

Minutes of the meeting of the Gatwick Airport Consultative Committee (GATCOM) held on 21 November 2024.

Present:	
Tom Crowley	Chairman
Cllr Alan Jones	Burstow Parish 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 Richard Biggs	Reigate and Banstead Borough Council
Cllr Nicholas White	Tandridge District Council
Peter Barclay	Environmental and Amenity Groups
Cara Mulholland	Chair, NMB Community Assembly
Stuart Pick	London Chamber
Samantha Williams	Passenger Advisory Group
Cllr Steve Waight	West Sussex County Council
Angie Hills	ABTA
Cllr Bob Bowdler	East Sussex County Council
Cllr Ian Gibson	Mid Sussex District Council
Jo Rettie	Airline Operators Committee
Ana Christie	Sussex Chamber of Commerce

Also in attendance:	
Stewart Wingate	Chief Executive Officer, GAL
Tim Norwood	Chief Planning Officer, GAL
Sam Fulton	Director of Communications and External Affairs, GAL
Alison Addy	Head of External Engagement & Policy, GAL
Andy Sinclair	Head of Noise & Airspace Strategy, GAL
Monique Smart	GATCOM Secretariat
Graham Lake	GATCOM Technical Advisor

1. Apologies for absence were received from:

Cllr Margaret Cooksey (Mole Valley District Council), Jonathan Drew (Chair NMOB), Cllr Chris Phillips (Mid Sussex District Council), Ed Winter (GACC).

2. Minutes Of The Last Meeting

2.1 Resolved: That the minutes of the meeting of GATCOM held on 16 July 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 10 October 2024.

3.2 The consultations responded to since the last GATCOM were noted.

3.3 The Chair reminded members that the GATCOM Away Day was taking place next week and the final programme for that had been circulated this week.

3.4 GATCOM agreed the following recommendation from the Steering Group:

- 1) Contribute to discussions and submit comments for GATCOM to respond to the CAA consultation on the future Aviation Environmental Review (AER).
- 2) Contribute to discussions and submit comments for GATCOM to respond to the CAA consultation on Airspace Modernisation: A proposed UK Airspace Design Service.

4. Passenger Advisory Group

4.1 The Chair of PAG, Samantha Williams, introduced the report (copies attached to the signed minutes) of the last PAG meeting that took place on 19 September 2024 and activities during the last quarter.

4.2 Samantha was delighted to report that PAG had successfully recruited three new members. Firstly, Chris Larkman would be moving from the Which representative to a full independent member of PAG. The other two new members are currently going through the induction process.

4.3 PAG continue to work closely with GAL and IGAP around Special Assistance and with GAL in relation to the Capital Investment Programme, as well as security, terminal refurbishment and expansions.

4.4 GATCOM noted:

- 1) the work of PAG and its engagement with GAL as the 'critical friend' and support its role as advocate on behalf of passengers.
- 2) 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 resolution.

5. Chief Executive Officer's Report

5.1 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). The key points to note are:

- Stewart thanked PAG for all the work and support they provide to GAL.
- As outlined in GALs half year results 19.9 million passengers travelled through the airport in the first half of 2024, an increase of 7.7% compared to the same period in 2023 and 90% compared to 2019 passenger numbers. It is expected that the 2024 total number of passengers will be around 43 million.
- A number of new routes have been added including an announcement at yesterday's Economic Summit that Singapore Airlines will be increasing to daily services from the end of March next year.
- Core Service Standards relating to Customer Satisfaction for the first 6 months of the year have all been achieved and the second half of the year continues to see strong performance across all areas.
- London Gatwick has become the first UK airport to receive an accreditation that recognises commitment to accessibility services. The airport has received the

Airports Council International's (ACI) Level 1 Accessibility Enhancement Accreditation (AEA). Also working with the CAA, London Gatwick is hoping to score highly in next year's Annual Airport Accessibility Report.

- Most noticeable disruption this summer was in July as a result of the global IT outage (CrowdStrike). Although many services were unaffected, a small number of airlines at Gatwick were affected so this did have an impact on some passengers.
- Performance of NATS at Gatwick continues to improve. It was acknowledged that there had been two short periods of flow rate restrictions that led to a small amount of disruption. GAL continues to work very closely with NATS to monitor and improve service levels.
- The refurbishment of the North Terminal Departure Lounge has been completed and there has been good feedback from passengers on those improvements. A similar project is planned for the South Terminal.
- The new multi-story car park at the North Terminal is close to completion.
- The Next Generation Security project continues and is expected to be completed by March 2025.
- The Northern Runway project examination closed on 27 August 2024 and the Planning Inspectorate is expected to put forward their recommendation to the Secretary of State next week. That recommendation is not published by the Planning Inspectorate, but all interested parties will be informed when it happens. A final decision is expected to follow in early 2025.
- The London Gatwick Hydrogen Hub has been formed with London Gatwick alongside Airbus, EasyJet, and Air Products to research what infrastructure requirements will be required.
- The Gatwick Community Trust continues to invest and support local groups and charities.
- The graduate programme continues, and another 9 graduates are expected to start roles in September 2025.
- The STEM Centre continues to be well used by all areas of education.
- Gatwick Airport Limited has recently been recognised by the best companies' survey as being one of the top large employers to work for in the UK.

5.2 Questions from members as a result of the CEO report, and the responses given, included the following:

- It was noted that the number of movements in the last few weeks of October were up on 2019 levels but then dropped down in November and Stewart Wingate stated this was normal and down to seasonal travel patterns.
- When asked if Virgin Atlantic would return to Gatwick, Stewart Wingate said that he would very much welcome them back to Gatwick.
- The reason for the CAA Annual Accessibility Report stating Gatwick as 'needs improvement' was for procedures for arriving flights. This was identified in 2023 and has since been fully corrected.
- Regarding the High Court Injunction referred to in the report, Stewart was asked if a local environment group wanted to simply hand out leaflets about the impact of air travel, would this be permitted? Stewart said that requests would be considered through the normal processes.

- The previous car park that was on the site of the new multi-story car park had about fifty cycle spaces and it was asked if these would be replaced anywhere else on the site. Stewart Wingate responded stating the team would look into this and respond directly to Cllr Lisa Scott of Charlwood Parish Council. Cllr Scott also offered to meet and walk around to show the perspective of a local cyclist using the airport.

6. Member's Questions

6.1 Two written questions were received in advance of the meeting. The questions and responses from GAL are included below:

Question 1 from Cllr Helyn Clack

I would like to ask whether GAL have signed the Care Leavers Covenant in Surrey and Sussex?

If not, would they be prepared to do so and pledge to support a number of care leavers in the near future.

Response from Gatwick Airport Limited

Our vision is to be the airport for everyone – whatever your journey – in part reflecting our aim to be an inclusive and thoughtful organisation.

Our processes and policies are designed to provide all people and groups, with the right information and support in order for them to access opportunities at the airport. Our teams work with individuals to adapt support where possible and to ensure that there are open channels of communication to provide support and advice across a wide and diverse range of matters.

Question 2 from Cllr Mike George

Recognising Gatwick's commitment, through the DCO & the Round 4 Noise Action Plan (NAP) to introduce a Noise Envelope once a decision on the DCO application is known could I request the following.

- 1] That post decision the work on designing a noise envelope proceeds without delay.
- 2] To facilitate that could I ask Gatwick in the period between now & the DCO decision they give consideration as to the process/structure on how this will be taken forward.

Response from Gatwick Airport Limited

During the Northern Runway DCO process GAL put forward a detailed noise envelope proposal. Full details of the proposed noise envelope can be found in the Environmental Statement Appendix 14.9.7: The Noise Envelope ([here](#)). This document sets out all of the necessary elements of the noise envelope including the limits to be applied and the compliance monitoring process.

The commitment to comply and review the noise envelope are set out in Schedule 2 of the draft Development Consent Order (DCO) - specifically Requirements 15 and 16 of the DCO (on doc pages 65 and 66 [here](#)).

No further work is therefore required to develop the proposal.

When questioned further on this issue, GAL stated that it would be premature to consider the SoS's decision and would therefore wait until the decision on the DCO is published.

7. Consultation on plans for a UK Airspace Design Services (UKADS)

7.1 GATCOM welcomed Stuart Lindsay, Head of Airspace Modernisation at the CAA, who provided a presentation on the plans for a UK Airspace Design Service.

7.2 Stuart provided the same presentation as was given at a webinar for all stakeholders this week. The presentation and recording of that webinar can be found [here](#).

7.3 Stuart also announced a complementary consultation, that had been launched today, providing illustrative information on changes to NERL air traffic service licence obligations, costs and charges that might be needed to implement the UK Airspace Design Service proposals. Details of that consultation can be found [here](#) and the deadline for submission was 9 January 2025. Stuart encouraged all to respond to this in addition to the original consultation which closes on 17 December 2024.

7.4 Questions asked and responses given after the presentation included the following:

- The Advisory Board mentioned in the consultation will be a technical body and no decision has been made on its membership. Any specific suggestions and reasons why should be included in consultation responses.
- Will funding extend to community groups for advice on the impact of proposed changes. It was confirmed this was not the intent of the funding.
- It was confirmed this was a public consultation for any individual, group or organisation to respond to and that any future consultations on specific airspace change will also be subject to public consultations.

7.5 The Chair thanked Stuart and reminded members to email the Secretariat with any further or specific issues they wish to be included in the GATCOM response to this consultation. It was confirmed that a draft response will now be circulated in the next few weeks for members to comment and the Chair to then agree prior to submission on 17 December.

8. Consultation on the Future Direction of the UK Aviation Environmental Review (AER)

8.1 The Chair introduced this item stating that the CAA is seeking views on the future Aviation Environmental Review with the aim of developing it into a comprehensive and robust tool that can be used by Government, industry and other interested stakeholders to inform and drive positive environmental change.

8.2 Comments from GATCOM members on the consultation had been sought and received by the Secretariat, and in consultation with the GATCOM Technical Advisor, the previously circulated draft (pages 31-36 of the agenda pack) had been prepared.

8.3 It was asked if it would be possible to include consideration of ground noise in the noise section. Also in the climate change section, it was requested if the flow of the river could be considered. It was agreed that Graham Lake would look into this further and if appropriate a revised version could be recirculated prior to submission on 10 December.

9. Airspace Update

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

Airspace Modernisation - FASI-South

9.2 All FASI-S airspace changes have reached Stage 3 of the airspace change process. The UKADS consultation states that it would be at this stage that in the future an UKADS would take over. This does mean a large proportion of Gatwick's Airspace Change programme is paused pending the outcome of the UKADS.

9.3 Andy also notified GATCOM of a further CAA consultation, launched last week, to upgrade Performance Based Navigation (PBN) legislation in the UK by consolidating assimilated UK Reg (EU) 2018/1048 (the UK PBN Regulation) and the PBN elements contained within assimilated UK Reg (EU) 716/2014 (the UK PCP regulation) into a single, revised regulation. The consultation started on 14 November and closes on 16 January 2025.

Airspace Change - Route 4 and London Airspace South

9.4 London Gatwick, jointly with NATS and the Airspace Change Organising Group (ACOG), has put forward a proposal for initial deployment of the FASI route structures to the south of the airport, called London Airspace South (LAS). This split deployment process will be described in the Iteration 3 of the UK Airspace Change Masterplan.

9.5 A full public consultation on LAS is expected in early 2025 but the timeline may be delayed as the full options appraisal is taking longer than anticipated. As well as meeting the appraisal requirements of the CAP1616 *Airspace Change Process*, the GAL team were taking into account additional World Health Organisation (WHO) metrics and metrics from the recently published Fair and Equitable Distribution (FED) report.

9.6 The Route 4 airspace change is on track; timelines have been adjusted to deconflict from the LAS public consultation. In the next couple of months, the consultation strategy and material and background data will be shared with the CAA ahead of a public consultation. A gateway decision is expected in Quarter 2 of 2025

9.7 With regard to the FED report, it was asked if Gatwick would consider a discussion on the conclusions of the report outside of the NMB and NaTMAG, through the airspace change engagement process, so that all communities can be involved in the discussions. Andy responded a presentation on the FED report was in the process of being scheduled for early in the New Year but as it was an NMB sponsored project any presentation would be under the auspices of that group in some form. The NMB is now open to all and so any community member could be involved. However, it was asked if it could not be restricted to NMB members and whether it would be advertised via community groups and local councils for people to join the presentation. Andy agreed to consider this as part of the planning for the presentation.

Noise Management Board

9.7 Registration for Noise Management Board (NMB) membership is now open. Forms and how to register can be found on the new NMB webpage. There is a new team of Chairs and independent expert advisers, covering a wide-ranging knowledge across aviation and aircraft noise, as well as tighter alignment and collaboration with GATCOM. Jonathan Drew is the NMB Oversight Board Chair. Membership is now open to all community members local to London Gatwick.

Annual Public Meeting

9.8 London Gatwick Annual Public Meeting was held on 25 September and attended by about sixty people. Presentations included an update on the completed Reduced Night Noise trial and Airline Noise Performance Table, as well as insights from some of our airline colleagues. The event ended with a challenging yet positive panel discussion, which included the new NMB team.

10. Noise Management Board

10.1 GATCOM welcomed Cara Mulholland, Lead Independent Community Representative of the new NMB, to her first GATCOM meeting. Cara introduced herself and the update report and work programme (copies attached to the signed minutes).

10.2 The NMB welcome the publication of the FED report, especially following the joint letter from the NMB and GATCOM to the CAA, chasing its publication.

10.3 Cara confirmed that some induction sessions with new Community Assembly members had taken place, but more were expected prior to the first meeting in December. There was a comment that the paperwork required to join the NMB was very bureaucratic, and it was hoped this was not deterring people from signing up. Cara explained that everything put in place was to get expectations set from the start, but the induction sessions do explain this.

10.4 GATCOM's Environment representative from GACC wished to make comment on the NMB. GACC stated that Gatwick have ignored their feedback. The community groups, majority of whom who GACC said they represent, engaged extensively with Gatwick on these new arrangements and had three central asks for a new NMB, all of which they said have been ignored. Those being:

- first that the board should have leadership in whom we could have confidence, who were able and willing to hold the airport to account.
- secondly that the board's work should centre on defining and achieving a set of noise reduction outcomes, rather than a series of indefinitely delayed projects with uncertain results.
- finally, that the community groups, who have been by far the most active participants in all NMB work to date, should be directly represented at all levels of the board.

GACC went on to state that the new NMB has either the same leadership, whose appointment they did not support, or a new community representative who has been imposed with no community participation. GACC called on GATCOM to support them in calling all out.

10.5 Andy Sinclair responded to GACC's comments stating that the review of the NMB was wide ranging, public and thorough and all feedback was considered as part of the review process before plans were confirmed. Andy reminded everyone of the important work that had been delivered via the NMB, such as the FED report but that a response to their specific points on the constitution of the NMB should be addressed directly to Jonathan Drew as Chair of the NMB Oversight Board.

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 NaTMAG meetings.

11.2 Mike George explained that his report was from the August meeting of NaTMAG but another meeting of NaTMAG had taken place last week. Further updates from that included the following:

- The new Noise Action Plan (NAP) Round 4 had been agreed by the Secretary of State.
- NaTMAG's role in reviewing NAP would continue but this year Gatwick had proposed the rolling 12-month plan of which actions to review at each meeting as they are best placed to say when a report on each would be optimal. NaTMAG members agree to this new approach.

11.3 Mike George also reported that as the lead member for noise he had recently been appointed to a new Community Information Forum set up by the CAA and he attended the first meeting of that last week. The NMB also have a seat on that forum.

11.4 It was noted that some dispensations had been granted by Government for night flights in relation to the Champions League Final. It was stated by Mike George that this seemed an unusual reason for a dispensation and the GACC member asked if this could be taken forward as a query to the DfT through NaTMAG.

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:

GATCOM - Thursday 30 January 2025 at 2.00pm - in person

GATCOM Steering Group - Thursday 16 January 2025

Passenger Advisory Group - Thursday 12 December 2024

NaTMAG Thursday 13 February 2025 Chairman

The meeting concluded at 3.45pm.