AQMA	Air Quality Management Area.
FIDAS	Fine Dust Analysis System. Device for measuring PM <sub>10</sub> (and PM <sub>2.5</sub> ) concentrations in real time using optical light scattering.
GAL	Gatwick Airport Limited.
m <sup>3</sup>	cubic metre.
mg	milligram (1 thousandth of a gram).
NETCEN	National Environmental Technology Centre, UK.
ng	nanogram (1 billionth of a gram).
nm	nanometre (1 billionth of a metre or 1 millionth of a millimetre)
NO <sub>2</sub>	Nitrogen Dioxide.
NO <sub>x</sub>	Oxides of Nitrogen (mainly NO and NO <sub>2</sub> expressed as NO <sub>2</sub> equivalent).
O <sub>3</sub>	Ozone.
PM	Particulate Matter.
PM <sub>10</sub>	Essentially particles under 10 µm in diameter. Officially defined as the size fraction below 10µm in aerodynamic diameter, which has a cut off point at 50% of the particles which are 10µm in aerodynamic diameter.
PM <sub>2.5</sub>	Essentially particles under 2.5 µm in diameter.
ppb	part(s) per billion.
ppm	part(s) per million.
TEOM	Tapered Element Oscillating Microbalance. (Device for measuring PM <sub>10</sub> concentrations in real time).
µg	microgram (1 millionth of a gram).
µg/m <sup>3</sup>	microgram(s) per cubic metre
µg m <sup>-3</sup>	microgram(s) per cubic metre. This scientifically is the correct form to use rather than µg/m <sup>3</sup> , though either can be used.
Ultrafines	Essentially particles under 0.1 µm or 100 nm in diameter.
µm	micrometre (1 millionth of a metre or 1 thousandth of a millimetre)
VCM	Volatile Correction Method. (used to correct PM <sub>10</sub> measurements made using a TEOM. This results in data equivalent to measurements made using the European Union's 'preferred' PM <sub>10</sub> monitoring technique).



## **GATCOM WORK PROGRAMME - July 2024**

### **1. BACKGROUND**

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

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

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

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

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

1.4 The Work Programme includes objectives which reflects GATCOM's performance monitoring oversight role as well as topic specific items such as recovery from the impact of the pandemic and what it means for Gatwick, local businesses, passengers, local communities, the environment and the wider industry; the Northern Runway project; the airspace modernisation programme; and the review of the night flights regime.

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

Agenda Item 4  
Appendix 2

It also reflects the resource available for both the GATCOM Secretariat and GAL as well as the time available within GATCOM's meeting cycles to allow an informed and constructive discussion.

1.5 The Work Programme was first approved by GATCOM on 28 April 2022. The GATCOM Steering Group reviews the Work Programme on a regular basis to ensure it remains relevant and up to date. In addition a comprehensive review of the Work Programme took place at the last GATCOM Away Day in November 2023.

**RECOMMENDATION**

That the GATCOM review the GATCOM Work Programme for 2024/25

**Monique Smart**  
**GATCOM SECRETARIAT**

## GATCOM WORK PROGRAMME 2024/25

### Airport Operations and Performance

Objective	How/Area of Focus	Indicative Date/Status
<p>1. As airport operations continue to recover, to build an understanding of Gatwick’s approach and initiatives, including revised traffic forecasts and investment plans</p>	<p><b>GATCOM:</b> (1) regular update from GAL on traffic forecasts, challenges for the airport as well as new innovations and green technology to support sustainable regional economic growth.</p> <p>(2) Seek engagement on and regular updates from GAL on the new Capital Investment Programme (CIP) including:</p> <ul style="list-style-type: none"> <li>• Updates from the Passenger Advisory Group (PAG) on its engagement with GAL on the preparation of the new Capital Investment Programme.</li> <li>• Update from the airlines representatives on key investment priorities needed at Gatwick</li> </ul>	<p><b>At every GATCOM meeting</b></p> <p><b>June 24 – Dec 24</b></p>
<p>2. To maintain dialogue with GAL on the effectiveness and performance of airport processes, facilities, and surface access choices as airport operations continue to recover from the pandemic with a focus on the associated impacts on passengers, airlines, businesses, local communities and the environment</p>	<p><b>GATCOM:</b> (1) Monitor GAL’s progress in delivering its Surface Access Strategy Targets, including establishing better linkages with the work of the Gatwick’s Transport Forum Steering Group.</p> <p>(2) Annual update on rail services and network improvements from the main train operating company and Great British Railways (formerly Network Rail), with regular review of rail access and station re-development progress being undertaken by GATCOM’s Passenger Advisory Group.</p> <p>(3) Annual overview of runway slot usage, punctuality and turn round performance.</p> <p><b>Passenger Advisory Group (PAG):</b> (4) Regular review of passenger experience and availability of facilities across the whole passenger journey from point of arrival at Gatwick to departure/onward travel including (but not limited to):</p> <ul style="list-style-type: none"> <li>• Departures process and passenger queuing times at check-in and security</li> <li>• Arrivals process and passenger queuing times at Border Control and baggage reclaim</li> <li>• Special assistance service, including establishing better linkages with the work of the Independent Gatwick Accessibility Panel (IGAP)</li> <li>• Car parking provision, the new Grid Serve forecourt and forecourt charging, including impact on driver behaviours, safety and accessibility</li> <li>• Retail, food and beverage availability</li> <li>• Seating capacity</li> <li>• Passenger communications</li> </ul> <p>(5) Seek engagement and continue to input views and monitor the progress of the North Terminal refurbishment programme</p>	<p><b>On-going</b></p> <p><b>Nov 24 – Jan 25</b></p> <p><b>Reported via NatMAG at each GATCOM</b></p> <p><b>ON-GOING at every PAG meeting</b></p>

Agenda Item 4

Appendix 2

	<p>(6) Regular performance monitoring of GAL's regulatory core service standards and passenger complaints handling processes</p> <p>(7) Seek engagement and input to GAL's wayfinding and signage review</p> <p>(8) Engage with Border Control on its Gatwick operation</p> <p>(9) Regular report to GATCOM on outcomes of PAG deliberations.</p>	
<p>3. Monitoring of GAL's environmental management performance and, where necessary and appropriate, to identify areas where additional focus may be needed</p>	<p><b>GATCOM:</b></p> <p>(1) Input to the statutory END Noise Action Plan monitoring process working through GATCOM's NATMAG Members in the first instance, review GAL's progress on delivering the actions of the existing statutory END Noise Action Plan and identify if further attention is needed.</p> <p>(2) Consider the outcomes from the Annual Air Quality Monitoring Report prepared jointly by Reigate and Banstead Borough Council and GAL and identify if further attention is needed.</p> <p>(3) Consider the results of the 2024 noise exposure contours for Gatwick</p> <p>(4) Receive regular updates to enable the monitoring of the airport's journey to achieve its net zero emissions target, including an update from GAL, Aviation Environment Federation and Sustainable Aviation on progress made nationally by the aviation industry and Gatwick's contribution to that progress.</p>	<p><b>ongoing</b></p> <p><b>June/July 24</b></p> <p><b>November 24</b></p> <p><b>November 24</b></p>
<p>4. Develop a shared understanding of Gatwick's wider role and contribution to the regional economy</p>	<p><b>GATCOM:</b></p> <p>(1) Updates on tourism and visitor economy and partnership working with GAL.</p> <p>(2) GAL update on its local procurement and local supply chain strategy, including opportunities for partnerships and initiatives to support the business sectors that supply Gatwick.</p> <p>(3) Update from business/economic interests on the importance of Gatwick acting as a catalyst for strategies to attract and retain investment in the Gatwick region including inward investment opportunities.</p> <p>(4) consideration of growth in green innovation and technology and how Gatwick and the aviation sector can be used as a catalyst for the region to become a UK centre for innovation into green technologies, with contributions on possible approaches from other organisations beyond GATCOM's membership.</p> <p>(5) continue to monitor the recruitment opportunities and the local labour market, the impact on the labour market for local businesses and seek to understand GAL's employment and skills strategy</p>	<p><b>May 24</b></p> <p><b>May 24</b></p> <p><b>January 24</b></p>

**Northern Runway DCO Process**

Objective	How/Area of Focus	Date/Status
<p>5. Build an understanding across all member organisations of the DCO process, of opportunities to input to the process and of the key impacts being addressed through the planning process</p>	<p><b>GATCOM:</b> (1) Continue dialogue with GAL on its work and timetable for progressing the DCO application and its communication strategy to wider communities.</p> <p>(2) Continue regular updates from GAL, the host authorities and the Planning Inspectorate on issues being addressed and opportunities for engagement, particularly in respect of the development of the proposed noise envelope and the construction phase mitigation measures and communication plan.</p> <p>(3) Seek to influence GAL and the host local authorities in the preparation of the Heads of Terms of the new legal agreement (S106) to ensure that matters of key concern to GATCOM are taken into account or addressed through the process.</p> <p>(4) Continue to participate in the DCO process via the Planning Inspectorate</p>	<p><b>On-going</b></p> <p><b>On-going</b></p> <p><b>July 24</b></p> <p><b>On-going</b></p>

**Airspace Modernisation**

Objective	How/Area of Focus	Date/Status
<p>7. Build an understanding of the importance of and participate in the FASI-South airspace modernisation project</p>	<p><b>GATCOM:</b> (1) Regular updates from GAL on progress on the evolving FASI-South project, interdependencies with other airports and matters to be addressed.</p> <p>(2) Help to raise public awareness of the importance of the project and of the opportunities to engage in the project.</p> <p>(3) Review implications of Heathrow's airspace proposals and respond to Heathrow consultations as and when appropriate</p> <p>(4) Consider a consultation responses in respect on a Single Design Entity delivery model for airspace change</p>	<p><b>On-going</b></p> <p><b>On-going</b></p> <p><b>July/August 2024</b></p>
<p>8. Build an understanding of the Departures Route 4 airspace change process</p>	<p><b>GATCOM:</b> (1) seek to influence GAL's communication plan for engagement on the project.</p> <p>(2) Encourage member organisations in the vicinity of Route 4 to engage in the process including participating in GAL's stakeholder workshops and the public consultation.</p>	<p><b>On-going</b></p>
<p>9. Maintain effective working partnership with Gatwick Noise Management Board (NMB) and GAL's Noise and Track Monitoring Advisory Group (NATMAG)</p>	<p><b>GATCOM:</b> (1) Participate in and contribute to the work of the NMB and NATMAG and ensure feedback mechanisms between the groups are timely and provide clarity for all stakeholders</p> <p>(2) Assist in communicating to the wider communities the work of NMB and NATMAG including the intended aims of initiatives and outcomes achieved</p>	<p><b>On-going</b></p>

## Agenda Item 4

### Appendix 2

	<p>(3) As and when appropriate, to promote the work of NMB and NATMAG with DfT, CAA and NATS to help influence their organisations' work priorities and the timely delivery of new initiatives</p> <p>(4) participate in the review of the NMB and ensure all organisations are aware of proposals and involved in review.</p>	
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### National Policy/Consultations/Guidance

<b>Objective</b>	<b>How/Area of Focus</b>	<b>Date/Status</b>
<p>10. Contribute views to the Government's Night Flights Review</p>	<p>Building on GATCOM's response to the DfT's Stage 1 consultation, participate in the Government's DfT Stage 2 consultation</p>	<p><b>May 2024</b></p>
<p>11. Continue to work with UKAACs on the DfT's survey of Airport Consultative Committees and review GATCOMs ways of working and membership</p>	<p><b>GATCOM:</b> consider and agree any changes needed to GATCOM's membership and ways of working as a result of the Away Days and/or the outcomes from the DfT's and UKACCCs surveys and future guidance for ACCs.</p>	<p><b>Nov 2023 – Nov 2024</b></p>

**GATCOM****16 July 2024****PASSENGER ADVISORY GROUP (PAG) - REPORT BY THE CHAIR OF PAG****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 There are still vacancies for volunteers on PAG, and we plan to run a recruitment exercise later in the summer. If any GATCOM members have any local friends or family who they think would like an opportunity to input into the passenger experience at Gatwick Airport, please do let me know.

1.3 As reported in the GATCOM Chairs Steering Group report, we have recently received notice from Which, the consumer organisation, that they are ceasing their association and appointments to Airport Consultative Committees, and any associated sub groups, by 30 September 2024. This was surprising news and also disappointing as Chris Larkman is a valued member of GATCOM and PAG. The issue has been raised with UKACCs and discussions on how to fill this vacancy are expected to take place initially at the GATCOM Away Day in November.

1.4 PAG met on 12 June 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. There were also a number of additional meetings attended by me and PAG colleagues including the Independent accessibility Panel (IGAP) and The Gatwick Tech Forum. PAG is grateful to GAL for the continued engagement and support.

1.5 As mentioned in my last report, PAG have been disappointed with the input and attendance of Airline representatives with PAG but following a meeting with the Airline Consultative Committee secretariat, I am hopeful this will improve.

1.6 Prior to the main PAG meeting, members received a presentation and update on the Security Regulation Change project (GEN3). We then visited the North Terminal and saw the new security lanes and scanners in operation. PAG look forward to all the lanes and scanners being operation by March 2025. We finished our morning with a tour of the North Terminal to see the recent refurbishment which includes new seating, flooring and signage.

**2. EXECUTIVE UPDATE AND OPERATIONAL PERFORMANCE**

2.1 PAG welcomed Mark Johnston, London Gatwick's new Chief Operating Officer, who attended the PAG meeting to introduce himself. PAG look forward to building a good relationship with Mark. Stewart Wingate also attended PAG and provided the executive update on issues and projects since the last meeting of PAG.

2.2 GAL continues to meet its Core Service Standards (CSS) with 100% pass rate so far in 2024.

## Agenda Item 5

2.3 Special Assistance continues to perform well. PAG are pleased that the contract for the provision of the Special Assistance Service at London Gatwick, has now been awarded to Wilson James to continue the service. Higher levels of usage of this service were reported based on comparable data from this time last year and this is across all airlines.

2.4 PAG were reassured that work continues with NATs to ensure that resilience in the ATC Tower is strong ahead of and into the busy summer period.

2.5 PAG received an update on project plans into 2024 including the continuation of new passenger seating in both terminals. The scaffolding in the check-in area of South Terminal, that had been in place for ceiling repairs, has been removed. Water refill points have increased to 20 across both terminals. GAL have also shared plans regarding the South Terminal Refurbishment project and PAG are looking forward to contributing as part of the design phase.

2.6 PAG did note that cleanliness scores, although still within the standards, had dropped slightly. GAL confirmed this was being monitored on a weekly basis.

2.7 PAG also raised concern about the cleanliness and the general maintenance of car parks. GAL confirmed there was a programme of works planned for car parks and that an update would be provided at the next meeting. On the same subject of car parks PAG has concerns about the new car park 7 and the fact it has been designed to be trolley free. PAG have asked for confirmation that this meets accessibility guidelines. GAL agreed to come back to PAG on this issue.

2.8 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 that enquires and feedback were back to a healthy position with 73% of customers being satisfied with responses. In Quarter 2 of 2024 there were 83,522 contacts from customers with 64% of those being via self service and 89% of those contacts being about a paid service. This is an increase of 23% compared to contacts this time in 2023. However, GAL explained this is a similar trend across all airports.

3.2 PAG have agreed to work with GAL on a project to try and close the loop on recurring themes of complaints to try and reduce the number of reoccurring complaints.

3.3 The Customer Services working group reviewed a number of cases from Q1 2024 and provided some feedback to GAL. No referrals to GATCOM had been received since the last PAG meeting.

### **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**

# CEO REPORT FOR GATCOM

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April – June 2024

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Gatwick Airport Limited  
Stewart Wingate, CEO



LONDON GATWICK

POWERED BY VINCI AIRPORTS | GLOBAL INFRASTRUCTURE PARTNERS

# Airport & Operations

This summer passengers will have the choice of **223 destinations from 56 airlines** at London Gatwick with 14 new services launching ahead of the UK school summer holidays.

London Gatwick's new **Director of Communications and External Affairs**, Sam Fulton joined London Gatwick's executive team in June. Her focus is on the airport's strategic communications direction, community outreach and external affairs as well as airspace. Sam joins the airport with a wealth of leadership experience with previous Director roles at organisations including Apple, Unilever and McDonald's.

**Belén Llamas** joined London Gatwick as General Counsel and Company Secretary in May. She will lead on compliance and regulation and be responsible for the airport's legal department, supporting across the business including key projects such as the Northern Runway Project. Belén joins us from Cambodia Airports – part of the Vinci Airports network - and has worked for Vinci for the past 10 years.

Located outside the North Terminal the new Emirates Drop Off Zone has been upgraded and is a premium chauffeur drop off area for Emirates passengers.

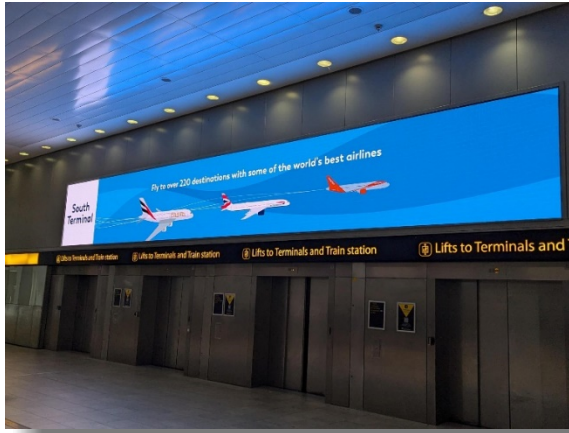
Following a competitive tender last year, four **car rental operators** were successful in their bids to be official car rental partners at London Gatwick. The completion of the Gatwick Station Project has enabled the South Terminal 'ready and return' spaces to be relocated from the multi-storey car parks to the reinstated car rental car park, co-located with the South Terminal car rental building and operator desks. The transition is now complete, improving the passenger experience and enabling operational efficiencies. The operators have also taken this opportunity to refit their desks, creating a more modern feel to the building.

As part of our ongoing work with the **Community Transport Stakeholder Group (CTSG)**, London Gatwick installed new signage in Povey Cross Road aimed at informing taxi and PHV drivers about the parking restrictions on the road and encouraging them to use the on-airport waiting facility rather than local roads. The signs were developed in collaboration with the members of the CTSG, who are representatives of the community, and with Surrey County Council's parking enforcement team. The impact of the signs is being monitored and the team continues to work with the local authorities to address residents' concerns.

The Surface Access team met with Kent County Council to discuss opportunities for the reinstatement of direct services to the county via Tonbridge, following the publication of **Network Rail's strategic advice** earlier this year. London Gatwick remains committed to working with industry partners and local authorities to encourage the reintroduction of services at the earliest opportunity and wrote in support of a recent bid for Transport for the South East funding to enable Network Rail to continue their development work.

The team also visited **Great Western Railway's** (GWR) ongoing trial of a battery-powered train on the branch line between West Ealing and Guildford. The train runs entirely on battery power, charging at the end of the 5-

mile round-trip for around 3.5 minutes. The trial aims to test this new technology to assess its potential application for future rolling stock, which could enable GWR to transition its remaining diesel fleet to electric trains. The train exceeded expectations earlier this year when it set a new UK distance record on a single charge, travelling 86 miles. The North Downs Line may be a potential use case for this technology, which would benefit the Gatwick to Reading service if these trains are rolled out in the future.



London Gatwick has embarked on a journey to improve **brand experience** for customers and research shows that first impressions are critical in setting the brand tone prior to customers' experience of the terminal offer. The airport has therefore invested in 5 new digital screens at key points of entry to the airport to create a wow factor which welcomes customers. This includes two new welcome screens installed in South Terminal concourses.

Recently both the Security and Aerodrome teams went through their annual Civil Aviation Authority (CAA) audits. Safety and security are central to everything we do at the airport and these audits ensure that we are compliant with the overall safety of the airfield and security of our operations. During their forensic approach of over 350 aspects of the security operation, the CAA noted our positive and engaging security culture.

There has been widespread interest on the national roll out of the new equipment to support **Next Generation Security Checkpoints**, with many airports being at different stages of implementation. The Department for Transport has temporarily reintroduced restrictions limiting passengers to carrying liquids of no more than 100ml in their hand luggage. This has no impact to passengers and our advice remains the same that passengers should prepare for security as normal by removing both liquid and electrical items from their hand luggage at the security check point and ensuring they carry liquids, creams, pastes and gels in containers no larger than 100ml.

NATS who operate the London Gatwick **air traffic control tower** have successfully increased the number of air traffic controllers over recent months. NATS have given assurance that there will be the required resources to deliver this year's busy summer schedules for our airlines and passengers. NATS are confident in their people and systems and have improved staffing capacity and resilience and have more controllers this summer than last.

The well-known brand **PizzaExpress** has made its airport debut with the opening of a franchise partnership store with Airport Retail Enterprises in London Gatwick's South Terminal. It is the only PizzaExpress in the UK serving a breakfast menu, alongside its traditional pizzas and classic Italian dishes.

After only opening in December of last year **Brewdog** has been named Airport Bar or Pub of the Year in the [Moodie Davitt Hospitality Awards](#).

We welcomed more than 180 VINCI Concessions senior leaders to tour our facilities, including taking in views from the Pier 6 roof for the **VINCI annual global leadership conference**. Stewart Wingate and VINCI

## Agenda Item 6

Concessions CEO Nicolas Notebaert took the opportunity to officially open the newly refurbished North Terminal departure lounge during the tour.

# Investment & Growth

The **North Terminal Departure Lounge** refurbishment has reached completion of the first phase of transformation. The works have focused on modernising and enhancing the environment, with differentiation in seating zones, giving passengers more choice on how they use and enjoy the lounge.



The scaffolding in the **South Terminal check-in areas** has been removed revealing the updated ceiling (strengthened to support the 65-year-old building) and energy efficient LED lighting. This project also improves the interface with the new train station concourse, which thousands of passengers pass through daily (Approximately 40% of our departing passengers enter through this area).

Construction of the new **multi storey carpark (MSCP 7)** adjacent to North Terminal is progressing well and the completion of the final structural bay was completed last month.

London Gatwick has been busy trialling multiple **innovative technologies** across the airport over the past few months. One major project involves investment in new technology on the airfield to improve aircraft turn processes. This involves multiple innovations to make two aircraft stands “smart” in partnership with carefully selected suppliers, to create the ability of managing aircraft turns from a central control room. Technology includes remote jet-bridge operation, computer vision and AI for capturing turn events and foreign object detection. This is an ambitious innovation project that aims to improve consistency, passenger experience and turn operations. Trials with selected airlines and ground handlers have started and will continue throughout the year.

Inside the Terminals, we have been trialling new innovations aimed at improving passenger experience. One example is autonomous wheelchairs. These state-of-the-art wheelchairs are fitted with the latest sensors and guidance systems to transport passengers around the terminal autonomously, making it easier for passengers with restricted mobility to navigate around the airport. We have been testing how the technology can cope with a busy airport environment by trialling with volunteers in the South Terminal departure lounge, and capturing feedback on how passengers found the experience.



Another recent innovation project can be seen as passengers pass through the South Terminal arrivals, where they are greeted by Luna, a state-of-the-art hologram, and the latest addition to our security team. Luna's primary role is to assist passengers by reminding them not to forget their luggage before they proceed landside, enhancing the overall travel experience.

What sets Luna apart is her advanced technology, which allows for a seamless two-way interaction with a lifelike digital avatar. Customers can engage with Luna as if she were a real person, receiving personalised reminders and assistance.

The **Northern Runway Project** continues to progress through the Examination stage. Public Hearings were held from 30 April to 2 May, focusing on environmental matters (including an open floor hearing for members of the public) and from 17 to 19 June where topics included surface access commitments, car parking, noise, ecology and the Order itself. We continue to engage with stakeholders to address written representations, update Statements of Common Ground, and respond to the examination deadlines as required by the planning process. We have also continued to progress the s106 Agreement with the relevant local planning authorities. A final round of hearings will take place at the end of July and then Examination will close on 27 August. The Development Consent Order then moves into the 'determination' period, where the Inspectors have 3 months to prepare their report and submit this to the Secretary of State for Transport, who then has 3 months to review and make a decision.

## Airlines and Routes

Since its first flight from London Gatwick to Geneva in 1999, **easyJet** has now flown 250 million passengers to and from London Gatwick. easyJet celebrated this milestone by surprising two of their passengers with the gift of free return flights.

In May **WestJet** introduced two new routes to Eastern Canada. Services to St. Johns and Halifax will operate throughout the summer season.

**Chinese routes** are a priority market and one that continues to grow at London Gatwick. Capacity is up 250% since 2019, with all three of China's biggest carriers now operating to all major hubs.

On 20<sup>th</sup> June London Gatwick welcomed **China Southern's** new three times weekly Guangzhou service. Initially a summer only flight, China Southern expects to add additional frequencies during peak winter periods such as Christmas and Chinese New Year but see the route as a year-round option from Summer 2025. China Global

## Agenda Item 6

Television Network (CGTN) came to the airport in line with the new China Southern Guangzhou service last month, with the aim of strengthening awareness of London Gatwick among Chinese audiences and supporting future route expansion across Asian markets.

**China Eastern** doubled its services to Shanghai, by introducing a second daily service to PVG airport and

**Air China** commenced its new daily Beijing service to the city's Capital Airport.



Chief Commercial Officer Jonathan Pollard together with the Head of Aviation Development and Senior Airline Business Development Manager visited China to meet with their airlines. Visits like these are invaluable in securing current business and obtaining new ones.

22<sup>nd</sup> June saw **Singapore Airlines** commence its Singapore route. Singapore Airlines will operate five times weekly, with plans to growth to daily during winter 2025.

**Air India** have announced that they will start five times weekly flights to Bangalore. The flights to India's 'Silicon Valley' will commence on 18<sup>th</sup> August.

The first week of June was a busy one for new airlines and routes. ITA Airways launched daily Rome flights. Atlantic Airways started its service to the Faroe Islands, as well as flights to the Azores by SATA Azores. Fly Erbil's (UR Airlines) new weekly service to Erbil, Iraq, started on the 14th June.

Other new short-haul routes include Gothenburg (Sweden), Varna (Bulgaria) and Salerno (Italy).

## Sustainability

London Gatwick has retained our **Airport Carbon Accreditation (ACA) Level 4+** membership for the second year. The scheme is the only institutionally endorsed, global carbon management certification programme for airports. ACA independently assesses and recognises the efforts of airports to manage and reduce their carbon emissions through seven levels of certification. To renew our membership this year, London Gatwick demonstrated the calculation and verification of our 2023 carbon footprint and provided evidence of purchasing the necessary offsets to retain the certification for another year. Details of our 2023 carbon footprint and our offsets can be found in the [2023 Performance Summary](#).

On 16<sup>th</sup> April we held a **parliamentary reception** to celebrate progress of our Decade of Change sustainability strategy and to promote our ambitions more widely. The event was hosted by local MP Henry Smith and

attended by the Aviation Minister, Anthony Browne MP. London Gatwick staff and apprentices joined them to celebrate the achievements set out in our latest performance summary.

The **VINCI Environment Awards** are an annual event hosted by our majority shareholders VINCI. All VINCI entities are encouraged to submit entries to the awards. This year, London Gatwick submitted an entry for each of the award categories: Act for the Climate, Optimise Resources through Circular Economy, and Preserve Natural Environments. Out of nearly 70 submissions in the UK Region, we are thrilled that all three entries have been shortlisted for the UK Regional Awards.

A Net Zero roadmap has been provided to the Airports Council International (ACI). The roadmap provides an indicative trajectory for carbon emissions on the way to our 2030 target and can be found on the [ACI website](#).

As part of our **sustainability engagement strategy**, we have developed a programme of lunch and learns for our employees. The programme launched with an introduction to our carbon offsetting strategy, hosted by consultants EcoAct. In May we ran an introduction to all things Biodiversity, hosted by our Senior Ecologist, to coincide with No Mow May. Most recently, Net Zero accelerators Giki Zero presented on the subject of a Digital Carbon Footprint. Colleagues were encouraged to tackle the issue of superfluous cloud storage use at a departmental level via their Business Unit Sustainability Action Plans (BUSAPs). The lunch and learns provide colleagues with an opportunity to engage with sustainability subjects that interest them.

In terms of the wider aviation industry, the Depart for Transport has announced details of the **UK SAF (sustainable aviation fuels)** mandate which will come into force from 1 January 2025. The mandate requires that 10% of total jet fuel supplied in the UK must be SAF by 2030. The obligation is on fuel suppliers and as such does not have a direct impact on GAL. However, Gatwick is developing a programme to accelerate the take-up of SAF including exploring measures to support increased SAF supply in south-east England, passenger engagement to increase awareness of SAF and measures to engage with airlines.

London Gatwick has received the **Wildlife Trust's Biodiversity Benchmark Award** for 2024, making this our 10<sup>th</sup> anniversary of retaining the award. The Biodiversity Benchmark award demonstrates our continued enhancement to biodiversity. London Gatwick manages over 75 ha of land including woodland, scrub, grasslands and wetland with the help of our partners Gatwick Greenspace Partnership (GGP). Last year GGP supported 60 conservation volunteering days and 41 education events within Gatwick's Biodiversity Areas. Each year around 25 different ecology surveys are undertaken by our local, specialist surveyors and our data is collated by our partners Sussex Biodiversity Record Centre. As of writing 3,120 species have been recorded in and around Gatwick's Biodiversity areas, which include 78 species listed on section 41 of the Natural Environment and Rural Communities (NERC) Act 2006, which lists many of England's rarest and most threatened species. For further information on the survey results the 2023 report can be viewed here: [Abridged Version Annual Biodiversity Report 2023.pdf \(gatwickairport.com\)](#)

## 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 consultation and decision to proceed on is now expected by the end of the year. Preparatory work by London Gatwick, including data collection, interaction assessments and development of full system options has been completed and submitted to the Airspace Change Organising Group (ACOG).

Jointly with NATS and ACOG, London Gatwick has put forward a proposal for initial deployment of the FASI route structures to the south of the airport, called London Airspace South. Following the ACOG-led public engagement exercise in early 2024, the CAA had aimed to submit Iteration 3 of the UK Airspace Change Masterplan for Secretary of State review in June 2024. However, following the announcement of the General Election, the CAA will now aim to issue a 'minded to' position by mid-2024, ahead of formal submission to

Government later in the year. This will allow it to review Stage 3 submissions in the context of the revised Masterplan. When the Government is formed, Ministers will be consulted formally in good time ahead of the Stage 3 Airspace Change Process Gateway currently scheduled for January 2025.

In relation to the **Noise Management Board (NMB) Review** the second NMB touchpoint meeting was held on 12<sup>th</sup> June, where the NMB Review core documents, that included organisation and ways of working, were discussed with community members. Members have now been asked to provide their feedback ahead of finalising these documents. A Community Concerns workshop is being held in August, that will help to shape the new NMB Work Programme.

The **Reduced Night Noise trial** is in its final month, with data being collected and analysed progressively throughout the period of the trial. Following the completion of the trial, a final report will be issued and a briefing scheduled. 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 9 May 2024. Topics discussed included an update on the status of the Round 4 Noise Action Plan (2024-28) which will be published in draft following DEFRA advice, pending formal adoption by the Secretary of State. A Route 4 track keeping version of the Airline Noise Performance Table was presented and agreed for the purposes of internal monitoring and to allow analysis on trends. The DfT gave an update on the Aviation Night Noise Effects (ANNE) Study and the Aviation Noise Attitudes Survey (ANAS), both of which are expected to publish initial results in 2025. Members were asked to submit their responses to the Night Flight Regime Consultation (closed 22 May). The NMB update included the Reduced Night Noise trial and progress on the Fair and Equitable Distribution (FED) project. Airspace updates included progress on the FASI-S and Route 4 airspace changes.

## Noise Quarterly Performance Data

Parameter	Quarterly Performance	
	Q2 2024	Q1 2024
Track keeping conformance (% on track)	90.18%	91.28%
Core Night CDO (% achievement)	90.70%	87.30%
Day/Shoulder CDO (% achievement)	89.48%	89.33%
24 Hour CDO (% achievement)	89.59%	89.24%
1000ft Infringements (No.)	1	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 (%)	71/29	78/22

- The 1000ft infringement is currently under investigation. As it was a leased operation, the airline is waiting to hear back from the operating company.

## Community

Community groups across Sussex, Surrey and Kent received a share of nearly £100,000 from the first round of this year's **London Gatwick Foundation Fund**. Seventeen projects across the local region benefitted from this financial boost.

A group of 28 London Gatwick colleagues, including Stewart Wingate, successfully completed a three-**day charity bike ride**. Their remarkable efforts raised over £37,000 for our charity partners, including SASH Charity, Air Ambulance Charity Kent Surrey Sussex (KSS), and Gatwick TravelCare. The team cycled over 300km, starting from Gatwick, crossing the English Channel, and finishing at the VINCI headquarters in Paris, passing some iconic landmarks along the way.

Almost two thousand people took part in **Run Gatwick**, a unique 10K event in partnership with London Gatwick which took runners closer to a live airfield than any other running event in the UK, with the route travelling along Perimeter Road South, adjacent to London Gatwick's main runway.

London Gatwick once again sponsored **STEM in the Park** an annual free event in Crawley that welcomed over 4,000 people, all eager to enjoy a day celebrating Science, Technology, Engineering, and Maths (STEM). The aim of STEM In The Park is to engage all ages in STEM activities by utilising teamwork, creativity, and, most importantly, having fun while learning. The event was supported by employers from various STEM industries, as well as local businesses and organisations, offering over 65 different STEM experiences. The event was further bolstered by many STEM Ambassadors, who assisted in various roles throughout the day. Over 30 exhibitors supported the event, including London Gatwick's engineering team.

## Agenda Item 6

On 31st May, we welcomed members of the **Spinal Injuries Association** for an accessibility morning at the airport to experience the passenger journey from check-in to plane. The event was to assist their expectations when they travel through Gatwick in the future. As well as check-in and security, visitors had a demonstration of passenger hoists from Wilson James colleagues, as well as a visit to an aircraft.

We extended our **Discover Gatwick programme of engagement** to local authority councillors across Sussex, Surrey and Kent and hosted 55 representatives across three evening events. Once again, we welcomed the opportunity to connect with community representatives and understand the key areas of interest.



London Gatwick's **STEM Centre** has been visited by more than 2,000 students since it opened in October. Students from local schools, prospective employees and apprentices have all attended various events. The STEM centre helps those in our local region to learn skills related to science, technology, engineering and maths, areas which are crucial to the running of an airport.

With the recent launch of London Gatwick's TikTok, we produced a **Careers Live broadcast** focused on roles and careers in marketing. This was the most popular of our broadcasts to date with a total of 12,841 live views. In the same quarter, the Accessibility and Passenger Operations broadcast achieved our second highest live views of 12,000.

This year has been a first for London Gatwick as we have delivered two **Dare to Dream mentor programmes** during one academic year, with the whole of the Yr 9 cohort at each partner school (The Gatwick School and Thomas Bennett Community College) benefitting from three motivational and inspiring assemblies. Ten of our Gatwick colleagues mentored 15 students at each school.

Colleagues from across the business continue to support a range of **career events and fairs**. Highlights include four Airport Security Officers giving 270 students at the **Oriel School** in Crawley feedback on their elevator pitches to help develop their communication skills and confidence. Two London Gatwick graduates spent the afternoon at **Collyer's in Horsham** (Business and Arts Futures Fair) talking to 600 students about the graduate placement scheme, internships and the diverse roles available at the airport.

## Local Economy

An **Economic Growth Charter** between London Gatwick and the London Borough of Croydon was signed by Mayor Perry and Stewart Wingate in April. The purpose of the new charter is to help drive future economic growth, boost skills and create new jobs for Croydon's residents. The framework for cooperation supports collaboration across five key areas – economic prosperity, job creation, supply chain opportunities, inward investment and apprenticeship and graduate programmes.

In April, London Gatwick officially joined the **Sussex Six Campaign**, pledging to increase local produce on shelves and menus across the airport. The first four new products – a range of Ridgeview wines – are now available for passengers to purchase from World Duty Free stores. In June, the airport hosted local producer Loxwood Meadworks in the North Terminal International Departure Lounge for demonstrations of their Honey Wine paired with the local produce available at Juniper & Co Bar and Kitchen, including Sussex Charmer cheese. The Sussex Six Campaign is organised by Natural Partnerships CIC with support from Horsham District Council and the UK Government’s UK Shared Prosperity Fund.



London Gatwick led the Invest Gatwick Diamond delegation at the **UK Real Estate Investment and Infrastructure Forum** in Leeds in May, promoting our region to investors for the first time. The event was attended by over 13,000 investors and developers from across the globe, and as part of the region’s representation the airport sponsored a panel discussion exploring the benefits of Airport Economic Zones.

The Invest Gatwick Diamond private and public sector partners included Gatwick Diamond Initiative, Invest Crawley, Horsham District Council, Invest West Kent, East Surrey (represented by Reigate and Banstead Borough Council), Croydon Council, Develop Croydon Forum, SHW, Birketts and Oander.

A working lunch for 50 economic stakeholders was hosted at Ridgeview Wine Estate in June to gather insights and ideas to help shape the forthcoming 2024 **London Gatwick Economic Summit**, and Baroness Ford hosted a working lunch at Gatwick with members of the Gateway Gatwick partnership of regional tourism representatives.

We published our analysis of the **local economic impact of Gatwick** in 2023, demonstrating that the majority of economic benefit was generated in the six authority areas of West Sussex, Surrey, Kent, Croydon, Brighton and Hove, and East Sussex. London Gatwick generated a total of £5.5 billion for the UK economy and supported over 76,000 jobs in 2023 – close to pre-pandemic levels.

**Economic engagement** continued with regional and national stakeholders, and we participated in a range of events including Manor Royal Business Improvement District’s Know Your Neighbour event, the Develop Croydon Investor Tour, London Chamber of Commerce and Industry’s “Aviation’s Economic Importance to London and the UK’s Economy: Working with and for Aviation” panel, and London Gatwick supported the Sussex Chamber Business Awards 2024 as reception drink sponsor.

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# Gatwick Airport Noise Management Board

## Workplan Implementation Report

Transition Period  
June 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	Status Key	
Procedural changes	1. Reduced night flight noise		Complete or achieved	
	2. Landing gear deployment		In progress <sup>1</sup>	
	3. New departure noise limits & fines		Ongoing <sup>2</sup>	
	4. Improve departure continuous climb		Paused	
	5. Review of noise abatement procedure for the Instrument Landing System (ILS) minimum joining point during the night		Stopped/Not started	
Procedural influences	6. Implement Airline Noise Table		<sup>1</sup> In progress - An activity that is actively being progressed, and hasn't yet been implemented.	
	7. Deliver & incentivise Low Noise Arrivals Metric		<sup>2</sup> Ongoing - An activity that has been implemented and is carried out as a matter of routine.	
	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			





# 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																
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														
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. The LNAM monitoring group has build a Power BI dashboard from which to collate and analyse the data. It is hoped that the dashboard will be ready in time to provide a demonstration at the Airspace & Noise Annual Public Meeting this year, with reports being issued thereafter.

# 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

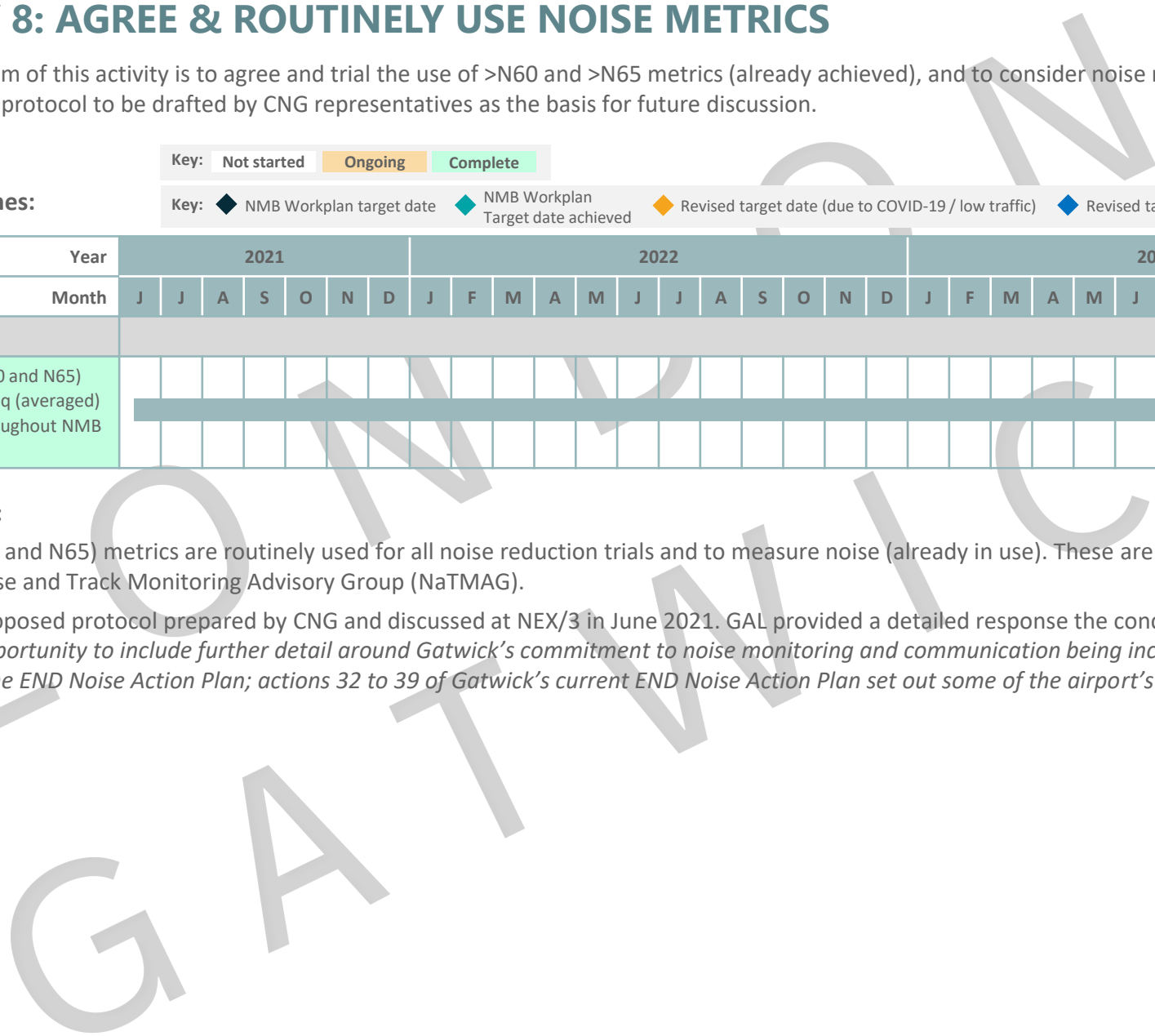
### Project milestones:

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

**Progress update:**

- **Latest:** Final report is now complete and in review. The report will be issued into a CAP by the CAA once review is complete, and a briefing will be scheduled.



# 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															
	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
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.
- Following the July briefing to the SASIG (Strategic Aviation Special Interest Group) the participants acknowledged the LUP issues raised and their 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.
- **Latest:** A seminar is being planned by SASIG. Once details have been provided, London Gatwick will ensure its stakeholders are made aware.

# 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

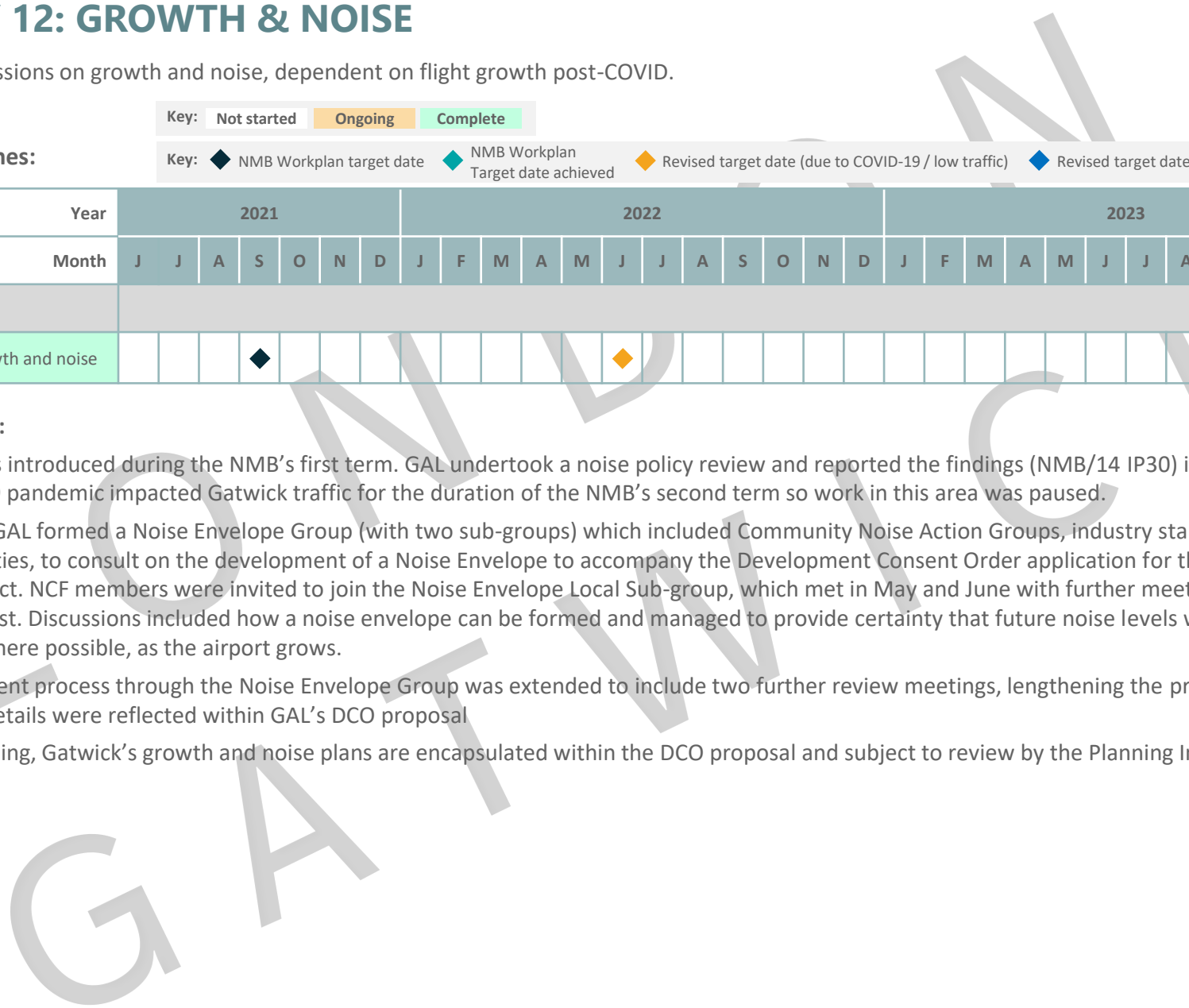
**Project milestones:**

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																
	J	J	A	S	O	N	D	J	F	M	A	M	J	J	A	S	O	N	D	J	F	M	A	M	J	J	A	S	O	N	D
Project milestones																															
Review airport growth and noise				◆									◆																		

**Progress update:**

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



## **GATCOM**

**July 2024**

### **NaTMAG - SUMMARY OF ISSUES DISCUSSED**

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

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

1.1 The last meeting of NaTMAG took place on 9 May 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:

- Odour reporting is now under the remit of the GAL Sustainability Team.
- ANNE (Aviation Night Noise Effects Study) reporting will be provided in 2025.

##### **2. Membership Update**

2.1 There is still one GATCOM local authority vacancy on NaTMAG and if any GATCOM local authority 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. NAP Round 4 Update**

3.1 Both GAL and GATCOM have approached DEFRA for an update on the NAP Round 4 adoption. GAL have since received guidance from DEFRA that SoS adoption of the NAP will be disrupted by the general election. The Environmental Noise Regulations allow for airports to publish their NAPs (suitably caveated) ahead of formal adoption. It has therefore been agreed that GAL will begin working on the actions of the Round 4 NAP and publish the unadopted version on the Gatwick website.

##### **4. Airspace Office Quarterly Report (Q4 2023)**

4.1 The airport's flight operations performance over Q1 2024 was considered, and the complaints analysis reviewed. The quarterly reports are available on [GAL's website](#). In summary:

- Traffic movements increased by 6% in Q1 2024 vs Q1 2023. This reflects 86% of Q1 2019. It was noted that the Easter holidays occurred in Q1 in 2024, whereas they fell in Q2 in 2023.
- CDO (Continuous Descent Operations) performance declined by 0.56% in Q1 2024 versus Q1 2023. It was explained that CDO performance in February 2024 during easterly operations was unusually lower than during westerly operations due to strong gusting winds.
- Track Keeping conformance reduced by 7% in Q1 2024 vs Q1 2023. It was explained that the previous Route 4 NPR was used to measure Route 4 conformance in Q1 2023, with the introduction of the revised Route 4 NPR in Q2 2023.
- Movements increased for all three months in Q1 2024 compared to 2023, with most movements in Q1 operating in a westerly direction (86%).

## Agenda Item 12

- 5% increase in NEO (New Engine Option) and MAX aircraft and a decrease in CEO (Current Engine Option) which is positive news as airlines are switching to newer, quieter and greener aircraft.
- Northern Runway operations decreased in Q1, mainly due to the completion of the RET (Rapid Exit Taxiway) works. It was noted that the RET has had a positive impact by reducing the number of go-arounds caused by runway occupancies.
- All routes, except Route 4 and Route 9, had a conformance of over 99%. An increase in movements in March, saw a similar decrease in conformance in 2023. Route 9 saw nine departures in Q1 2024 with a conformance of 98%. Route 4 conformance was 72.2% in Q1 2024.
- No noise infringements in Q1 2024.
- Crawley overflights for arrivals in Q1 2024 were mainly weather-related.
- Horley overflight – 83% (30) were due to ATC vectoring with the remaining 17% (6) weather-related. Members showed concern over the number of flights being vectored over Horley. NATS explained that aircraft could be vectored by ATC at the request of crew to avoid weather. After the departure turn on Route 4, ATC can keep aircraft on the SID at the maximum altitude of 4,000 feet AMSL and overfly countryside to avoid Horley, but this would have a greater noise impact than issuing continuous climb instructions to 10,000 feet AMSL and continuing a vectored heading. It was further explained that the number of flights over Horley attributes to less than 1% of the total departures utilising Route 4. It was also mentioned that there is a slight difference with how Horley is depicted on NATS radar versus the NTK system. It was noted that most of the infringements are marginal as they are on the boundary of Horley.
- Increased number of go-arounds in Q1 2024 compared to 2023, especially in the first two months. Total number of go-arounds remains low at 0.7% in comparison to the number of movements, with the majority being due to an occupied runway. Members questioned why some go-arounds are categorised as “other”. Due to the manual nature of how go-around reasons are recorded by the ATCOs (Air Traffic Controllers), if one is identified as missing once the Airspace Office have performed their reconciliation against the NTK system, then usually the reason for this go-around is not known due to the amount of time that has passed.
- Members questioned the number of go-arounds over Crawley. All go-arounds will fly over Crawley as pilots perform the standard go-around procedure. This involves a fly straight ahead and turn to the south at 1nm or 2,000ft (whichever comes first), before climbing to 3,000ft, ready to be re-entered into the approach sequencing by ATC. This occurs on both easterly and westerly runway directions.
- Members raised concern about the number of airlines in the ‘red’ for CDO, and the question about how the ‘red’ airlines are performing for CDO at other UK airports. NATS commented that comparing CDO performance across airports is not a like for like comparison, for reasons such as topography.
- Members also showed concern that some of the poorer performers are long-term airlines at Gatwick. The Airspace Office regularly meet with airlines to discuss Noise Abatement Procedures, and to provide feedback on how they are performing on different metrics, to include CDO. The most common feedback the Airspace Office receives from airlines about poor CDO performance is pilots being unfamiliar with the Gatwick airspace. Some pilots may only fly to Gatwick once or twice in a 6-month period.
- Members agreed that pilot unfamiliarity should not be an excuse for poor CDO performance as crews should receive operator briefing packs that include the local noise abatement procedures. A question was asked about whether chart providers include information on noise abatement procedures. EasyJet agreed to speak with their chart provider to find out more information.
- There was an increase in complaints received month on month in Q1 2024 corresponding to the increase in traffic movements. February saw a broader

distribution of complaints, particularly from residents beneath Route 4 and to the east along the ILS path during a prolonged period of westerly operations.

- Areas with most complaints recorded in Q1 2024 were Tonbridge, Broadbridge Heath, Tunbridge Wells and Bexhill. It was explained that complaints received from Broadbridge Heath and Bexhill are from two individuals.
- Engine test numbers stayed within the Section 106 limit of a maximum 250 in a 6-month period. In January, the frequency of tests, and the total minutes, reached their peak as the reduced winter schedule allowed airlines greater opportunity to conduct maintenance.
- Relatively low usage of unmodified FOPP (Fuel Over Pressure Protector) A320s. Members asked whether GAL gives any indication to airlines about the aircraft they can operate. Whilst GAL do not prevent the use of unmodified aircraft, the charge imposed for using them is generally enough to deter and to limit the usage.
- Gatwick also provided NaTMAG with a demonstration of the new Route 4 Airline Noise Performance Table (ANPT) which looks at Route 4 in isolation. This ANPT will be used internally by the Airspace Office to perform analysis and identify any trends.

## **5. Other meetings and issues**

5.1 The DfT provided the following updates:

- The ANNE (Aviation Night Noise Effects) study will carry on throughout 2024 at which point provisional results will be expected. Final results expected in 2025.
- A review of the NAP (Noise Action Plan) process with the CAA will be taking place later this year.
- New workstream for better reporting of noise for airports – a dashboard is in development to help create national noise reporting.
- Aviation Noise Attitudes Survey (ANAS) reporting expected in 2025.

5.2 The following updates on the NMB were provided:

- Reduced Night Noise (RNN) Trial is ongoing. No trends identified at this time, so more data is required. easyJet and NATS both stated that they are fully supportive of the trial.
- Members expressed concern that the participation in the trial is quite low and is there anything that can be done to increase participation. Reasons for this were discussed and explained that the trial project team have increased levels of engagement with airlines pertinent to the trial and with ATC, and participation has been improving.
- The FED report has been delayed, and it was expressed that communities will be hugely disappointed if not included in FASI-S. It was mentioned that a letter has already been sent to the CAA by the second term NMB Executive Board Chair. GAL agreed that they would also be disappointed if the findings are not included in FASI-S.

5.3 It was confirmed that the Airspace Office no longer have oversight of odour reporting, and that this is now under the remit of the GALS Sustainability Team. It was also confirmed that odour complaints are now being handled by Customer Services. Members asked which steering group would oversee the odour reporting and it was agreed this would be confirmed at the next meeting of NaTMAG.

## Agenda Item 12

5.4 On 6 June the Lead Member for Noise also attended a meeting of Flight Operations Performance and Safety Committee (FLOPSC).

### **6. Next Meeting**

6.1 The next NaTMAG meeting is scheduled for 1 August 2024.

6.2 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**