

2.40 pm 6. **Member Questions**

Members are encouraged to submit written questions to GATCOMSecretariat@westsussex.gov.uk by 9am on Tuesday 22 April 2025 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

2.55 pm 7. **Airspace Update**

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

- a) Airspace Change - Departure Route 4
- b) Airspace Modernisation - FASI South, London Airspace South (LAS) and UK Airspace Design Service

Kimberley O'Neill, Noise Compliance & Performance Programme Manager, GAL will share an overview of the Airspace Office Annual Report.

3.15 pm 8. **Noise Management Board (NMB)** (Pages 31 - 46)

To consider the report from the Chair of the Noise Management Oversight Board that provided updates and progress following the most recent round of NMB meetings

3.25 pm 9. **Noise and Track Monitoring Advisory Group (NATMAG)**
(Pages 47 - 50)

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

3.35 pm 10. **Dates of next meetings of GATCOM and its sub-groups**

- a) The next meetings of GATCOM and its sub-groups are as follows:

GATCOM Steering Group - Thursday 10 July 2025.
Passenger Advisory Group - Thursday 12 June 2025.
GATCOM - Thursday 31 July 2025 at 2.00pm.

Please note that a new member welcome and induction session is planned for 11am on 31 July, prior to GATCOM. This is open to all members and support officers.

- b) The next meeting of Gatwick Airport Limited's Noise and Track Monitoring Advisory Group (NATMAG) will take place on Thursday 8 May 2025 at 10.00am. Any new noise issues that members wish to be raised at NaTMAG should be sent to the GATCOM Secretariat by Tuesday 29 April.

- c) The next meetings of Gatwick Airport Limited's Noise Management Board are as follows:

NMB Community Assembly – June 4th 10am.

NMB Oversight Board – June 18th 9.30am.

Registration for membership to the NMB remains open. If you would like to join the NMB as a new member, please fill out the appropriate form on the NMB website

<https://www.gatwickairport.com/company/noise/noise-management-board/noise-management-board.html>
or contact GatwickNMB.uk@egis-group.com

As a reminder the new Community Assembly is open to any community members and individuals local to London Gatwick.

Anticipated finish time of meeting: 3.45pm.

To all members and nominated substitutes of Gatwick Airport Consultative Committee

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Minutes of the meeting of the Gatwick Airport Consultative Committee (GATCOM) held on 30 January 2025

Present:	
Tom Crowley	Chairman
Cllr Eddie Lord	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
Ed Winter	Environmental and Amenity Groups
Igor Bartkiv	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 Christopher Philips	Mid Sussex District Council
Hugh McConnellogue	Airline Operators Committee
Cllr Bob Noyce	Crawley Borough Council
Cllr Margaret Cooksey	Mole Valley District Council
Cllr Lisa Scott	Charlwood Parish Council
Samantha Williams	PAG Chair
Cllr Ruth Fletcher	Horsham District Council

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
Matthew Ball	External Engagement Lead, GAL
Andy Sinclair	Head of Noise & Airspace Strategy, GAL
Baroness Margaret Ford	London Gatwick Chair
Monique Smart	GATCOM Secretariat

1. Apologies and Welcomes

1.1 Apologies were received from: Jonathan Drew (Chair NMOB), Graham Lake (GATCOM Technical Advisor), Ana Christie (Sussex Chamber of Commerce), Alan Jones (Burstow PC), Fran Downton (Tourism South East), Cllr Liz Kitchen (Horsham District Council), Stuart Pick (London Chamber), Robin Clarke (NATS).

1.2 The Chair offered congratulations to Angie Hills, ABTA's Head of Destinations and representative on GATCOM, who had been awarded an MBE in the King's New Year 2025 Honours List. The award is in recognition of her services to improving health, safety and security standards for British travellers abroad.

1.3 The Chair also offered congratulations to Baroness Margaret Ford of Cunninghame O.B.E, Chair of Gatwick Airport Limited, who has been named a Lieutenant of the Royal Victorian Order (LVO), for her work as former Chair of the Buckingham Palace Reservicing Programme Challenge Board.

2. Minutes Of The Last Meeting

2.1 Resolved: That the minutes of the meeting of GATCOM held on 21 November 2024 be approved and signed by the Chairman.

3. London Gatwick Chair

3.1 The Chair welcomed Baroness Margaret Ford of Cunninghame O.B.E. to her first GATCOM meeting. Baroness Ford joined London Gatwick as Chair in late 2023. She is one of the most experienced chairs in the UK having chaired four public companies and acted as senior director on a further four including Buckingham Palace Reservicing Challenge Board, Lothian Health Board, English Partnerships (now Homes England), the Olympic Park Legacy Company and Deloitte UK's Audit Governance Board.

3.2 Baroness Ford thanked GATCOM for the welcome and acknowledged the vital role of Airport Consultative Committees and the diverse range of stakeholder views they provide. She stated that she hoped to attend future in person meetings to hear the views and relay issues back to the Board.

3.3 Baroness Ford also reflected on the American Airlines tragic accident that had happened overnight.

4. GATCOM Steering Group – Chairman's Report

4.1 The Chair of GATCOM introduced his report (copies attached to the signed minutes) of the last Steering Group Meeting that took place on 16 January 2025.

4.2 GATCOM agreed the following recommendation from the Steering Group:

1. For Steering Group, PAG and GATCOM to further review the options for the Passenger/Consumer vacancy after the presentation from TravelCare to GATCOM.
2. GATCOM Secretariat to follow up on the suggestion of a University or College representative for GATCOM and bring the detail of that to a future Steering Group for discussion prior to any recommendation to GATCOM.
3. Include a feature on GATCOM in the next Gatwick 'In Touch' community newsletter.
4. Agree and publish the revised GATCOM Factsheet.
5. Agree the Members handbook and issue to all GATCOM members.
6. Await the outcome of Local Government reorganisation before undertaking any further GATCOM membership review.

4.3 Regarding recommendation 6 above, the GATCOM Vice Chair and member for Surrey County Council briefly explained the process and timescales for Devolution and Local Government Reorganisation. She explained that the government plans to create

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mayors in areas that currently do not have them and in addition to replace the current County, District and Borough Councils with Unitary Authorities. All the County Councils in the GATCOM area have expressed an interest in being in the priority programme for this and an announcement from government is expected soon to confirm which areas will progress first. If identified in the priority programme it is likely that the scheduled May 2025 County Council elections will be postponed for a year. Any new set up will inevitably result in the need for GATCOM to review its membership and ensure we have the right representation. It was noted that the current Town and Parish Councils are set to remain.

5. Passenger Advisory Group

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

5.2 It was previously reported that PAG had successfully recruited three new members, and Samantha was pleased that all were in attendance at GATCOM today. This brings PAG up to full complement with 16 volunteer members.

5.3 Samantha also explained that PAG had received and reviewed two referrals in the past 3 months. These are complaints where the customer is not satisfied with the response from Gatwick Airport and the PAG volunteers review how the complaint has been dealt with and can result in recommendations to Gatwick Airport.

5.4 Lastly Samantha mentioned that she is working with GAL to ensure that briefings following major incidents that affect passengers, are filtered down to GATCOM and PAG members.

5.5 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 issues to report this at the airport to allow rapid resolution (or report via the Airport Community App for those who have access to this).

6. Chief Executive Officer's Report

6.1 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:

- 2024 passenger numbers were over 43 million which is 93% of 2019 numbers.
- A number of new routes have been introduced enhancing travel options for passengers.
- This winter, 11 new services were launched, bringing the total to 2227 destinations from 55 airlines.

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- There have been challenges including a security incident, a train fire at Gatwick station and weather including fog and some snow.
- London Gatwick continues to invest in the winter fleet, £17million over the next six years, to ensure resilience.
- London Gatwick, in collaboration with easyJet, is trialling Smart Stand technology that uses AI to help 'turnarounds' and allow the plane to be ready for departure.
- As part of an ongoing £2billion investment programme, a number of key projects were completed in 2024 including the refurbishment of the North Terminal departure lounge, the rapid exit taxiway and a new multi-story car park for the North Terminal. This investment will continue into 2025 with the construction of the Pier 6 extension, refurbishment of the South Terminal departure lounge and the completion of the installation of the next-generation security scanners.
- The Secretary of States decision for the Development Consent Order application to bring the Northern Runway into routine use is due on or before 27 February.
- In relation to economic regulation, the CAA is expected to publish its decision on the London Gatwick proposal to extend the 'contracts and commitments' framework to March 2029. The CAAs initial view is that the proposal is likely to be in the consumer interest.
- Applications for funding from the Gatwick Airport Community Trust remain open until March 31st.

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

- Questioned about the government proposals to increase business rates on Airports. Stewart Wingate responded stating that London Gatwick, like other airports across the UK, are concerned by the impact of the proposed business rates revaluations that could see business rates paid by airports rise from approx £200m per annum to over £1bn per year overnight. London Gatwick, along with other airports, have written to Govt about these proposals, which put long term investment in the sector at risk.

7. Member's Questions

7.1 Three written question were received in advance of the meeting. The questions and responses are included below:

Question 1 from Cllr Malcolm Fillmore (Rusper Parish Council)

Given the Government's wish to encourage Heathrow to go ahead with their third runway, how does he and the Board consider such a development would impact on the viability of the Northern Runway project, particularly in the context of EasyJet stating they would desire to move some of their services there from Gatwick and also the known preference of some of Gatwick's long-haul airlines to operate out of Heathrow as a hub airport.

Response to Question 1 from Gatwick Airport Limited

Several questions about the LHR R3 scheme were answered during the course of the DCO Examination and the potential impact of Heathrow opening a third runway in the

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early-2030s was assessed and reported on as part of the DCO submission [[APP-075](#) Section 4]. Therefore, the potential impact of growth at Heathrow is already well understood by the GAL Management Team and its Board.

It should be noted that the Heathrow R3 scheme already has Government policy support in the form of the 2018 Airports National Policy Statement. However, no formal recent public consultation has been carried out, no planning application has been prepared and any application would need to be taken through the examination process. Furthermore, we are not aware of any airspace change proposal to operate the new runway. Therefore, LHR R3 timescales remain uncertain in contrast to the NRP scheme which has been through the planning process, does not require airspace change and a decision is expected shortly.

DfT aviation demand forecast issued as part of the SAF mandate consultation continue to show a steady increase in demand over the long term out to 2050 further reinforcing the need for additional capacity at Gatwick.

The case for the Northern Runway Project with a capital cost at £2.2bn -, bringing significant economic benefits and with significantly lower airport charges attractive to all airlines, is very strong.

Question 2 from Cllr Mike George (Horley Town Council)

As Network Rail withdrew their objection to the DCO over their earlier concerns about lack of capacity on the Brighton Main Line as & when 54% passengers are using public transport to & from the Airport what agreements & remedial actions has GAL reached with Network Rail to overcome their earlier capacity concerns?

Response to Question 2 from Gatwick Airport Limited

GAL held constructive engagement with Network Rail throughout the DCO Examination process and provided additional technical material and clarification related to the assessment of rail demand and impacts contained in the DCO Transport Assessment [[REP3-058](#)] and relevant appendices [[APP-260](#) and [APP-262](#)]. The clarifications were provided in response to remarks made by Network Rail during the Examination and as part of ongoing engagement. As a consequence of the continued dialogue GAL concluded a Statement of Common Ground with Network Rail which was submitted at Deadline 9 of the Examination [[REP9-092](#)] as well as a Joint Statement on behalf of both parties submitted concurrently [[REP9-125](#)]. The Surface Access Commitments put forward by GAL were also amended during Examination to explicitly provide support and funding for rail-related mitigation, notably in Commitments 14A and 14B [[REP9-043](#)]. Progress with these matters allowed Network Rail to withdraw its objection to the Application before the end of the Examination Period.

Question 3 from Ed Winter (GACC)

GATCOM previously prompted UKACC to raise the subject of Compensation for the effects of Airspace Change with government. GACC are aware that the DfT have responded that an advice note will be going to Ministers in the middle of the year to ensure they are briefed on it when they next consider changes to airspace noise policy.

1. At Gatwick there is an urgent need to address this subject without delay because airspace modernisation at Gatwick is planned to happen before other airports.

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2. All the airspace modernisation arrival flight paths Gatwick has shortlisted (and the CAA has approved) would concentrate flights compared to the status quo.
3. There is extensive independent academic evidence that increases in aviation noise reduce property values.
4. In 2017 the then government committed to incorporating airspace changes into the existing compensation policy "*so that compensation policy would be the same for all changes which affect noise impacts regardless of whether they are a result of infrastructure change, or a tier 1 or 2 airspace change overseen by the CAA*".
5. However, the Land Compensation Act 1973, which provides the statutory basis for compensation, requires compensation to be payable where noise has increased as a result of physical works on land (such as runway or apron alterations) but not where there are no associated works (as might be the case with an airspace change).
6. Since 2017 governments have made no attempt to amend the Land Compensation Act, so the commitment made then has not been delivered, despite DfT knowing that the noise effects of an airspace change can be more significant than the effects of physical works at an airport.
7. In 2017 the government also incorporated additional wording in its aviation noise policy to encourage airspace change promoters to consider compensation for significantly increased overflight as a result of airspace changes. As far as we are aware Gatwick has not done so.

Question that GACC would like GATCOM to ask the Government. Why has government not delivered the 2017 commitment to incorporate airspace changes into the existing compensation policy "*so that compensation policy would be the same for all changes which affect noise impacts regardless of whether they are a result of infrastructure change or a tier 1 or 2 airspace change overseen by the CAA*" and does government believe there is any justification for compensation to be payable in relation to physical changes at airports but not airspace changes, given the noise effects of an airspace change can be more significant than) the effects of physical works at an airports?" At Gatwick there is an urgent need to address this subject without delay because airspace modernisation at Gatwick is planned to happen before other airports.

Response to question 3 from GATCOM

The matter was referred to UKACC by GATCOM as it is a national issue not just one for Gatwick. UKACC then raised the issue at various meetings and followed up with a letter to the DfT to highlight the need for clarity. The DfT responded to UKACC and that letter can be found [here](#) for information .

At recent DfT meetings including Airspace Noise Engagement Group and Airspace Modernisation Stakeholder Engagement Group, UKACC has sought further updates. As a result, the DfT have confirmed that officials are producing an advice note for Ministers later this year.

GATCOM recommends we wait for the outcome of that advice note and any resulting publication from the DfT and also information/certainty on the timing of consultations on airspace change proposals. In the meantime, should it be necessary to raise this issue in responses to any related consultations GATCOM will do so, taking into account the views of all members.

In response to a supplementary question from Ed Winter asking Gatwick Airport Limited if they have compensation, GAL responded stating this had been covered previously at GATCOM and compensation has not been considered but a scheme for insulation is offered and is in excess of current requirements for mitigation.

UNCONFIRMED**8. Biodiversity Management at Gatwick Airport**

8.1 Darcey Holder, Senior Ecologist at London Gatwick provided GATCOM with a presentation about biodiversity at Gatwick Airport. The presentation can be found [here](#).

8.2 Questions from members as a result of the presentation, and the responses given, included the following:

- Do GAL have any plans to protect the ancient woodland near Charlwood Road from potential nearby housebuilding. Darcy confirmed she is in discussion with the Public Rights of Way Officer and GAL will continue to maintain the footpaths to encourage people to remain on the footpaths. In other areas boardwalks have been used and this could be considered.
- Members were interested to know if any development was planned, as part of the DCO application, on the biodiversity areas identified on the map in the presentation. GAL confirmed that some of the Land East Zone is proposed for water treatment which involves the creation of reed beds which has ecology benefits.

9. Gatwick TravelCare

9.1 GATCOM welcomed Lauren McDaniel, Chair of Trustees from Gatwick TravelCare. Lauren provided a presentation about the organisation and the services they provide and the partners they work with at Gatwick Airport. The presentation can be found [here](#).

9.2 Lauren confirmed that TravelCare's strategy over the next few years is to look at where they best seek support and funding from the agencies and stakeholders they support.

10. Airspace Update

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

10.2 The Route 4 airspace change is progressing. In the next few weeks, the pre consultation submission of material and background data will be shared with the CAA ahead of a gateway decision and subsequent public consultation. Subject to CAA approval consultation is currently expected to commence by the end of Quarter 2 2025.

10.3 A consultation on the setting up of a UK Airspace Design Service (UKADS) ended in December. Gatwick Airport, as well as GATCOM, provided responses to that consultation and were broadly supportive but did raise questions around governance, local stakeholder engagement and finance. The result of that consultation is expected towards the middle of 2025.

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10.4 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).

10.5 It was previously reported that a full public consultation on LAS was expected in early 2025 but that has now been delayed as the GAL team take into account additional World Health Organisation (WHO) metrics and the Fair and Equitable Distribution (FED) report. The earliest a consultation is now expected is 2026. Some GATCOM members expressed support for the delay of the LAS consultation to take into account the additional factors including the FED report.

10.6 The Environment representative on GATCOM was however disappointed that the same was not the case for the Route 4 consultation and also asked whether a future route design was likely to concentrate traffic further down the track of Route 4 compared to today, given the drive for increased systemisation in the airspace. GAL explained that dispersion due to vectoring on Route 4 should continue, as the network beyond Route 4 was not changing and therefore air traffic control vectoring practices would most likely continue as today. In relation to the use of metrics drawn from the FED report, having agreed the methodology for the appraisal of the Route 4 options with local stakeholders during an early stage of the process, it would not be appropriate to change a previously agreed methodology at this stage. Separately it had been agreed with stakeholders during the development of Design Principles that GAL would propose route options within the 3km Noise Preferential Route (NPR) conformance monitoring corridor. Given this geographical constraint, it is not thought that a FED metric assessment would offer a sufficiently different perspective to the existing suite of noise and overflight metrics. However, feedback based on FED could be submitted by stakeholders as part of the public consultation and would be taken on board.

11. Noise Management Board

11.1 The Chair referred members to the NMB update report and work programme (copies attached to the signed minutes). He explained that unfortunately, neither Jonathan Drew nor Cara Mulholland was able to attend GATCOM today.

11.2 The Chair thanked the NMB and GAL for arranging the recent Reduced Night Noise trial and Fair and Equitable Distribution study briefings. He and many GATCOM members and community representatives attended them, and the feedback has been very positive.

11.3 The Chair also highlighted the issue of Land Use Planning that came up at the FED briefing and is also an issue that he and Jonathan Drew have been championing for the NMB and GATCOM. The DfT have recently sent a letter to Local Planning Authorities around Gatwick (and other airports) asking for examples and evidence so they can better understand any concerns that local planning authorities may have around existing guidance in relation to the impact of aviation noise and its consideration in planning decisions. The Chair made a plea to members to encourage their Local Authority to respond to the DfT on this important issue.

11.4 In the absence of Jonathan Drew, Andy Sinclair provided a brief update on the NMB including that the first meeting of the Oversight Board and the Community

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Assembly had taken place in December and feedback had generally been positive. Unlike previous terms of the NMB membership is now open to all individuals and they can sign up by visiting the NMB section of the GAL website [here](#).

12. Noise and Track Monitoring Advisory Group (NATMAG)

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

12.2 Mike was pleased to report that Defra have now approved the Noise Action Plan and NaTMAG would start reviewing actions at their upcoming quarterly meeting.

12.3 GATCOM agreed that Cllr Philip Lunn take the place of Cllr Bob Bowdler on NaTMAG until 31 July 2025.

13. Date of Next Meeting of GATCOM and its Sub-Groups

13.1 GATCOM noted the next meetings of GATCOM, and its sub-groups and associated meetings are as follows:

GATCOM - Thursday 24 April 2025 at 2.00pm (Virtual)
GATCOM Steering Group - Thursday 3 April 2025
Passenger Advisory Group - Thursday 20 March 2025
NaTMAG Thursday 13 February 2025

NMB Community Assembly 12 March 2025
NMB Oversight Board 26 March 2025

It was requested that the times for the NMB meetings be confirmed so that diaries can be updated.

The meeting concluded at 3.42pm.

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GATCOM STEERING GROUP - REPORT BY CHAIRMAN, APRIL 2025

1. INTRODUCTION AND OVERVIEW

1.1 This paper summarises the matters considered by the GATCOM Steering Group at its meeting on 3 April 2025 and includes a recommendation for GATCOM at the end of the report.

1.2 GAL provided Steering Group with an update on current operations, traffic levels, airlines and routes at the airport over the last quarter. The most up to date information will be provided in the CEO report to GATCOM along with an opportunity for members to ask questions.

2. NORTHERN RUNWAY DCO UPDATE

2.1 Steering Group discussed the announcement from the Secretary of State (SoS) that she was 'minded to grant consent' for the Northern Runway Project based on a revised Development Consent Order (rDCO) suggested by the Examining Authority. The rDCO includes a range of additional controls on the operation of the Proposed Development including stricter air noise limits, a revised noise insulation scheme and meeting certain public transport mode shares.

2.2 The slides, attached as Appendix A of this report, produced by GATCOM's Independent Technical Advisor, details the principal issues considered by the SoS and colour codes them based on whether the weight attached by the SoS was positive, neutral, or negative and / or could be resolved with the rDCO.

2.3 GAL have until 24 April to submit their response to the SoS. After 24 April we expect there to be a period in which interested parties, including GATCOM, if we feel appropriate, will be able to respond to GAL's comments.

3. AIRSPACE & NOISE UPDATES

3.1 GAL provided updates on Airspace Modernisation including the UK Airspace Design Service (UKADS), London Airspace South (LAS) and Route 4 and a brief update on the Noise Management Board (NMB).

3.2 Again, the most up to date information will be provided at GATCOM on 24 April but the following key points were discussed at Steering Group:

- Following the Government consultation on the UKADS, it was announced, on 17th March, that that organisation would be stood up, but we await legislation to confirm this. This is hoped to be prior to the summer recess. The detail about when or how GAL will hand over the control of its airspace change projects are still unknown.
- GAL also advised that the establishment of the UKADS would trigger a consultation on the airspace change guidance (CAP1616), expected this summer.
- Work on LAS, which focuses on arrival routes and some departure routes to the South of the airport, continues. Options have been narrowed down and additional assessment measures including Fair and Equitable Distribution (FED), and the World Health Organisation metrics are being included. This work is expected to finish in May 2025, but public consultation will not happen until 2026. When

questioned on implementation for LAS, GAL stated that it would not be before 2028.

- Route 4 Airspace Change consultation material was submitted by GAL to the CAA in February. The CAA have requested some changes to the consultation material so the regulatory review will likely be deferred until the end of April, though this has yet to be confirmed. This means that the public consultation is unlikely to commence before the summer.
- NMB Community Assembly and Oversight Board meetings have taken place in March. A report will be provided to GATCOM by the Oversight Board Chair.

4. GATCOM WORK PROGRAMME

4.1 Steering Group noted the revised work programme which is attached as Appendix B to this report. The updates and amendments have been made to reflect timescales for the DCO and Airspace Modernisation Projects as well as adding items such as an update from GAL and partners on the creation of an Airport Economic Zone (AEZ).

4.2 Members are reminded that the Work Programme is a living document and will be updated throughout the year with the opportunity for members to input and amend at Steering Group and GATCOM.

5. DEVOLUTION AND LOCAL GOVERNMENT REORGANISATION

5.1 Steering Group were provided with an update on the current position regarding possible changes to Councils in Surrey, Sussex, and Kent. It was noted that GATCOM will likely have to consider membership changes as reorganisation happens and it was suggested I write to the shadow authorities as soon as they are established.

5.2 As previously agreed GATCOM will not look to undertake any membership reviews or fill any vacancies until the changes are all confirmed.

6. DATE OF THE NEXT MEETING

6.1 The date of the next Steering Group meeting is Thursday 10 July 2025.

RECOMMENDATION

That GATCOM notes the report from the Steering Group and makes any comments on the GATCOM Work Programme.

TOM CROWLEY
CHAIRMAN

Appendix A – GATCOM Technical Advisors rDCO overview

Appendix B – GATCOM Work Programme

NORTHERN RUNWAY PROJECT UPDATE SUMMARY OF EXAMINING AUTHORITY (ExA) RECOMMENDATION (SoS LETTER)

For the reasons set out in the Report, the ExA made two different recommendations to the Secretary of State [ER 23.3.1].

- **Firstly, the ExA finds that the Proposed Development, with the Applicant's dDCO fails to meet the tests in s105 and s104 of the PA2008 and recommends that development consent should not be granted.**
- **Secondly and conversely, with the rDCO, and subject to the necessary Crown approvals being granted, adverse effects arising from the Proposed Development would not outweigh its benefits. In this scenario the ExA is thus satisfied that the Proposed Development would meet the tests in s105 and s104 of the PA2008 and that the case for development has been made. Accordingly, the ExA recommends that the SoS makes the Gatwick Airport (Northern Runway Project) Development Consent Order in the form attached at Appendix E.**

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SoS Decision

Based on the information available, the Secretary of State is currently minded to grant consent for the Proposed Development based on the principles of the requirements set out by the ExA.

<https://infrastructure.planninginspectorate.gov.uk/wp-content/ipc/uploads/projects/TR020005/TR020005-003951-Gatwick%20Airport%20Northern%20Runway%20Project%20-%20Minded%20to%20Letter.pdf> SoS letter (54 pages)

<https://infrastructure.planninginspectorate.gov.uk/wp-content/ipc/uploads/projects/TR020005/TR020005-003943-Gatwick%20Airport%20Recommendation%20Report%20-%20FINAL.pdf> Examiners report (409 pages)

<https://infrastructure.planninginspectorate.gov.uk/wp-content/ipc/uploads/projects/TR020005/TR020005-003944-Appendices%20A%20to%20E%20-%20FINAL.pdf> Examiners report Appendices – Appendix E being the rDCO (459 pages)

NORTHERN RUNWAY PROJECT UPDATE SUMMARY OF EXAMINING AUTHORITY (ExA) RECOMMENDATION (SoS LETTER)

PRINCIPAL ISSUES CONSIDERED

- | | | | |
|---------|---------------------------------------|---------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| 20.2.1 | The Need for the Proposed Development | 20.2.37 | Historic Environment |
| 20.2.6 | Traffic and Transport | 20.2.43 | Ecology |
| 20.2.9 | Noise and Vibration | 20.2.48 | Health and Wellbeing |
| 20.2.11 | Air Quality | 20.2.53 | Land Use and Recreation |
| 20.2.14 | Greenhouse Gas Emissions | 20.2.54 | Other Matters (including consideration of alternatives, geology and ground conditions, major accidents and disasters, resource and waste management, and cumulative effects) |
| 20.2.21 | Climate Change | 20.2.62 | Good Design |
| 20.2.24 | Socioeconomics | 20.2.66 | Habitats Regulations Assessment |
| 20.2.30 | Water Environment | | |
| 20.2.33 | Landscape and Townscape | | |

Key.
Weighted in favour
Resolved with rDCO
Weighted Neutral
Weighted Negative

The recommended Development Consent Order (rDCO) would introduce a wide range of detailed planning controls on the operation of the Proposed Development. Including restrictions on the use of the airport facilities if mode shares for Surface Access and revised Air Noise Limits are not met.

NORTHERN RUNWAY PROJECT UPDATE SUMMARY OF EXAMINING AUTHORITY (ExA) RECOMMENDATION (SoS LETTER)

- **GAL now have until 24 April 2025 to submit comments on the rDCO.**
- **Following the GAL submission, we are expecting a further period will be announced by which Interested Parties will be able to comment on the rDCO and GALs response.**
- **At this stage GATCOM will consider if a response is required and if so, this will be built into the GATCOM schedule of meetings to enable members to agree a response.**
- **A final decision deadline for the SoS has been set as on or before 27 October 2025.**

Additional Consultations that may apply. (Outside the Scope of the DCO decision) Regulation 598 Balanced Approach to the Management of Aircraft Noise (SoS Letter para 15.) CAP1616 Airspace Change Process (SoS Letter Para 79)

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GATCOM WORK PROGRAMME – April 2025

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. The focus should always be helping member organisations to develop an understanding of Gatwick's operations and the effect on the wider region. Focus remains on the Northern Runway project and 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 committees¹. 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 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 relevant to Gatwick, local

¹ 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

Agenda Item 3

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businesses, passengers, local communities, the environment, and the wider industry; the Northern Runway project; and the airspace modernisation programme.

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 for informed and constructive discussion.

1.5 A Work Programme was first approved by GATCOM in 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 GATCOM Away Day in November 2023.

RECOMMENDATION

That GATCOM provide any comment or suggested amendments to the attached GATCOM Work Programme for 2025/26.

Monique Smart
GATCOM SECRETARIAT

GATCOM WORK PROGRAMME 2025/26

Airport Operations and Performance

Objective	How/Area of Focus	Indicative Date/Status
<p>1. To understand Gatwick’s approach and initiatives, including traffic forecasts and investment plans</p>	<p>GATCOM: (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"> • Updates from the Passenger Advisory Group (PAG) on its engagement with GAL on the preparation of the new Capital Investment Programme. • Update from the airlines representatives on key investment priorities needed at Gatwick 	<p>To be included in the CEO report to every GATCOM meeting</p> <p>Via PAG June 2025 – Dec 2025. PAG to include details in report to GATCOM.</p>
<p>2. To maintain dialogue with GAL on the effectiveness and performance of airport processes, facilities, and surface access choices with a focus on the associated impacts on passengers, airlines, businesses, local communities, and the environment</p>	<p>GATCOM: (1) Monitor GAL’s progress in delivering its Surface Access Strategy Targets and maintain linkages with the Gatwick’s Transport Forum Steering Group.</p> <p>(2) Annual update on rail services and network improvements from the main train operating company (Govia Thameslink/Southern) and Great British Railways once established.</p> <p>Passenger Advisory Group (PAG): (3) 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:</p> <ul style="list-style-type: none"> • Departures process and passenger queuing times at check-in and security • Arrivals process and passenger queuing times at Border Control and baggage reclaim. • Assisted Travel service, including maintaining linkages with the work of the Independent Gatwick Accessibility Panel (IGAP) • Car parking provision, Grid Serve forecourt and forecourt charging, including impact on driver behaviours, safety, and accessibility. • Retail, food, and beverage availability • Seating capacity • Passenger communications <p>(4) Seek engagement and continue to input views and monitor the progress of the Terminal refurbishment and Departure Lounge expansion programmes</p>	<p>PAG members to attend Transport Forum and report back to GATCOM – November 2025</p> <p>July 2025– November 2025</p> <p>ON-GOING via PAG Working Groups and Terminal Review Visits</p>

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	<p>(5) Regular performance monitoring of GAL’s regulatory core service standards and passenger complaints handling processes</p> <p>(6) Seek engagement and input to GAL’s wayfinding and signage review</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>GATCOM:</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 2025 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. To include an annual 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>At every NaTMAG meeting and reported to every GATCOM meeting.</p> <p>GATCOM Steering Group and GATCOM July 2025</p> <p>NaTMAG and then reported to GATCOM November 2025</p> <p>November 2025</p>
<p>4. Develop a shared understanding of Gatwick’s wider role and contribution to the regional economy</p>	<p>GATCOM:</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 GAL and partners on the creation of an Airport Economic Zone (AEZ)</p> <p>(4) 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 and the way GAL engage with local schools, colleges, and Universities.</p>	<p>November 2025</p> <p>November 2025</p> <p>July 2025</p> <p>November 2025 to include a themed GATCOM Annual Tour.</p>

Northern Runway DCO Process

Objective	How/Area of Focus	Date/Status
<p>5. Engage with all member organisations in relation to the Northern Runway DCO process.</p>	<p>GATCOM:</p> <p>(1) Continue dialogue with GAL on its work and timetable for progressing the DCO and the Northern Runway proposals.</p>	

	<p>(2) Regular updates from GAL on issues being progressed and opportunities for engagement, particularly in respect of the development of the noise envelope and the construction phase mitigation measures and communication plan.</p> <p>(3) Continue to seek regular updates from GAL and the Local Authorities and other parties on issues contained within the s106 and DCO such as Air Quality, Noise, Surface Access, the Community Fund, Employment, Skills and Business, Biodiversity and Landscaping.</p> <p>(4) If appropriate respond as an 'interested party' to the DCO planning process.</p> <p>(5) If the DCO is approved, receive regular updates on progress, specifically in relation to the mitigations and controls linked to growth and contained within the DCO.</p>	<p>On-going to 27 October 2025</p>
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Airspace Modernisation

Objective	How/Area of Focus	Date/Status
<p>6. Build an understanding of the importance of, participate in, and disseminate information in relation to airspace modernisation projects.</p>	<p>GATCOM: (1) Regular updates from GAL on progress on the FASI-South, London Airspace South Airspace Modernisation Projects</p> <p>(2) Help to raise public awareness of the importance of the projects and of the opportunities to engage in the project.</p> <p>(3) Engage in any future consultation in respect of the UK Airspace Design Service and any Airspace Change proposals from them.</p>	<p>Every meeting</p> <p>On-going</p> <p>March 2025 onwards</p>
<p>7. Build an understanding of the Departures Route 4 airspace change process</p>	<p>GATCOM: (1) Continue to seek to influence GAL's communication plan for engagement on the project.</p> <p>(2) Engage in any future consultation and 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>On-going</p> <p>2025</p>
<p>8. Maintain effective working partnership with Gatwick Noise Management Board (NMB) and GAL's Noise and Track Monitoring Advisory Group (NATMAG)</p>	<p>GATCOM: (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>(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>On-going</p>

National Policy/Consultations/Guidance

Objective	How/Area of Focus	Date/Status
<p>9. Ensure GATCOM is fit for purpose</p>	<p>GATCOM</p> <p>(1) Continue to work with UKAACs and DfT on a toolkit/guide for Airport Consultative Committees to sit alongside the current DfT Guidelines</p> <p>(2) Continuously review GATCOM's membership and ways of working with initial discussions at an annual Away Day before bringing any proposals for change to GATCOM.</p> <p>(3) Keep up to date with the proposals for devolution and Local Government Reorganisation and engage with any new councils/shadow authorities at the earliest opportunity</p>	<p>April 2025 – July 2025</p> <p>November 2025 – March 2026</p> <p>2025/28</p>
<p>10. To consider and respond to consultations from the DfT, CAA or from Gatwick Airport Limited that are material to the future character, operation, and development of the airport.</p>	<p>GATCOM</p> <p>(1) Where possible significant consultations to be discussed and agreed at a full GATCOM meeting, where this is not practicably possible then via the GATCOM Steering Group and via email with all GATCOM members.</p> <p>(2) Express agreed positions and when appropriate also record and convey minority views.</p>	<p>On-going</p>

PASSENGER ADVISORY GROUP (PAG)

REPORT BY THE CHAIR OF PAG – April 2025

1. INTRODUCTION AND OVERVIEW

1.1 PAG's work has been ongoing, and as ever 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 PAG met on 20 March 2025 and the key issues discussed at that meeting are highlighted in this report.

1.3 In the month leading up to the PAG meeting there was a full round of working group meetings where PAG members received updates from GAL on each specific group topic. Membership of the Working Groups is constantly being reviewed to ensure that all PAG volunteers are involved in as many areas as possible and those areas that they feel they can add most value. The latest Working Groups chart is attached as an appendix to this report for GATCOMs information. We hope this shows the breadth of work covered by PAG.

1.4 There were also a number of additional meetings attended by myself and PAG colleagues including the Independent Gatwick Accessibility Panel (IGAP). Many PAG members also attended the last GATCOM meeting and were interested to hear about the work of Travel Care and how they assist passengers at the airport.

1.5 On 3 April PAG undertook a Terminal Review Visit in the South Terminal. These reviews take place every 6 months and involve a small group of PAG members walking through the terminal to review the passenger journey and experience. Any issues are either reported immediately or logged and taken forward by GAL.

1.6 On 4 April, the Secretariat, representing GATCOM and PAG, attended a workshop as part of the Government's Aviation Accessibility Task and Finish Group (AATFG), led and hosted by Baroness Tanni Grey-Thompson. The workshop was specifically for Airport Consultative Committee representatives and focused on topics which examine:

- Non-visible disabilities
- Mobility aid handling & design
- Tailored support & delivery
- Training
- Information & Comms

A longlist of recommendations has been drawn up by the Task and Finish Group and is currently being reviewed before a report is published in June.

2. EXECUTIVE UPDATE AND OPERATIONAL PERFORMANCE

2.1 GAL continues to meet its Core Service Standards (CSS) with 99% being achieved in 2024. The three failures were linked to Pier 3 bridge closure, a runway penalty, and some queuing at security due to the installation of new generation scanner. The latest performance reports from GAL are available on their website [here](#).

2.2 PAG were reassured that planning for the peak summer period is well advanced. As always, some risks have been identified but mitigations are in place. GAL is working closely with Border Force on peak time challenges and continues to work with NATs to ensure that resilience in the ATC Tower is strong.

2.4 PAG were informed that the Security Regulation Change project (Next Generation Security Checkpoint) to install new security lanes and scanners is on track and both terminals are now fully compliant. Therefore, passengers do not need to remove liquids and electrical items from their bags when passing through security. However liquid restrictions (100ml) are still in place until reviewed by the DfT.

3. TERMINAL REFURBISHMENT AND EXPANSIONS

3.1 PAG received a presentation and update on the South Terminal Refurbishment Project and were pleased to see the progress and that the project was on track to be completed in the summer. The aim of the project is to update the look and feel of the South Terminal along the same themes as the recently refurbished North Terminal. The project includes the departure lounge, baggage reclaim, forecourts and multi-story car park passenger walkways.

3.2 PAG also received a presentation and update on the Departure Lounge expansion projects. Although in its initial stages, PAG were shown the preferred options for the locations and the proposed timelines for both the South and North Terminal Expansions. It was confirmed that these plans would still progress regardless of the DCO outcome.

3. PASSENGER ENQUIRIES AND FEEDBACK

3.1 One of the roles of PAG is to consider Gatwick's procedures for handling and responding to passenger complaints. GATCOM or PAG is not a complaints resolution forum but will look at referrals if a customer is not happy with the response they get from Gatwick. During the period between the last PAG meeting and this one, one referral from a customer had been received by PAG. PAG look at Gatwick's process and time taken to respond to complaints; the mechanisms in place for the airport to review and investigate feedback and act to remedy service failure; and the content and language used in Gatwick's responses to passengers. Feedback from users of the airport is valuable to both GAL and GATCOM as it helps to identify trends and areas where improvements need to be made.

3.2 PAG also regularly undertake reviews of customer contacts. PAG are pleased that the twelve reviewed in this period all met the timescales for responding. A few points were followed up with the Customer Service Team on areas such as accuracy of information.

3.3 GAL reported on the outcomes of a recent Internal Audit of customer feedback and complaints. Positive observations included response times, consistency of branding and categorisation. Three areas of recommendation included governance and contract management of outsourced elements, how the customer satisfaction survey is managed and greater scrutiny. A continuous improvement project will look to review these especially around areas such as car parking and security.

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.

SAMANTHA WILLIAMS
PAG CHAIR

Appendix 1

**Passenger Advisory Group
Working Groups Chart**

**GATCOM's Passenger
Advisory Group (PAG)**

Chair: Samantha Williams



Car Parks Working Group

(including Forecourt Charging Scheme)

Claire Booth – PAG Lead
Nick Brooks
Claire Vickers
Cinzia D'Amico
Paul Audu
GAL Lead: Chris Banford

Surface Access Working Group

Paul Audu - PAG lead
Mark Reddick
Gareth Thomas
Clive Brooks
Chris Larkman
Tricia Barker
GAL Lead: Hannah Godfrey

**Security and UK
Border Force Working
Group**

Clive Brooks – PAG Lead
Sheila Plant
Gareth Thomas
Nick Brooks
Simon Leighton
GAL Lead: David
Barnham

**Assisted Travel
Working Group**

Sheila Plant- PAG Lead
Claire Booth
Wendy Dudley
Margot McArthur
GAL Lead: Lauren
McDaniel and Anna-
Ruth Cockerham

**Retail, Food and
Beverage, and
Premium Working
Group**

Nick Brooks - PAG Lead
Clive Brooks
Wendy Dudley
Claire Vickers
GAL lead: Jack Howe
and Amanda Tyrrell

South Terminal Working Group

Claire Vickers – PAG Lead
Sheila Plant
Nick Brooks
Simon Leighton
Margot McArthur
Chris Larkman
GAL Lead: Matt Ham

North Terminal Working Group

Wendy Dudley- PAG Lead
Mark Reddick
Clive Brooks
Claire Booth
Tricia Barker
Cinzia D'Amico
David Sutcliffe
GAL Lead: Matt Ham

Customer Services Working Group

Gareth Thomas – PAG Lead
Wendy Dudley
Mark Reddick
David Sutcliffe
Cinzia D'Amico
Tricia Barker
GAL Lead: Jamie Moore

PAG seats given by GATCOM

PAG Representative on GATCOM and GATCOM Steering Group:	Samantha Williams – PAG Chair Substitute _ Clare Booth – PAG Vice Chair <i>All PAG members are encouraged to attend full GATCOM meetings.</i>
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PAG’s Terminal Review Visits

GAL lead	Matt Ham
PAG facilitator	Mark Reddick

GAL Groups where a seat is offered to a PAG Representative

Independent Gatwick Accessibility Panel (IGAP)	Samantha Williams – PAG Chair and Claire Booth – PAG Vice Chair
Capital Investment Programme (CIP) Working Group:	Samantha Williams – PAG Chair, Claire Booth – PAG Vice Chair, Clive Brooks, Paul Audu
Transport Forum	Paul Audu, Clive Brooks, Samantha Williams, Claire Booth, Gareth Thomas
IT Forum	Samantha Williams, Clive Brooks
Retail Forum	Nick Brooks
Tech Forum	Mark Reddick
Economic Forum	Samantha Williams and Tom Crowley

GAL’s Current Ad hoc groups for major projects

Terminal Refurbishment Group	Samantha Williams, Claire Booth, Sheila Plant, Wendy Dudley
IDL Expansion Project Group	Claire Booth, Samantha Williams and Gareth Thomas, Mark Reddick
Security	Clive Brooks
Pier 6	Clive Brooks, Sheila Plant, Claire Booth or Samantha Williams
Campus Wayfinding	Samantha Williams, Sheila Plant, Claire Booth, Wendy Dudley, Nick Brooks

GATCOM

Noise Management Board (NMB) report, 15 April 2025

Community Assembly and Oversight Board meetings were held on 12 March and 26 March respectively, with the latter welcoming newly invited representatives from Tui and Wizz Air UK for the first time. Three Community Assembly members opted to attend the Oversight Board, the same number as for the first Board last December.

Attendees at the Community Assembly focused much concern on Land Use planning and there was also some discussion on noise mitigation for residents as a potential topic for the NMB, especially insulation and other methods. Examining the Programme Steering Group's (PSG) workstreams there was a short, positive discussion.

Oversight Board members asked to see more detail on the 21 shortlisted projects at a later date whilst commenting at the same time positively on the project planning process, both generically and specifically on the 3 workstreams outlined. There was a debate around managing expectations and timelines as the workstream timelines seemed optimistic, but the PSG reassured that they were realistic.

Oversight Board members were also keen to understand how Gatwick had advertised the Community Assembly, what more could be done to encourage membership, including via elected GATCOM members, and the geographical spread of membership, subject to GDPR and safeguarding constraints.

GATCOM members can see agendas, documents and key points of the Community Assembly and Oversight Board meetings at the NMB pages which can be found at this link: [Noise Management Board | NMB | London Gatwick Airport](#)

The next set of meetings will be held on the following dates:

- Community Assembly: 4 June 2025
- Oversight Board: 18 June 2025

The Programme Steering Group (PSG) holds project workstream-specific meetings and so those are not recorded here. The PSG reports to each Oversight Board meeting for discussion, so there is full transparency and oversight.

GATCOM members may wish to recall the following leadership positions and names for the Noise Management Board:

Chair, Noise Management Oversight Board: Jonathan Drew

Independent Community Representative: Cara Mulholland

Programme Steering Group Lead: Rebecca Mian (Gatwick Airport Ltd)

Gatwick Airport Ltd continues, in line with their pledge, to finish those projects that were not yet completed at the time of the end of the previous iteration of the Noise Management Board. I attach their latest project update.

Jonathan Drew, Chair, Noise Management Oversight Board

15 April 2025

Gatwick Airport Noise Management Board

Workplan Implementation Report

April 2025

LONDON
GATWICK

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

Introduction

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

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

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

¹ In progress - An activity that is actively being progressed and hasn't yet been implemented.

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



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																							
	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																																				
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 20th 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
Project milestones																															
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
Project milestones																															
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 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

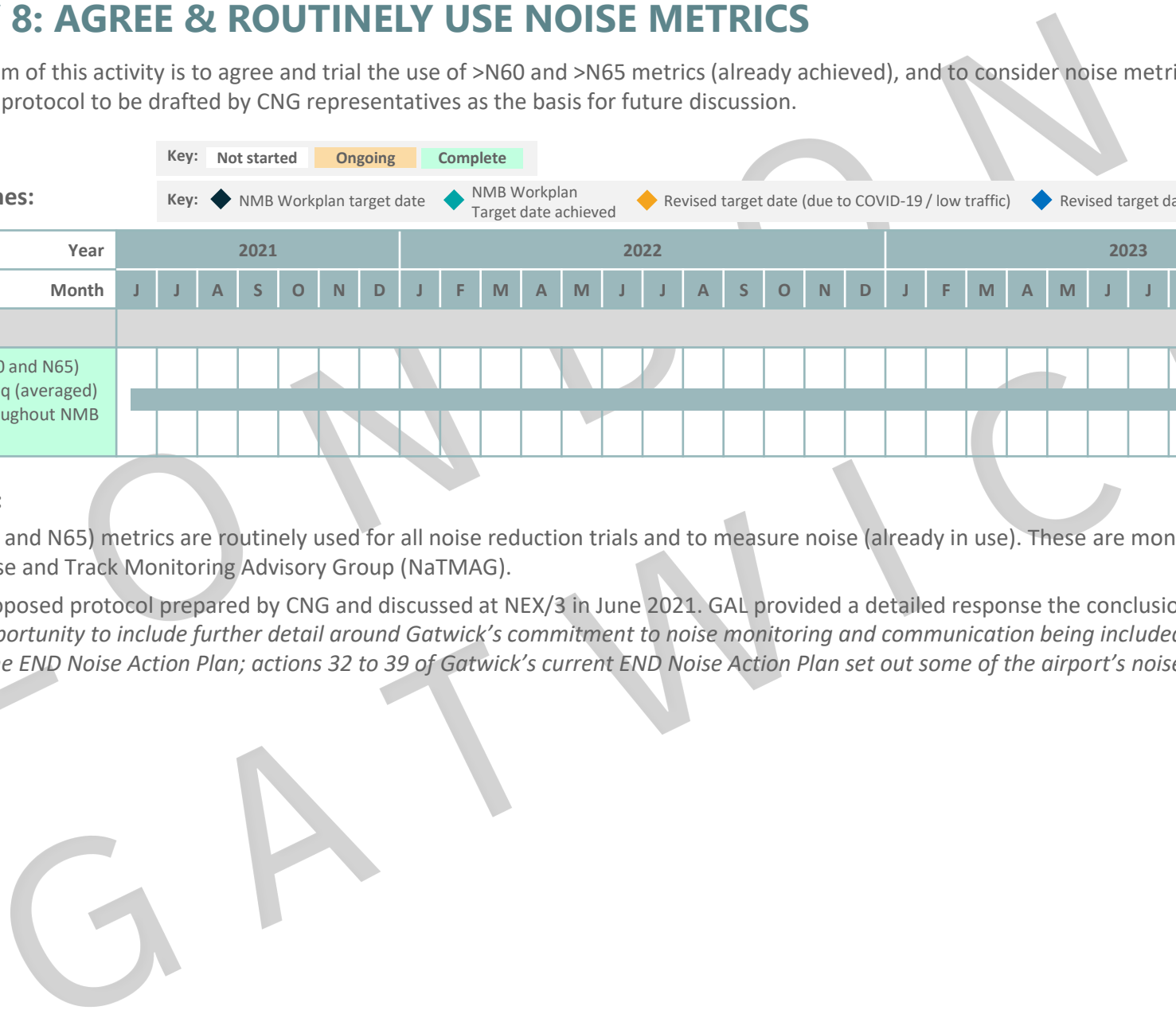
Project milestones:

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
Project milestones																															
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
Project milestones																															
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
Project milestones																														
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 published. Briefings are scheduled for 23 and 27 January.



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:** Work paused whilst Government update NPPF – due to be published Q1 2025.

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
- **Ongoing:** Gatwick’s growth and noise plans are encapsulated within the DCO proposal and subject to review by the Planning Inspectorate.

GATWICK

NaTMAG - SUMMARY OF ISSUES DISCUSSED

REPORT BY LEAD MEMBER FOR NOISE – April 2025

1. INTRODUCTION

1.1 The last meeting of NaTMAG took place on 13 February 2025. The unconfirmed minutes of the NaTMAG meeting are available on [GAL's website](#) with the key points being summarised in this report with recommendations at the end of the report.

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

- The process for the review of the progress of the Noise Action Plan (NAP) 2024-28 actions is underway.
- Work is ongoing to implement historical comparisons of airline performance on the Airline Noise Performance Table (ANPT)

2. MEMBERSHIP UPDATE

2.1 Cllr Phillip Lunn, GATCOM's new representative for East Sussex County Council attended his first NaTMAG meeting.

2.2 Following the passing of Cllr Liz Kitchen, the new GATCOM representative for Horsham District Council, Cllr Nigel Emery, has expressed an interest in joining NaTMAG. Appointments of GATCOM members to NaTMAG require approval by GATCOM. GATCOM is therefore asked to agree the appointment of Cllr Nigel Emery to NaTMAG until 31 July 2025. All memberships are up for renewal in July 2025.

3. NOISE ACTION PLAN (NAP) ROUND 4

3.1 NaTMAG received an update in the Round 4 NAP and had the opportunity to ask questions. The NAP can be viewed in full on the GAL website [here](#).

3.2 For 2025 GAL will be nominating the NAP actions to be reviewed at the quarterly NaTMAG meetings but with the addition that members would have the opportunity to bring an action review forward, should there be any concerns. These have been published to members and will be added to each agenda in advance to allow members to comment.

3.3 The Airspace Office, working with Envirosuite, have worked on an update to include a complaint categories graph. This shows Disturbance Type on the Noise Complaints Dashboard on the Airspace & Noise Performance Dashboard, also known as InsightFull. This can be viewed via the following link:

<https://aircraftnoise.gatwickairport.com/2021/03/29/noise-complaints-dashboard/>

You can hover over the interactive graph, and it will show more detail of the types of complaints recorded.

3.4 GAL gave an overview of the NAP Annual Progress Report 2024 detailing the number of actions that have stopped, started and continued. Members comments were addressed and actioned. The final report is expected to be added to add to the GAL website soon.

4. AIRSPACE OFFICE QUARTERLY REPORT (Q4 2024)

4.1 The airport's flight operations performance over Q4 2024 was considered, and the complaints analysis reviewed. The quarterly report is available on [GAL's website here](#). In summary:

- Traffic movements increased by 2.5% in Q4 2024 vs Q4 2023. This reflects 93% of Q4 2019.
- Continuous Descent Operations (CDO) performance improved by 1.98% in Q4 2024 vs Q4 2023
- Track keeping conformance improved by 2.6% in Q4 2024 vs Q4 2023.
- Route 4 track keeping conformance increased in Q4 2024, mainly driven by a reduction in traffic and increased easterly operations. Route 4 was used for 27% of departures in Q4 2024.
- There were no noise infringements in 2024.
- Newer generation aircraft such as A320neo, A350 and B738MAX at Gatwick increased in Q4 2024 vs Q4 2023 by 7%.
- Q4 2024 saw a decrease in both the total number of movements, and the total number of days that the Northern Runway was in use compared to Q3 2024. GAL explained that the increased usage of the Northern Runway in Q3 2024 was due to more frequent closures of the Main Runway for rubber removal during the peak summer season.
- The Airspace Office engaged with nine airlines in Q4 2024 including newcomers to London Gatwick, Air Sierra Leone (operated by Ascend Airways). Other airlines engaged with were Tui Airways, Uzbekistan Airways, China Eastern Airlines, Air Mauritius, Helvetic Airways (on behalf of Swiss International), Freebird Airlines, Enter Air and Corendon Airlines. The total number of airlines engaged with in 2024 was 36. The Airspace Office targeted airlines who either requested a meeting, or those who are lower performers of CDO.
- There were 99 go-arounds in December, the highest number of 2024 so far. Overall, the total number of go-arounds remained low in Q4 2024, averaging 0.8% of arrivals into Gatwick in the quarter.
- There were 1,069 dispensations in the summer season up until the end of Q4 2024. The majority of these were due to thunderstorms across Europe and high winds in the LTMA (London Terminal Manoeuvring Area). Other reasons included French Air Traffic Control staffing issues, a runway closure at Gatwick resulting from an aircraft experiencing a technical problem, and the global Microsoft IT outage. The total overall night movements for the summer season remained within the seasonal limits.

Complaints

- Total complaints received in Q4 2024 decreased by 7.6% versus Q4 2023.
- Areas with the most complaints recorded in Q4 2024 were Tonbridge, Tunbridge Wells and Broadbridge Heath (Horsham). Complaints received from Broadbridge Heath are from a single individual. This is a long-term trend.
- Most of the complaints received are from residents living under the arrivals swathe; these account for 97% of the number of complaints.

5. RUNWAY PERFORMANCE IMPROVEMENT GROUP (RPIG)

5.1 NaTMAG received an overview of the RPIG. The purpose of the RPIG is to provide a collaborative forum and facilitate conversations between airlines for continuous improvement of the airfield, runway, and immediate airspace operations at London Gatwick. The focus of RPIG is to improve near-term operations. RPIG works as a sub-committee of the Flight Operations Performance and Safety Committee (FLOPSC).

5.2 A NaTMAG representative attends FLOPSC and the offer was made that they could also volunteer to attend RPIG which follows FLOPSC on a bi-monthly basis.

6. OTHER MEETINGS AND ISSUES

6.1 NaTMAG received their usual update from the Noise Management Board (NMB). As the GATCOM Lead Member for Noise, I, along with the Chair of GATCOM and GATCOM's Technical Advisor all now attend the NMB Oversight Board.

6.2 NaTMAG also received Airspace updates from GAL on FASI-South, London Airspace South, and Route 4 as well as a quarterly update from the DfT.

6.3 NaTMAG GATCOM members are grateful to the Airspace Office for the level of reporting provided, and the extra transparency that this provides.

7. NEXT MEETING

7.1 The next NaTMAG meeting is scheduled for 8 May 2025.

RECOMMENDATIONS

1. 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.
2. GATCOM is asked to agree that Cllr Nigel Emery, Horsham District Council, be appointed to NaTMAG until 31 July 2025.

MIKE GEORGE
GATCOM Lead Member for Noise

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