



- 2.15 pm 4. **Gatwick Region Airport Economic Zone (AEZ)**
- Richard Lennard, Economic and Community Partnerships Manager, GAL, and Julie Kapsalis MBE, Principal and CEO, NorthEast Surrey College of Technology are Co-Chairs of the Airport Economic Zone Interim Strategic Advisory Board.

Richard and Julie will provide GATCOM with a presentation about the Gatwick Region Airport Economic Zone (AEZ).

#### **GATCOM SUB GROUPS**

- 2.35 pm 5. **GATCOM Steering Group - Chair's Report** (Pages 19 - 42)
- To consider the report of the Chair summarising the matters considered by the GATCOM Steering Group on 25 June, including the Annual Air Quality report for 2025.

- 2.45 pm 6. **Passenger Advisory Group (PAG)** (Pages 43 - 46)
- To consider the report of the Chair of the Passenger Advisory Group (PAG) in respect of the activities of the Group since the last meeting and its recommendations to GATCOM.

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

- 3.00 pm 7. **Chief Executive Officer's Report** (Pages 47 - 58)
- To consider the report by Pierre-Hugues Schmit, Chief Executive Officer, GAL on activities at the airport since the last meeting.

- 3.15 pm 8. **Member Questions**
- Members are encouraged to submit written questions to [GATCOMSecretariat@westsussex.gov.uk](mailto:GATCOMSecretariat@westsussex.gov.uk) by **9am on Tuesday 14 July 2026** 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**

- 3.30 pm 9. **Airspace Update**
- Andy Sinclair, Head of Noise and Airspace Strategy, GAL to give updates on progress and issues in respect of:
- a) Departure Route 4
  - b) Airspace Modernisation
- 3.40 pm 10. **Noise Management Board** (Pages 59 - 60)
- 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.
- 3.50 pm 11. **Noise and Track Monitoring Advisory Group (NATMAG)**  
(Pages 61 - 66)
- To receive from GATCOM's Lead Member for Noise a summary of the deliberations of the last meeting of NATMAG.
12. **Dates of next meetings of GATCOM and its sub-groups**
- a) To note the next meetings of GATCOM and its sub-groups as follows:  
  
GATCOM Steering Group - Thursday 1 October 2026  
Passenger Advisory Group - Thursday 17 September 2026  
GATCOM - Thursday 22 October 2026 at 2.00pm.
  - b) To note that the next meeting of Gatwick Airport Limited's Noise and Track Monitoring Advisory Group (NATMAG) will take place on Thursday 6 August 2026 at 10.00am

**Anticipated finish time of meeting: 4.00pm.**

**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 April 2026

<b>Present:</b>	
Tom Crowley	Chair
Angie Hills	ABTA
Cllr Alan Jones	Burstow Parish Council
Ana Christie	Sussex Chamber of Commerce
Cllr Malcolm Fillmore	Rusper Parish Council
Cllr Nigel Emery	Horsham District Council
Cllr Chris Phillips	Mid Sussex District Council
Hugh McConnellogue	Airline Operators Committee
Ed Winter	Environmental Group
Igor Bartkiv	London Chamber of Commerce
Jonathan Drew	Noise Management Oversight Board Chair
Cllr Lisa Scott	Charlwood Parish Council
Cllr Mike George	Horley Town Council
Cllr Nick Hilton	Crawley Borough Council
Cllr Spencer Dixon	Kent County Council
Gareth Thomas	Passenger Advisory Group

<b>Also in attendance:</b>	
Pierre-Hugues Schmit	Chief Executive Officer, GAL
Sam Fulton	Director of Communications and External Affairs, GAL
Andy Sinclair	Head of Noise and Airspace Strategy
Amy Geoghegan	External Engagement Lead, GAL
Monique Smart	GATCOM Secretariat

### 1. Apologies and Welcomes

1.1 Apologies were received from: Cllr Peter Osborne (Kent County Council), Fran Downton (Tourism SouthEast), Cllr Nicholas White (Tandridge District Council), Cllr Helyn Clack (Surrey County Council), Brett North (Gatwick Diamond), Cllr Richard Biggs (Reigate and Banstead Borough Council), Robin Clarke (NATS), Samantha Williams (Passenger Advisory Group), Cllr Garry Wall (West Sussex County Council), Cllr Bob Bowdler (East Sussex County Council), Graham Lake (GATCOM Technical Advisor).

### 2. Minutes of The Last Meeting

2.1 Resolved: That the minutes of the meeting of GATCOM held on 12 February 2026 be approved and signed by the Chair.

### 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 19 March.

3.2 The Chair highlighted that Steering Group had a discussion around the Route 4 Airspace Change consultation and agreed that the consultation materials and events that GAL had run during the period had been very informative and well received. Steering Group were particularly pleased with the information shared via GALs social media channels.

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3.3 Steering Group acknowledged the diverse views from residents affected by Route 4 and that would be dependent on their location with respect to the proposed options. For that reason, it was agreed that GATCOM should not support a particular option or have a view on how options should be prioritised. Both these points were included in the GATCOM consultation response which was circulated to all members via email and then submitted to GAL last week. The response has been added to the GATCOM website and is also linked in the Steering Group report in the agenda pack today.

3.4 Steering Group also had the opportunity to review the draft Noise Action Plan Annual Progress Report. As stated in the report this had previously also been reviewed by NaTMAG. Steering Group had no further comments and recommended that GATCOM approve the report for publication.

3.5 GATCOM approved the Noise Action Plan Annual Progress Report (as attached at appendix A in the agenda pack)

3.6 The Chair also highlighted that Steering Group was Alison Addy's last GATCOM meeting before she left GAL for pastures new. GATCOM members joined the Chair in thanking Alison for all the support she had provided to GATCOM over the years and wishing her well for the future. It was confirmed that some rescoping was taking place within the team and recruitment would be taking place soon.

#### **4. Passenger Advisory Group**

4.1 The Vice Chair of PAG, Gareth Thomas, introduced the report (copies attached to the signed minutes) of the last PAG meeting and activities during the last quarter.

4.2 Gareth reported that the recent round of PAG Working Groups had been well supported and there were no major issues to make GATCOM aware of. The Car Parks review visit mentioned in the report had been rescheduled to next month.

4.3 One of the areas that PAG works closely with GAL is Customer Services and Gareth highlighted that complaints are down, and compliments are up. He stated that GAL Customer Services team now share live data across departments to action and improve the passenger journey and this is proving successful, particularly around the area of Security.

4.4 Following on from The Chairs announcement that Alison Addy had left GAL, Gareth highlighted that Maureen Spence from GAL had also recently retired. Maureen had worked and supported PAG for a number of years and on behalf of all PAG members, Gareth wished her a happy retirement.

4.5 Lastly it was mentioned that the new EU Entry/Exit System (EES) was now in place. This new electronic system replaces the physical stamping of passports at passport control when arriving in and departing from the participating European countries. It has been reported that some travellers had experienced long queues at some European airports. ABTA and Airlines UK have been working closely to ensure that information is available and that Airlines work closely with European airports and

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governments to ensure a smooth process for passengers. Information can be found on [ABTAs website](#).

4.6 GATCOM noted the work of PAG and its engagement with GAL as the 'critical friend' and supports its role as advocate on behalf of passengers.

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

5.1 GATCOM received a report from Pierre-Hugues Schmit, Chief Executive Officer, GAL on activity at the airport over the past quarter (copy attached to the signed minutes). The key points highlighted by Pierre-Hugues were:

- London Gatwick delivered a strong financial performance in 2025 with revenue at £1,132.1m (+0.2%), passenger numbers of 42.8m (down 1.1%), with strong long-haul growth of 3.3%, while short-haul numbers were impacted by temporary issues related to aircraft availability (-1.9%).
- Particularly strong year-on-year growth in markets to Sub-Saharan Africa (22%), the Far East and South Asia (24%), and Middle East and Central Asia (17%).
- The business' [Annual Financial Statements](#) for 2025 was published 11 March 2026.
- Gatwick now has over 60 Airlines with passengers able to chose from more than 230 destinations.
- New airlines include Jet2, AirAsia X, Condor, Air Arabia, Air France, Eurowings, Pegasus, Animawings and Beijing Capital Airlines.
- Gatwick is now London's highest ranked airport, based on passenger feedback for 2025 (Airport Service Quality results).
- A new Skyfix counter is in the terminal to facilitate and assist passengers.
- A new way of managing aircraft movements on the ground has been introduced, moving from one Air Traffic ground controller to two. This change is designed to make the airfield smoother, even safer and more resilient.
- The situation in the Middle East is being closely monitored. This has obviously resulted in some disruption across global aviation with some flights to and through the region being cancelled or rerouted due to airspace closures and safety restrictions. GALs focus is on working with airlines to support passengers. Emirates Airlines reduced from 4 to now 2 flights per day but other airlines have seen an increase in load factors - such as Singapore Airlines.
- The outcome of the legal Judicial Review for the Northern Runway DCO is expected soon.
- The [2025 Decade of Change Performance Summary](#) was published on 11 March, providing an overview of GALs sustainability activity and performance. The report celebrates key achievements, reflect on the impact of initiatives implemented across the business including the move from gas to heat source pumps, electric fleet on airfield and electric buses that will be in action soon.
- In February GAL sponsored the University of Sussex's Hack Sussex Society's Hackathon, working with around 170 students on an IT Innovation Challenge set by London Gatwick.
- London Gatwick was headline sponsor of the Gatwick Diamond Business Awards in March 2026. Two Gatwick colleagues were also finalists; one in the Apprentice of the Year category, and the other in the Employee of the Year category.

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

- Malcolm Fillmore, member for Rusper Parish Council, praised the STEM Centre as a venue and was impressed with its main use to bring schools into Gatwick. He had also recently visited the Gatwick Aviation Museum and asked if GAL would consider closer working with them, particularly around school visits. Pierre-Hugues agreed to look into this.
- Alan Jones, Burstow Parish Council, asked how the Middle East situation was affecting figures this year. Pierre-Hugues stated that it was too soon to predict numbers for 2026. Passenger numbers have been fluid so far and although there has been a reduction in flights to the area this has largely been offset by additional flights via alternative routes.
- Mike George, Horley Town Council, asked what the current situation was regarding jet fuel supply. Pierre-Hugues stated that currently all airlines are reporting availability for the standard 2-month horizon that is planned. Markets have reorganised and the Department for Transport and Department for Energy are sharing a certain level of confidence.
- Ana Christie, Sussex Chamber of Commerce, reported that as a result of the issues, importing and exporting has gone down 20% and the impact is being felt across the whole region and supply chain.

## **6 Member's Questions**

6.1 No written member questions were received.

## **7 Gatwick Airport Surface Access Strategy update.**

7.1 GATCOM welcomed Hannah Godfrey, GALs Senior Surface Access Manager, who provided a [presentation](#) and update on GALs progress in delivering its Surface Access Strategy targets.

7.2 The presentation included updates on recent achievements and milestones as well as new initiatives such as a staff car sharing scheme, staff travel website for rail discounts, improved workplace cycling facilities, and a staff travel guide and incentive scheme.

7.3 GAL have been successful in gaining £100,000 to help develop the Local Cycling and Walking Infrastructure Plan (LCWIP). This will involve public engagement and anyone with an interest should get in touch with Hannah.

7.4 In addition, Hannah updated GATCOM on bus route enhancement including a new bus service from Gatwick to Eastbourne that launches from 9 May. This has been jointly funded by East and West Sussex County Councils as well as GAL. Flixbus also continue to expand their network with low-cost tickets.

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7.5 A new overnight train service is being trialled by from 5 June to 11 September on Saturdays and Mondays and would hopefully be beneficial to those arriving or departing in the early hours of the morning. An enhanced partnership with GTR will also result in in-terminal rail ticket sales and marketing and promotion including a new TV advert coming very soon.

7.6 Lastly Hannah emphasised that London Gatwick cannot achieve a mode shift alone. They have strong partnerships with the operators, government and local authorities and are keen to continue these partnerships to help achieve targets, drive forward the passenger experience and give passengers and staff the options to choose sustainable travel.

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

- Lisa Scott, Charlwood Parish Council, welcomed the active travel grant and asked if cycle access to the North Terminal could be included. Hannah confirmed this area is a priority for inclusion in the LCWIP development. In addition, Lisa asked when the hydrogen buses would be back in use, which Hannah responded stating they were due back in the next month or so.
- When asked how Gatwick are progressing towards the 54% of passengers arriving at the airport by public transport, Hannah said that historically this figure has come from a CAA survey. That provisional data for 2025 is currently being reviewed, as well as Gatwick looking at other metrics that could be used alongside the CAA data.
- Nigel Emery, Horsham District Council, welcomed the changes to the 400 bus service made in 2025 and asked if similar improvements are being considered for bus services in the Arun/Adur area. Hannah stated that although there is no imminent service improvements planned, it is on the list for future discussion.
- Connectivity for Kent was raised as an issue and Hannah confirmed this was a priority for GAL working with the rail providers and Kent County Council.
- It was also mentioned that the Surrey Connect bus service is well used but due to funding it cannot cross the border into West Sussex. Hannah said she was keen to look at this more.

## **8 Airspace Update**

8.1 Andy Sinclair, Head of Noise and Airspace Strategy provided the following updates in relation to airspace and noise.

### **Route 4 Airspace Change consultation**

8.2 Andy explained that Route 4 is one of nine departure flight procedures from Gatwick, and the consultation has been about the reintroduction of satellite-based navigation to Route 4. Andy explained that all the other main runway departure routes have satellite navigation. A 14-week consultation was launched on 20 January and closed on 28 April. The consultation is part of a 7-stage detailed process set out by the CAA. The consultation is stage 3 of the process.

8.3 The consultation was promoted by local media, targeted social media and direct post to residents likely to be affected by the options. A number of in person event and

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webinars took place; in addition, hard copies of consultation documents were posted at local libraries. A dedicated phone line, email and free post address were provided.

8.4 Some positive feedback and challenging input was received during the consultation period, and an incredibly high number of responses have been received. Andy thanked everyone who had taken part. GAL will now take time to review all the feedback and responses. A consultation response document will be produced and submitted to the CAA before being published on the CAA airspace change portal.

**Noise Action Plan Annual Progress Report**

8.5 Following GATCOM's approval of the Noise Action Plan Annual Progress Report, Andy provided a brief explanation. He explained that it is a statutory requirement for Gatwick Airport to have a Noise Action Plan and that every 5 years it needs to be refreshed. NaTMAG provides the scrutiny function and reviews, on a rolling basis, 3 of the 42 actions at each quarterly meeting. As well as reviewing in detail the Annual Progress Report, which updates on how all 42 actions are being progressed, NaTMAG also undertake a deep dive review of the NAP halfway through its life cycle and that is due later this year.

8.6 The 2025 Annual Progress Report has now been reviewed by NaTMAG and GATCOM Steering Group and is now approved by GATCOM.

**9 Noise Management Board**

9.1 The Chair referred members to the NMB update report (copies attached to the signed minutes). Jonathan Drew, NMB Oversight Board Chair, introduced the report that summarised the work of the Noise Management Board since the last GATCOM meeting. Jonathan highlighted the following:

- The Low Noise Arrival Metric Briefing was very well attended and a great example of how a wide variety of stakeholders can successfully come together. Jonathan paid particular thanks to the Airlines involved. He also highlighted that the Gatwick CEO, Pierre- Hugues Schmit, attended the whole workshop and Jonathan thanked him for engaging with industry, councillor and residents.
- The Community Noise Metrics project has now commenced. This project expands on a previous project and has focused on identifying ways to improve noise information for communities.
- Since the last GATCOM and NMB meetings further talks have taken place with Gatwick about how to promote the Community Assembly and how better to communicate the successes of the NMB. It was suggested a social media presence would be beneficial and Jonathan was pleased that Gatwick, as sponsors of the NMB, have agreed to tweet about the NMB Community Assembly in the next few months. The GATCOM Secretariat will let members know when this is happening so that it can be shared.

**10 Noise and Track Monitoring Advisory Group (NATMAG)**

10.1 Mike George, GATCOM's lead member for noise, introduced the report (copies attached to the signed minutes) that summarised the key messages and

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recommendations arising from recent NaTMAG meetings. Mike highlighted the following:

- Of the 34 airlines included in the Airline Noise Performance Table, 26 have improved and shows the benefits of the partnership working of the Gatwick Airspace Office and airlines.
- Mike was pleased to report that the Airspace Office is working with the relevant Local Authority to investigate further the high number of complaints being submitted by one individual.
- As detailed in section 4.2 of the report, Gatwick have introduced a new night flight protocol that places a restriction preventing unscheduled aircraft from landing before 06:00 and instead the aircraft join a holding pattern at a higher altitude until after 06:00. NaTMAG will wait to see the outcome of this new protocol.

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

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

Passenger Advisory Group – Thursday 4 June 2026

GATCOM Steering Group - Thursday 25 June 2026

GATCOM – Thursday 16 July 2026 at 2.00pm. This meeting will be virtual via MS Teams.

The meeting concluded at 3.45pm

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## **GATCOM**

**JULY 2026**

### **GATCOM MEMBERSHIP AND APPOINTMENTS**

#### **REPORT BY SECRETARIAT**

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

1.1 Following local elections in May there has been some changes to Local Authority members appointed to GATCOM. The confirmed new members are:

Cllr Caroline Ward (West Sussex County Council)  
Cllr Peter Griffiths (East Sussex County Council)

1.2 There are also some new substitute members appointed as follows:

Cllr Liz Lockwood (Tandridge District Council)  
Cllr Walter Hill (Charlwood Parish Council)  
Cllr Brian Quinn (West Sussex County Council)  
Cllr Christina Coleman (East Sussex County Council)

1.3 All new Members have received a welcome email from the Secretariat along with a copy of the GATCOM Member Handbook. We try and offer all new members an induction session and this is in the process of being arranged. Members that have joined since the last induction session or those unable to attend a previous session, will also be invited to attend the new member induction session. Those members are highlighted in yellow on the attached membership list (Appendix A).

1.4 Members may be aware that in May there were elections for the new East and West Surrey Unitary Councils. These are running in a shadow form for the first year and will not appoint to bodies such as GATCOM until April 2027. Until then the current Surrey County, District and Borough Councils remain appointed to GATCOM.

1.5 The new East Surrey Council area contains all the District and Borough Councils that are currently members of GATCOM so a representative from that Council will be sought for GATCOM from May 2027. The Chair will soon be writing to the newly appointed Leader of East Surrey Council to offer an introduction ahead of them appointing to GATCOM in April 2027.

1.6 As a reminder, pending final confirmation from government which is expected in mid-July, Sussex will also have elections in May 2027 for new Unitary Councils. As with Surrey those Unitary Councils will be in a shadow form for the first year and will not appoint to GATCOM until May 2028.

1.7 Although the Government has now postponed the mayoral elections in Sussex to May 2028. East Sussex and West Sussex County Councils and Brighton and Hove City Council have established a Sussex and Brighton Mayoral Combined County Authority (MCCA). The background legislation is expected in Parliament in autumn 2026. The inaugural meeting of the Sussex and Brighton MCCA took place on 15 April 2026. This new Strategic Authority that will have responsibility for areas such as transport, economy, and skills, all of which are key areas of consideration for GATCOM and Gatwick Airport. GATCOM has previously given support to inviting a representative from the Sussex Mayoral Combined Authority

## Agenda Item 3

to join GATCOM. The Chair will soon be writing to the Chair and the Chief Officer, to offer an introduction and invite them to consider if they wish to appoint to GATCOM in the future. The timeframe for other Mayors or Mayoral Authorities is not confirmed.

1.8 Discussions on future GATCOM membership will continue as Local Government Reorganisation (LGR) and Devolution progress. Areas around Gatwick are on different timescales regarding LGR and Devolution so changes will not all happen at once.

1.9 We have not had any notified changes to non-Local Authority organisation appointments to GATCOM. The Secretariat undertakes checks that the non-Local Authority organisations have a valid set up including constitutions and that the organisations are happy to continue to be represented on GATCOM. For the Environment Group, confirmation about membership in terms of the number and geographical range of membership has been sought to ensure the appointed representative Group (GACC) is still relevant for the Gatwick area.

### **2. APPOINTMENTS**

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

2.2 The current Vice-Chair, Cllr Helyn Clack (Surrey County Council), has formally indicated her willingness to continue in the role. No further nominations were received and therefore it is recommended that GATCOM reappoints Cllr Helyn Clack for a further year.

### **3. GATCOM's SUB-GROUPS**

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

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

<b>Seats held by</b>	<b>no. of seats (max 13)</b>	<b>Nominations</b>
Chairman Vice-Chair	X2	Tom Crowley Vice-Chair - <i>If the Vice-Chair is a representative from a Local Authority, he/she shall hold one of the local authority seats.</i>
Surrey County Council	X1	Cllr Helyn Clack
West Sussex County Council	X1	Cllr Carolie Ward
East Sussex County Council	X1	Cllr Peter Griffith
Surrey district councils	X3	Cllr Bradley Nelson (Mole Valley District Council) Cllr Nicholas White (Tandridge District Council)

		Cllr Richard Biggs (Reigate & Banstead Borough Council)
West Sussex district councils	X2	Cllr Nigel Emery (Horsham District Council) Cllr Nick Hilton (Crawley Borough Council)  Substitute Cllr Christopher Phillips (Mid Sussex District Council)
Environmental and Amenity Groups	X1	Ed Winter, GACC
Economic/business interests	X1	Brett North, Gatwick Diamond Business
Passenger interests	X1	Samantha Williams, Chair of PAG
Airline interests	X2	Rory Lillington, Airlines UK Hugh McConnellogue, Gatwick AOC
GATCOM Lead Member for Noise	X1	Cllr Mike George

3.3 In previous years two of the Surrey District Councils were substantive members and the third was the substitute. However, in 2023 and 2024 it was agreed that Surrey district councils would have three seats on the Steering Group. The reason being the significance of the DCO application. This was made possible as the Vice Chair is a County Councillor so there is essentially a vacant seat. Surrey district councils have requested the agreement continue for a further year and GATCOM is recommended to approve this.

3.4 West Sussex district and borough councils have also been consulted and have agreed that the current arrangement of Crawley and Horsham Councils having the substantive seats and Mid Sussex Council being the substitute should continue.

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

<b>Seats held by</b>	<b>No. of seats</b>	<b>Nominations received</b>
Chairman of GATCOM Vice-Chair of GATCOM		Tom Crowley Helyn Clack
Airline interests	X1	Claire Bull/Rohan Rubans, Gatwick ACC/AOC
Travel Agents/Tour Operators	X1	Angie Hills, ABTA
Local Authority	X1	To be advised – dependent of Vice Chairman.
Independent Passenger Representatives (Appointed by GAL following interview selection by GAL and GATCOM)	Up to X16	Samantha Williams (Chair of PAG) Gareth Thomas (Vice-Chair) Claire Booth Clive Brooks Nick Brooks Wendy Dudley Sheila Plant Mark Reddick

		Claire Vickers Paul Audu David Sutcliffe Tricia Barker Simon Leighton Cinzia D’Amico Chris Larkman Margot McArthur
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3.6 The only nominations GATCOM is asked to approve for PAG are the Airlines and Travel/Tour Operators representatives and if the GATCOM Vice Chair is not a Local Authority member, then GATCOM would be asked to nominate a Local Authority member to PAG.

3.7 The appointment of the PAG Chair and Vice Chair is voted on within the PAG. The term of office for the PAG Chair and Vice Chair are two years and one year respectively. The current Chair Samantha Williams term of office runs until January 2028, and the current Vice-Chair Gareth Thomas’s term of office runs until January 2027.

**4. GATWICK AIRPORT LIMITED GROUPS**

**NaTMAG**

4.1 The appointing process for members to serve on the Noise and Track Monitoring Advisory Group (NaTMAG) and the appointment of a Lead and Deputy Lead Member for Noise was agreed by GATCOM in April 2013. Appointments are now made for a term of two years in view of the need for continuity of representation on NaTMAG and the retention of members’ knowledge and technical expertise. These appointments were last agreed in July 2025 so are not due for renewal until 2027. The appointed group have appointed Mike George as lead member for noise and Alan Jones as deputy lead member for noise and these are in place until 2027.

4.2 Following the recent elections one appointed member, Cllr Philip Lunn (East Sussex County Council), is no longer appointed to GATCOM and we therefore have a vacancy for a GATCOM member or substitute member to join NaTMAG.

4.3 Below are the GATCOM members currently appointed to NaTMAG:

<b>NATMAG</b>	<b>Seats held x7</b>	<b>Nominations received</b>
Chair/Vice-Chair of GATCOM	X1	The Chair has reiterated his previous wish for a local authority member to occupy his seat for the two-year term.
Environmental Groups	X1	Ed Winter (GACC)
Local Authority	X5 (6 to include the GATCOM Chairs deferred seat)	Cllr Malcolm Fillmore (Rusper Parish Council) Cllr Mike George (Horley Town Council) Alan Jones (Burstow Parish Council) Cllr Nigel Emery (Horsham District Council) Cllr Nicholas White (Tandridge District Council) 1 X Vacancy

4.4 Substitute members are eligible for nomination but only if the substantive member from their authority is not already a member.

4.5 The Secretariat has emailed all GATCOM members and substitute members seeking nominations for the NaTMAG vacancy. Only one expression of interest has been received and that is from Cllr Liz Lockwood who is the new substitute member from Tandridge Council. As we already have the substantive member from Tandridge Council appointed to NaTMAG, approval is sought from GATCOM to waive the rule detailed in 4.4 above. Cllr Lockwood has previously been a member of GATCOM, NaTMAG and the NMB and it is felt her knowledge and enthusiasm would be beneficial to NaTMAG, rather than leaving it vacant.

#### **NMB**

4.6 GATCOM also appoints representatives to the Gatwick Noise Management Oversight Board. This is currently the GATCOM Chair, GATCOM Technical Advisor and GATCOM Lead Member for Noise. It is recommended this arrangement continue.

4.7 The NMB appoints Local Authority representatives separately. The arrangement prior to the recent County Council elections was that the four County Councils surrounding Gatwick agree two nominations and one substitute. The NMB is currently liaising with the County Councils to agree the nominations going forward.

#### **Recommendations**

GATCOM are asked to:

- Note the changes in GATCOM membership.
- Agree the appointment of Helyn Clack as Vice Chair of GATCOM for 2026/27
- Agree the membership of GATCOM Steering Group for 2026/27 including Surrey District Councils having 3 representatives for an additional year.
- Agree the Airlines and Travel/Tour Operators seats on PAG for 2026/27 as detailed in 3.5.
- Agree to waive the rule that a substantive and substitute member from the same Local Authority cannot be appointed to NaTMAG.
- Agree the appointment of Liz Lockwood to NaTMAG for a period of 1 year.
- Agree the GATCOM representatives to the Noise Management Board as detailed in 4.6.

**MONIQUE SMART**  
**GATCOM Secretariat**

## Appendix A – Membership List

### Chair

Tom Crowley

### Surrey County Council

Clr. Helyn Clack  
(Clr. Matt Furniss -substitute)

### East Sussex County Council

Clr. Peter Griffith  
(Clr Christina Coleman– substitute)

### Crawley Borough Council

Clr. Nick Hilton  
(Any other Crawley BC Cabinet Member-  
substitute)

### Horsham District Council

Clr. Nigel Emery  
(Clr. Ruth Fletcher)

### Tandridge District Council

Clr Nicholas White  
(Clr Liz Lockwood- substitute)

### Charlwood Parish Council

Clr Lisa Scott  
(Clr. Carolyn Evans -substitute)

### Burstow Parish Council

Alan Jones  
(Clr. Eddie Lord - substitute)

### Gatwick Noise Management Board

Jonathan Drew – Chair of NMOB  
(Kirsty Barry – Chair of NMB Community  
Assembly- substitute)

### ABTA

Angie Hills  
(Luke Petherbridge– substitute)

### Airlines UK

Chris Carter  
(Rory Lillington - substitute)

### BAR UK

Colin Stewart  
(TBA – substitute)

### Tourism South East

Fran Downton

### West Sussex County Council

Clr Caroline Ward  
(Clr Brian Quinn-substitute)

### Kent County Council

Clr Peter Osbourne  
(Clr Spencer Dixon- substitute)

### Mid Sussex District Council

Clr Christopher Phillips  
(Clr Ian Gibson – substitute)

### Reigate and Banstead Borough Council

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

### Mole Valley District Council

Clr Bradley Nelson  
(Clr Jo Farrar-Astrop- substitute)

### Rusper Parish Council

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

### Horley Town Council

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

### Environment Groups

Ed Winter - GACC  
(Peter Barclay – substitute)

### Passenger Representative

Samantha Williams – Chair of PAG  
(Gareth Thomas – Vice-Chair of PAG –  
substitute)

### Gatwick Airlines Organisations Committee (AOC)

Hugh McConnellogue (EasyJet)  
Jo Rettie

### London Chamber of Commerce

Stuart Pick  
(Igor Bartkiv - substitute)

### Gatwick Diamond Business

Brett North  
(Sally Brown – substitute)

## **GATCOM STEERING GROUP - REPORT BY CHAIRMAN, JULY 2026**

### **1. INTRODUCTION AND OVERVIEW**

1.1 This paper summarises the matters considered by the GATCOM Steering Group at its meeting on 25 June 2026. Recommendations for GATCOM are 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. They also provided updates on the new Community Fund that will replace the Gatwick Airport Community Trust and the legal challenge that GAL are taking against the Secretary of State for Transport in relation to the Airports Slot Allocation (Alleviation of Usage Requirements) Regulations 2026. The most up to date information will be provided in the CEO report to GATCOM along with an opportunity for members to ask questions.

1.3 A few days before the Steering Group meeting we were made aware of the High Court ruling to uphold the Government's decision to grant planning approval for the Northern Runway Project. However, as this was still subject to further appeal, which we now know has been requested by both CAGNE and GACC, no detailed discussion took place. We do know that the court has 28 days to decide if the case is arguable and therefore if it will go forward for appeal.

1.4 Whatever the outcome of the DCO, GATCOM will continue to work with its members and GAL in a positive and constructive manner and monitor all matters concerning the management of the airport which affects the interests of users of the airport, local authorities and others interested groups. Should the project progress, regular updates will be given to GATCOM, including construction progress, programme, and timing of works.

### **2. MEMBERSHIP AND APPOINTMENTS UPDATE**

2.1 GATCOM Steering Group welcomed new member Cllr Peter Griffiths (East Sussex County Council).

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

### **3. GATCOM MEETING ARRANGEMENTS**

3.1 Steering Group received a short report containing the feedback received from members and observers of the last GATCOM meeting that was held, for the first time, in the STEM Centre at Gatwick Airport.

3.2 Feedback was predominantly positive with some constructive feedback on issues that, with support from GAL, could be resolved to allow continued use of the STEM Centre. Steering Group agreed that the Secretariat should work with GAL on resolving the main issues including better microphones and seating to allow for a more comfortable and professional set up. There was also a suggestion that technology to allow for hybrid meetings should be considered.

#### **4. AIRSPACE & NOISE UPDATES**

4.1 Again, the most up to date information around Airspace and Noise will be provided at GATCOM on 16 July but the following key points were highlighted at Steering Group.

##### **Route 4 Airspace Change consultation.**

4.2 The 14-week public consultation on reintroducing satellite-based navigational procedures for Route 4 - one of the airport's nine departure routes, closed on 28 April. GAL confirmed they had received over 1800 responses which all need to be reviewed and categorised before being submitted to the CAA. GAL also confirmed there was no defined timeline for the next stage, but they were expecting to submit the consultation report to the CAA by the end of July. No preferred option will be identified until after the CAA respond and further analysis of the feedback is undertaken.

##### **Noise Exposure Contours**

4.3 Steering Group were provided with a summary of the recently published [Noise Exposure Contours for Gatwick Airport 2025](#) . The report presents the 2025 average summer day and night noise exposure contours generated for London Gatwick Airport. Some key points to note include:

- Gatwick operated at around 95% of 2019 (pre-pandemic) traffic levels during the assessment period.
- Although flight numbers have continued to recover, improvements in aircraft technology and operational procedures have reduced overall noise exposure.
- Noise footprint reduced despite increased traffic.
- The 51 dB LAeq,16hr daytime contour (the broadest daytime contour) decreased by 5%, from 2024 to 108.1 km<sup>2</sup> in 2025.
- The 2025 contours show a measurable reduction in the size of the affected noise area compared with 2024, continuing a longer-term downward trend in aircraft noise exposure around Gatwick.

##### **Noise Studies**

4.4 Steering Group noted that the [DfT Aviation Night Noise Effects \(ANNE\)](#) study and the [CAA Aviation Noise Attitudes Survey 2023-2024](#) had both recently been published. These are significant reports that we have been promised for some time. However, they do not, at this stage, involve any change to policy on Noise. A second report from the DfT ANNE Study is expected out later in this year.

4.5 Both the CAA and DfT have offered to undertake briefings on these reports. In discussion with the NMB Chair we have agreed a good opportunity for this would be at the Annual Airspace & Noise Forum, which is scheduled for 14 October, 3-6pm, and is open to the public, including all GATCOM members. Please do "Save the date." London Gatwick will shortly be sending out registration details to GATCOM members and I ask you all to share this information on social media and with local residents.

#### **5. ANNUAL AIR QUALITY MONITORING RESULTS 2025**

5.1 The report prepared jointly by Reigate and Banstead Borough Council and GAL giving the 2025 annual results from the air quality monitoring program undertaken on, and in the vicinity of, Gatwick Airport was presented to Steering Group by Leon Hibbs. The report is attached at Appendix A and will also be added to the GATCOM website.

5.2 The report is based primarily on monitoring of nitrogen dioxide at the Horley Gardens Estate which is to the northeast of Gatwick Airport. It was explained that because of the prevailing wind, the majority of any pollution is blown that way and therefore if standards are being met there, we should be confident they are met elsewhere around the airport.

5.3 Nitrogen dioxide concentrations in 2025 remained below the UK annual average air quality standard of 40  $\mu\text{g m}^{-3}$  (micrograms per cubic metre) at sites normally assessed on the Horley Gardens Estate, on Victoria Road, and at the A23 site (RB149). The RB149 site has historically not met the UK standard - concentrations were 43  $\mu\text{g m}^{-3}$  in 2019 – but in 2025 the annual average concentration was 28.7  $\mu\text{g m}^{-3}$  (29.0  $\mu\text{g m}^{-3}$  in 2024). The data shows that nitrogen dioxide pollution from the airport and A23 Airport Way decreased in 2025 compared to 2024, with levels around 29 % lower than in 2019 (21  $\mu\text{g m}^{-3}$  in 2019 compared to 14.9  $\mu\text{g m}^{-3}$  in 2025).

5.4 The PM10 air quality standard was met on the Horley Gardens Estate in 2025 with an annual average concentration at RG1 of 13.2  $\mu\text{g m}^{-3}$  in 2025 (VCM methodology), which is up on 2024 (11.5  $\mu\text{g m}^{-3}$ ). This increase in 2025 reverses to an extent the apparent 'step down' in PM10 concentrations in 2023 and 2024, both on and off airport, reflecting the fact that the majority of the PM10 measured on the Horley Gardens estate is from the regional background rather than any specific local source e.g. the airport or road traffic. The main purpose of monitoring PM10 on the Horley Gardens Estate is to examine trends in the PM10 concentration, as the UK Government is aiming to reduce people's exposure to particulate matter in the longer term even where the air quality standards are met.

5.5 The two other pollutants detailed in the report are Benzene and Ozone. For benzene, the air quality objective has been met with concentrations up slightly in 2025 at the residential site (0.5  $\mu\text{g m}^{-3}$  in 2024 and 0.7  $\mu\text{g m}^{-3}$  in 2019) and largely flat on airport compared to 2024. Ozone concentrations continue to breach the UK air quality objective for this pollutant, as they do across the southeast in non-urban areas. Although aircraft and road traffic do not emit ozone directly, ozone is involved in the formation of nitrogen dioxide one of the pollutants of interest in the vicinity of Gatwick.

5.6 GAL added that changing fleet, such as on airport vehicles and buses, from diesel to electric is helping to reduce emissions on airport and more improvements are planned in the coming years.

5.7 In summary except for ozone all the UK annual average air quality objectives were met at all sites in the vicinity of Gatwick during 2025.

## **6. ULTRAFINE PARTICLES IN THE VICINITY OF GATWICK**

6.1 Leon Hibbs from Reigate and Banstead Borough Council also presented Steering Group with an update report on ultrafine particles. This report is attached at Appendix B.

6.2 A report was first presented to GATCOM in 2012 on the impact of ultrafine particles on the local community where it was found that residents on the Horley Gardens estate were exposed to elevated levels of ultrafine particles. Research over the last 10 to 15 years has indicated that exposure to ultrafine particles is linked to an increased risk of many health conditions. Reigate and Banstead Council undertook more detailed monitoring in 2018 and 2019, the findings of which were presented to GATCOM in 2020, with a reanalysis of the data presented in 2022 following the publication of WHO

guidelines. This reanalysis found that for around 50% of the time residents in the vicinity of RG1 (towards the centre of the Horley Gardens Estate) are exposed to ultrafine particle concentrations that are classed as high either on a daily or hourly basis by the WHO, and that this was driven by winds off airport.

6.3 Following this work, the Council then reapproached DEFRA for further funding for long term community monitoring of ultrafines in the vicinity of Gatwick, citing the need for the UK national network to have at least one community monitoring site near a major UK airport. DEFRA have now expanded the UK's national ultrafine particles network from three to six sites and in 2024 as part of this expansion it agreed to fund in full a scanning mobility particle sizer (SMPS) which looks at both particle number and the size of the particles at the RG1 site in Horley. Ultrafines monitoring began on the Horley Gardens Estate in late 2024.

6.4 2025 represents the first full year of monitoring on the Gardens Estate for this pollutant. As can be seen from the report residents' exposure towards the centre of Horley Gardens Estate is comparable to that kerbside of a 6-lane highway in Central London (Marylebone Road), and considerably higher than the London Background site which the Gardens Estate more closely resembles. Leon added that other areas also have high levels, and it is not restricted to the Horley Garden Estate.

6.5 At present there are no UK or EU limit values for ultrafine particles, and the WHO are unable to give a guideline value due to the limited research to date in this area driven in part by the limited monitoring to date. Leon Hobbs explained that a lot more research and data gathering is now taking place. GAL confirmed that they are part of Sustainable Aviation, an industry coalition championing net zero aviation, and they are currently funding a PHD study in this area and more information will be able to be shared once that is completed.

## **RECOMMENDATIONS**

GATCOM are asked to:

- Agree that the Secretariat work with GAL to better the facilities at the STEM Centre to allow in person GATCOM meetings to continue at the venue.
- Note the Noise Exposure Contours for Gatwick Airport 2025.
- Save the date of 14 October to attend GALs Annual Airspace & Noise Public Forum.
- Note the Annual Air Quality Report 2025.
- Note the Ultrafine Particle Report and support Reigate and Banstead Councils in continuing this work with Defra funding and reporting to GATCOM annually.
- Note that Sustainable Aviation are also undertaking some work on Ultrafine Particles and seek to get an update from them when completed.

**TOM CROWLEY**  
**CHAIRMAN**

Appendix A - ANNUAL AIR QUALITY MONITORING RESULTS 2025

Appendix B - ULTRAFINE PARTICLES IN THE VICINITY OF GATWICK

## **Air Quality Monitoring: Joint Report by RBBC and GAL for 2025.**

1. The following report presents the results from the 2025 air pollution monitoring program undertaken on, and in the vicinity of, Gatwick Airport.
2. Committee members are reminded that details of:
  - i. the legislation,
  - ii. the rationale for the monitoring of certain pollutants,
  - iii. and factors to bear in mind when examining the data e.g. the impact of the weather, and / or changes in the source of a pollutant, were covered in the initial report to the GP sub committee on 11<sup>th</sup> January 2007<sup>1</sup>.

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

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

3. The annual average concentration of nitrogen dioxide across the Horley Gardens Estate in 2025 is shown in Figure 1.
4. Nitrogen dioxide concentrations in 2025 remained below the UK annual average air quality standard of 40  $\mu\text{g m}^{-3}$  (micrograms per cubic metre) at sites normally assessed on the Horley Gardens Estate, on Victoria Road, and at the A23 site (RB149). The RB149 site has historically not met the UK standard - concentrations were 43  $\mu\text{g m}^{-3}$  in 2019 – but in 2025 the annual average concentration was 28.7  $\mu\text{g m}^{-3}$  (29.0  $\mu\text{g m}^{-3}$  in 2024).
5. On Victoria Road (RB151) nitrogen dioxide concentrations were 20  $\mu\text{g m}^{-3}$  (22  $\mu\text{g m}^{-3}$  in 2024) compared to 33  $\mu\text{g m}^{-3}$  in 2019, while the highest concentration measured on the Horley Gardens Estate was 18  $\mu\text{g m}^{-3}$  (19  $\mu\text{g m}^{-3}$  in 2024) compared to 26  $\mu\text{g m}^{-3}$  in 2019. At the RB59 ‘worst case’ receptor concentrations were around 17  $\mu\text{g m}^{-3}$  in 2025 (18  $\mu\text{g m}^{-3}$  in 2024) which compares to the highest concentration in 2019 of 26  $\mu\text{g m}^{-3}$ .
6. Local sources of pollution on the estate remained unchanged throughout 2025, i.e. no new significant sources were introduced, and so the results are comparable to previous years monitoring work.
7. Data capture from all of the real time monitoring sites was over 90 %, and so the data from these sites along with the diffusion tube data is valid for monitoring compliance with the air quality standards.
8. The results from 2025 are in line with the predicted distribution of nitrogen dioxide concentrations for the Horley Gardens Estate, with the highest concentrations (excluding main road sites) found towards the southeast corner of the estate. Concentrations in 2025 were typically 1  $\mu\text{g m}^{-3}$  lower than they were in 2024 and around 7 to 8  $\mu\text{g m}^{-3}$  lower than in 2019. However away from the southeast corner of the Gardens Estate concentrations actually rose by around 1  $\mu\text{g m}^{-3}$ . To put these changes into context, at suburban residential sites elsewhere in the borough nitrogen dioxide concentrations are up by 1 to 2  $\mu\text{g m}^{-3}$  in 2025 compared to 2024 but remain 3 to 6  $\mu\text{g m}^{-3}$  lower than in 2019.
9. Nitrogen dioxide concentrations in Charlwood were up by 2  $\mu\text{g m}^{-3}$  on 2024 at 12  $\mu\text{g m}^{-3}$ , and in Hookwood were up by 1  $\mu\text{g m}^{-3}$  to 10  $\mu\text{g m}^{-3}$  in 2025. Concentrations in Smallfield were unchanged at 13  $\mu\text{g m}^{-3}$  in 2025 and are 6  $\mu\text{g m}^{-3}$  lower than in 2019.
10. Passenger numbers at Gatwick decreased by 1.1 % in 2025 compared to 2024 (and are still down 8.2 % on 2019), while aircraft movements decreased 0.9 % over the same period and are still down 7.7 % on 2019 levels (Appendix A).

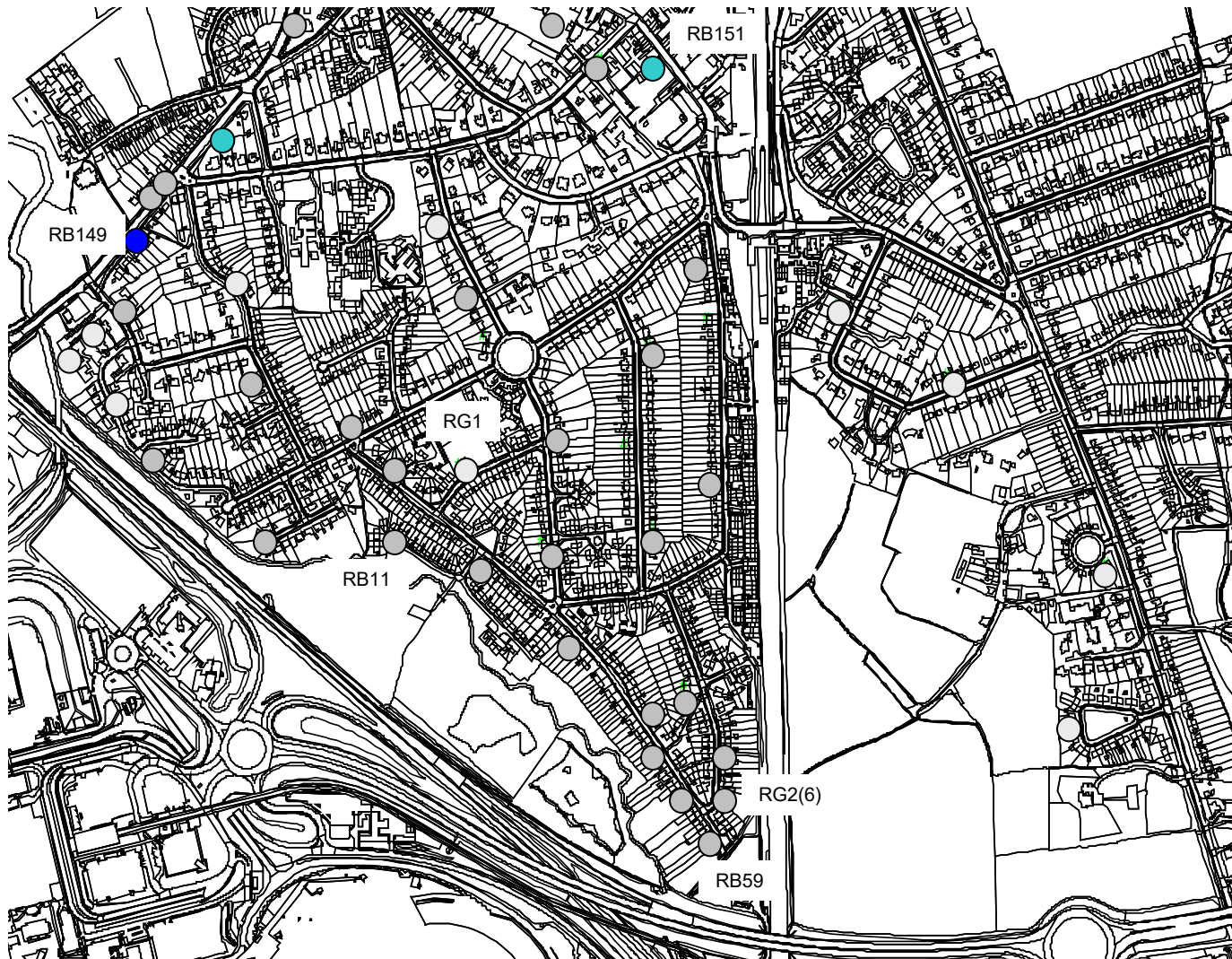
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<sup>1</sup> Contact GATCOM Secretariat for historical reports.

11. Traffic flows on the M23 spur in 2025 as in 2023 and 2024 are unknown, as the traffic counters on the spur are showing very poor data capture and appear to be out of order.

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

12. The PM<sub>10</sub> air quality standard was met on the Horley Gardens Estate in 2025 with an annual average concentration at RG1 of 13.2 µg m<sup>-3</sup> in 2025 (VCM methodology), which is up on 2024 (11.5 µg m<sup>-3</sup>). This increase in 2025 reverses to an extent the apparent 'step down' in PM<sub>10</sub> concentrations in 2023 and 2024, both on and off airport, reflecting the fact that the majority of the PM<sub>10</sub> measured on the Horley Gardens estate is from the regional background rather than any specific local source e.g. the airport or road traffic.



**Key:**

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



Other sites in the vicinity of the of the Airport:

- Charlwood: 12  $\mu\text{g m}^{-3}$   
(Russ Hill)
- Hookwood: 10  $\mu\text{g m}^{-3}$   
(Withey Meadows)
- Smallfield: 13  $\mu\text{g m}^{-3}$   
(Ontario Close)

Comparable sites elsewhere within the Borough:

- Reigate: 13  $\mu\text{g m}^{-3}$
- Banstead: 12  $\mu\text{g m}^{-3}$
- Redhill: 13  $\mu\text{g m}^{-3}$
- Merstham: 15  $\mu\text{g m}^{-3}$

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**Figure 1: Monitoring Results for Nitrogen Dioxide Concentrations across the Horley Gardens Estate in 2025.**

Tube Correction Factor = 0.87 (n=11 min).

## Trends in Pollutant Concentrations.

### Nitrogen dioxide.

13. A three year rolling average concentration is used in the trend analysis work to help remove the year to year fluctuations in concentrations caused by the prevailing weather conditions. While the data to 2023 (Figure 2) showed that the long term downward trend in annual average nitrogen dioxide concentrations at the RG1 site had stopped, this mainly reflected the impact of the COVID restrictions in 2020 and 2021. The 2025 data which is 'free' of the legacy COVID impact suggests that the long term downward trend at RG1 continues, and at a similar rate to that pre COVID.
14. At the 'worst case' receptors closer to the airport (RG2(6), RB59) again the legacy impact of the restrictions can clearly be seen, with the steeper falls between 2019 and 2022 compared to the RG1 site reflecting the bigger influence that aviation and road traffic emissions have on these two sites, with the increase in nitrogen dioxide in 2023 and 2024 reflecting the start of the return to 'normal'. The 2025 data is largely flat compared to 2024 in part reflecting the lack of airport growth over this period.
15. The position of the monitoring stations around Gatwick means that it is possible to examine the nitrogen dioxide pollution coming from the airport and the A23 Airport Way when winds are from the SW, by subtracting the readings from the RG3 station to the SW of the airport from those made at the RG2(6) station to the NE of the airport (Figure C.1 - Appendix C).
16. Figure C.1 demonstrates that while the airport / A23 Airport Way had delivered significant reductions in pollution by 2012, by 2016 these improvements had been lost. The relocation of the RG2 site at the end of 2016 made direct comparisons difficult in 2017 but the 2019 data suggested that the rapid increase in nitrogen dioxide from the airport / Airport Way between 2012 and 2016 was declining, albeit to levels similar to those in 2007.
17. The 2025 data (Figure C1) shows that nitrogen dioxide pollution from the airport and A23 Airport Way decreased in 2025 compared to 2024, with levels around 29 % lower than in 2019 (21  $\mu\text{g m}^{-3}$  in 2019 compared to 14.9  $\mu\text{g m}^{-3}$  in 2025).

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

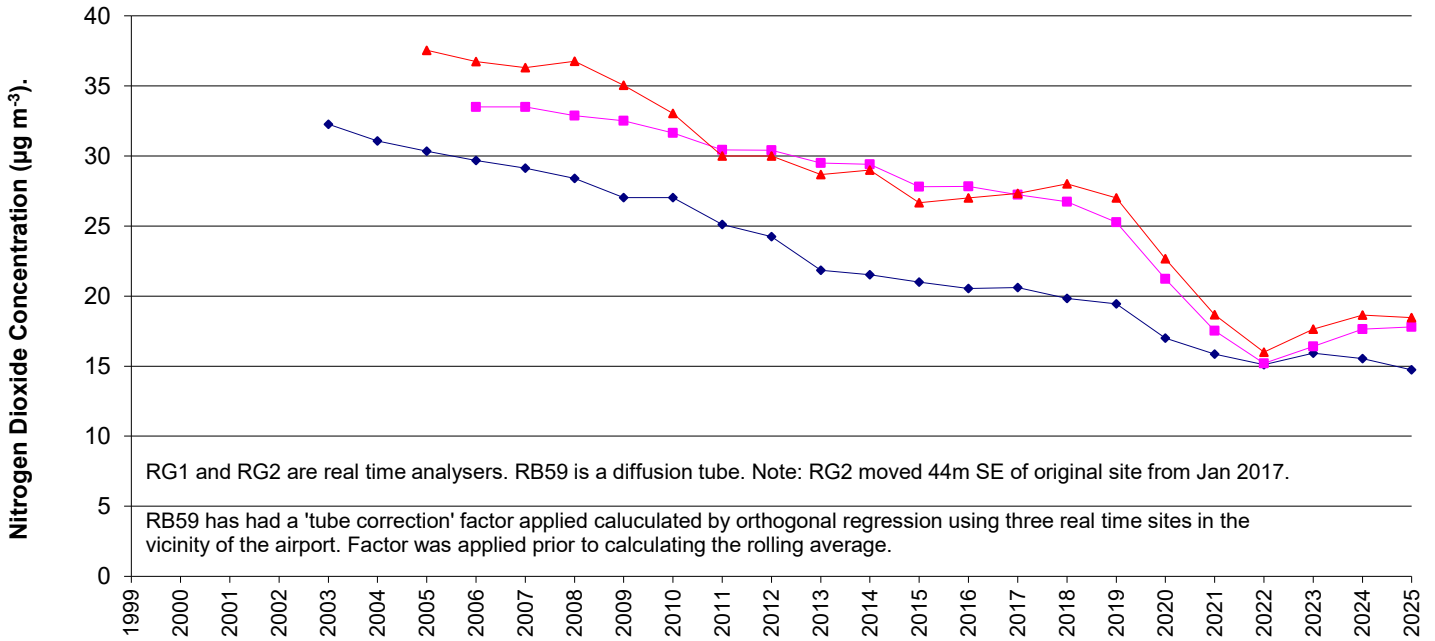
18. It is important to note that the airport is not a significant source of PM<sub>10</sub>, and computer modelling<sup>2,3</sup> consistently indicates that the airport is responsible for no more than 1 – 2  $\mu\text{g m}^{-3}$  of the total PM<sub>10</sub> concentration at the worst affected properties on the Horley Gardens Estate.
19. The COVID restrictions in 2020 and 2021 in effect confirmed the computer model, as despite the significant reductions in aircraft movements at the airport the PM<sub>10</sub> concentrations fell by no more than around 1  $\mu\text{g m}^{-3}$  compared to 2019, with far larger changes seen between 2015 and 2017 for example.
20. The main purpose of monitoring PM<sub>10</sub> on the Horley Gardens Estate is to examine trends in the PM<sub>10</sub> concentration, as the UK Government is aiming to reduce people's exposure to particulate matter<sup>4</sup> in the longer term even where the air quality standards are met.
21. Using a three year rolling average to examine the trends in the data there is evidence of an overall downward trend from 2003 to 2010, with concentrations of 23.9  $\mu\text{g m}^{-3}$  in 2003 and 19.5  $\mu\text{g m}^{-3}$  in 2010 (Figure 3), although much of this improvement in non airport PM<sub>10</sub> occurred between 2007 and 2010. From 2010 the overall trend was flat to 2015, with the slight rise between 2011 and 2013 largely an artefact of the elevated concentration measured in 2011, while from 2015 the downward trend resumed and has continued in 2025.

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

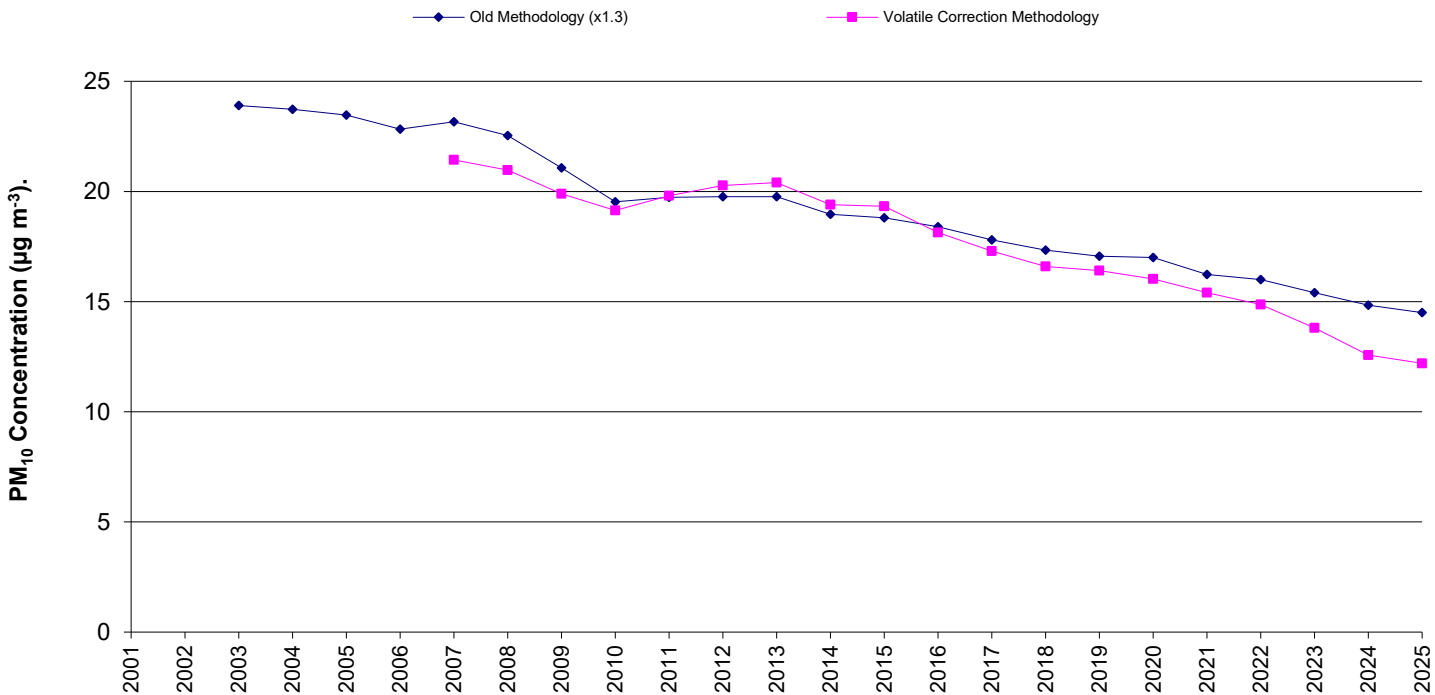
<sup>3</sup> Gatwick Air Quality Assessment for 2010 (AEAT/ENV/R/2795/Issue 1 – June 2009)

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

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



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



**On Airport Monitoring.**

22. In the absence of relevant receptors<sup>5</sup> at the airport monitoring site, it is largely academic whether or not the air quality standards are breached. However the monitoring results from 2025 (Table 1) indicate that the standards were met at the LGW3 monitoring station for PM<sub>10</sub> and nitrogen dioxide.

	On Airport (LGW3)	Standard	Standard Met?
Annual Average nitrogen dioxide Concentration	18.1	40	Yes
Nitrogen Dioxide: No. of hours over 200 µg m <sup>-3</sup>	0	18	Yes
Annual Average PM <sub>10</sub> Concentration Using FIDAS instrument*	14.3*	40	Yes
PM <sub>10</sub> : No. of days over 50 µg m <sup>-3</sup>	1	35	Yes
<small>All concentrations are in µg m<sup>-3</sup>.                      Data Capture: Nitrogen Dioxide 92.5 %, PM<sub>10</sub> 95.8 %.                      *GAL replaced the TEOM PM<sub>10</sub> analyser with a FIDAS instrument in 2019. For comparison purposes this value should be compared to the RG1 VCM value in Appendix B.</small>			

**Table 1: Nitrogen Dioxide and PM<sub>10</sub> Concentrations on Airport in 2025.**

23. It should be pointed out that while the LGW3 monitor is of limited use for compliance monitoring, it is of particular use for verifying the computer modelling work used to make forward predictions about air quality at the airport.
24. During 2013 Pier 1 on the airport was closed for redevelopment, which represents a major change in the airport sources of air pollution affecting this monitor. Thus the results for 2014 and subsequent years are not directly comparable to data pre 2013 when examining trends in on airport pollution.

**On Airport Pollutant Trends.**

25. Bearing in mind the changes in the on airport sources of pollution Figure 4 shows the 3 year rolling average nitrogen dioxide concentration at the on airport monitor LGW3, and the data from the residential monitor RG1 for comparison. The graph shows a steady improvement in nitrogen dioxide concentrations at the LGW3 monitor, with a significant improvement from 2003 onwards, followed by a subsequent increase in 2007 and 2008. While concentrations from 2009 to date continue to follow the long term downward trend, the slight increase in 2018 resulted from a relatively low concentration in 2015 (as seen in the RB59 trend data) and fairly flat concentrations over the three years to 2019.
26. As with the residential monitoring the impact of the COVID restrictions is clearly seen in the trend data, with the reduction in annual mean nitrogen dioxide concentration 2019 to 2021 greater at the LGW3 site than any of the residential sites. This reflects the greater contribution that aviation / local road traffic emissions normally make to nitrogen dioxide concentrations at LGW3. As with the residential data 2025 represents the first year that the trend data values can be considered 'back to normal', and while a single data point it does suggest that the long term downward trend seen between 2010 and 2015 continued in 2025.

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

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

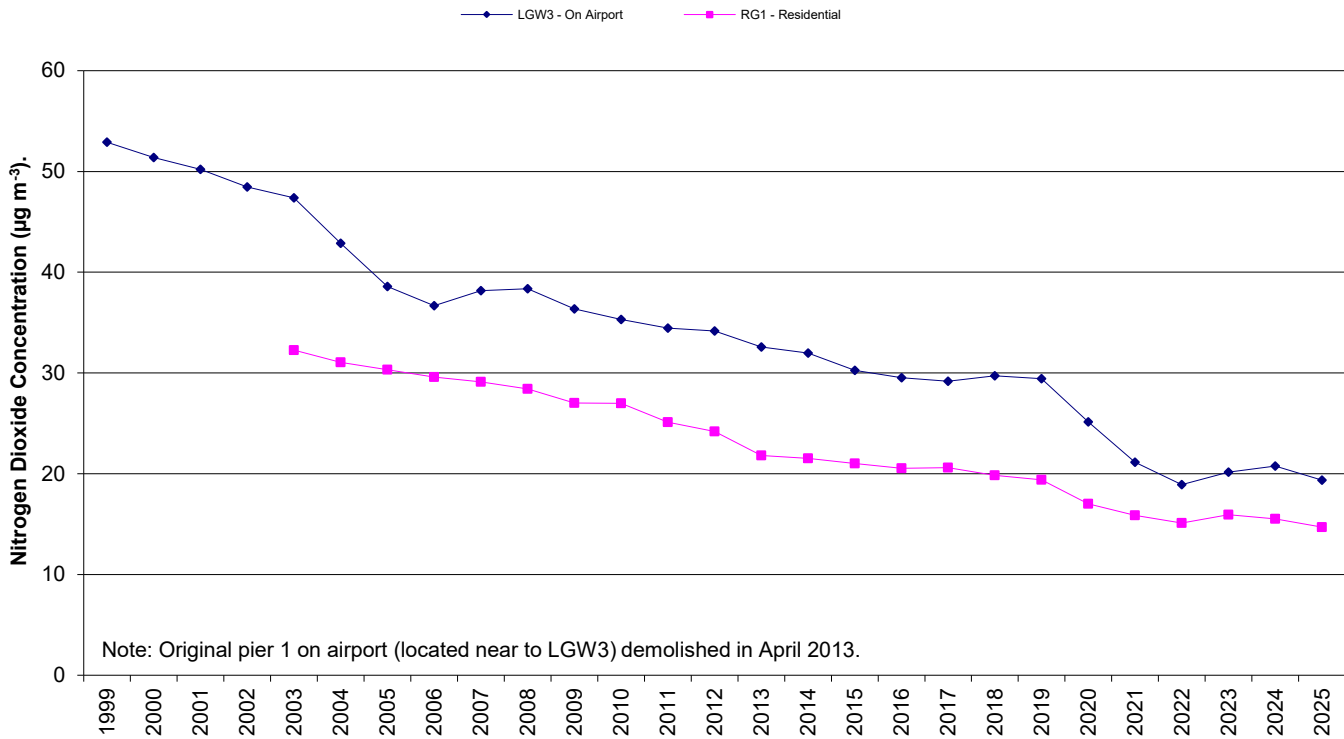
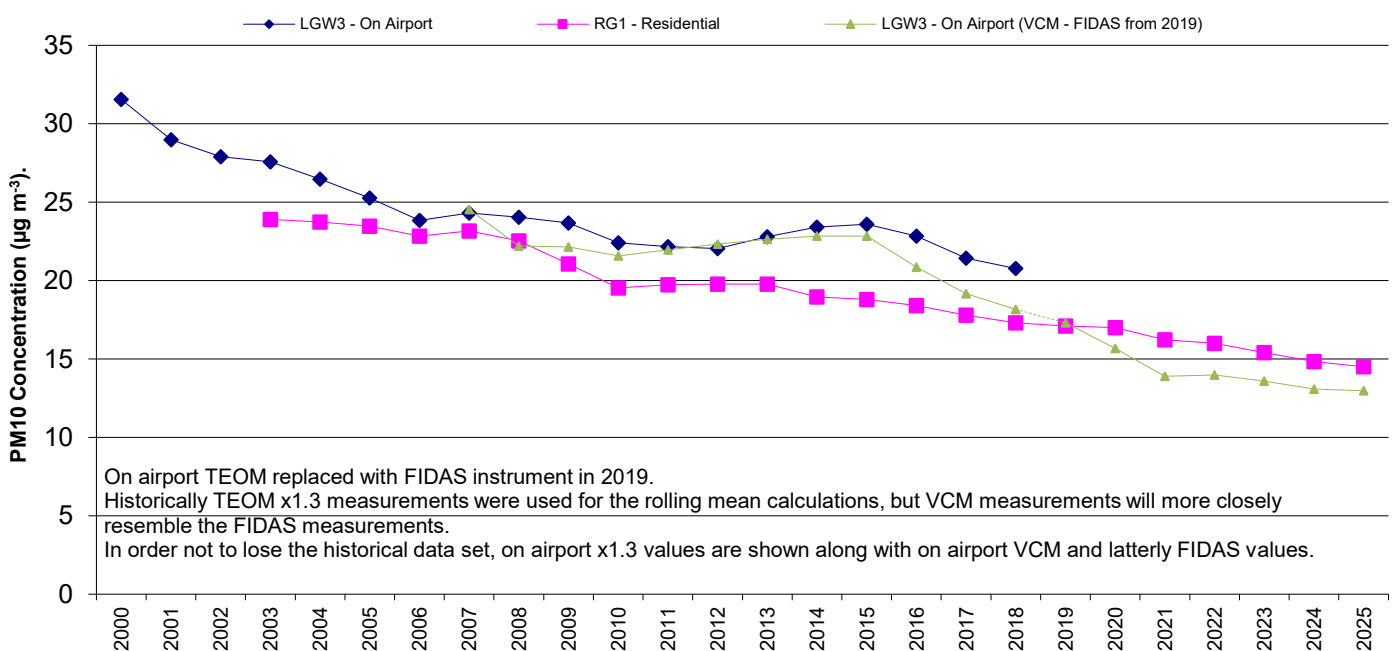


Table 2: Annual and Three Year Annual Average Nitrogen Dioxide Concentrations (µg m<sup>-3</sup>).

LGW3	1997	1998	1999	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025
Ann. Av.	53.8	52.6	52.3	49.2	49.1	47.0	46.0	35.5	34.2	40.3	40.0	34.8	34.3	36.8	32.3	33.4	32.0	30.6	28.2	29.8	29.5	29.8	29.0	16.6	17.8	22.3	20.4	19.6	18.1
Data Cap.	94.9	89.2	93.3	93.4	93.5	96.1	94.0	95.4	96.7	96.3	94.2	96.8	93.7	99.2	96.4	94.7	99.2	99.2	99.4	99.1	99.5	98.9	91.3	96.8	98.1	97.8	94.2	98.7	92.5
Hours over 200 µg m <sup>-3</sup>	2	0	1	1	0	0	2	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3 Year Av. LGW3		52.9	51.4	50.2	48.5	47.4	42.9	38.6	36.7	38.2	38.4	36.4	35.3	35	34.2	33	32.0	30	29.5	29	29.7	29.4	25.1	21.1	19	20.2	20.8	19.4	
3 Year Av. RG1							32.3	31.1	30.3	29.6	29.1	28.4	27.0	27.0	25	24.2	22	21.5	21.0	20.5	21	19.8	19.4	17.0	15.9	15	15.9	15.5	14.7

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



27. Figure 5 shows the three year rolling annual average PM<sub>10</sub> concentrations at the airport monitor, and PM<sub>10</sub> data from the residential monitor for comparison. The graph shows a steady improvement in PM<sub>10</sub> concentrations on airport until 2006, at which point concentrations remained largely static for a few years before resuming a downward trend. In 2013 PM<sub>10</sub> concentrations increased slightly on airport and while this trend ran to 2015 it largely reflected elevated concentrations in 2013 and 2014. Given the redevelopment of Pier 1 and the trend seen off airport the increase at LGW3 was most likely related to the local building works, especially given the subsequent fall in concentrations in 2016 which continued in 2018.
28. In 2019 the airport replaced its existing TEOM PM<sub>10</sub> monitoring equipment with a new FIDAS instrument. To assess the impact of the change in measurement technique the airport ran both instruments side by side for around 6 months in 2018. The results<sup>6</sup> of this work suggested that the new measurement technique gave a slightly lower reading than would have been the case with the old equipment, which was in line with results from comparisons made on the UK national network.
29. It is important to stress that the ‘new’ equipment is approved for use on the UK national network, but it does mean that magnitude of the PM<sub>10</sub> improvement seen at LGW3 (VCM measurement) in Figure 5 and Appendix B between 2018 and 2025 reflects both a genuine fall in PM<sub>10</sub> concentrations (as also seen at the residential monitor) and also partially reflects the change in the measurement technique.
30. As with the residential PM<sub>10</sub> monitoring the LGW3 monitoring demonstrated little (if any) impact from the lockdown measures on PM<sub>10</sub> concentrations, reflecting the very limited contribution from local airport / road traffic sources.

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

31. It is important to note that the airport, as with PM<sub>10</sub>, is not a significant source of PM<sub>2.5</sub>. While there is an annual average standard for PM<sub>2.5</sub> of 10 µg m<sup>-3</sup> to be met by 2040, the main purpose for looking at this pollutant is to begin to examine the long term trend in PM<sub>2.5</sub> concentrations given the Government’s plans to reduce population exposure by 35 % by 2040 compared to the 3 year average concentration between 2016 and 2019.
32. Monitoring of this pollutant takes place on airport at LGW3 and off airport at one residential site (RG1), and as can be seen in Table 3 concentrations measured both on and off airport currently meet the 2040 standard, with the identical concentrations in 2025 demonstrating the regional nature of this pollutant and limited contribution from the airport.

	Concentration (µg m <sup>-3</sup> )	Standard (by 2040)	Standard Met?
Annual Average PM <sub>2.5</sub> Concentration: Residential	9.0	10	Yes
Annual Average PM <sub>2.5</sub> Concentration: On Airport	9.0	10	Yes
Instruments are FIDAS. Data capture RG1 96.6 %, LGW3 95.9 %.			

**Table 3: Annual Average PM<sub>2.5</sub> Concentrations on the Horley Gardens Estate at RG1 and Gatwick Airport (LGW3) in 2025.**

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

**Benzene Monitoring Data.**

34. The concentration of benzene is measured at one residential site (RB11) on the Horley Gardens Estate and on airport at LGW3.

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

35. As expected measurements met the air quality objectives in 2025 (Table 4). Concentrations were up slightly in 2025 at the residential site ( $0.5 \mu\text{g m}^{-3}$  in 2024 and  $0.7 \mu\text{g m}^{-3}$  in 2019) and largely flat on airport compared to 2024 ( $0.45 \mu\text{g m}^{-3}$  in 2024). Due to the nature of the measurement technique it is difficult to compare values over the long term, but it is worth noting that residential benzene concentrations fell year on year from 2007 to 2012, levelled off from 2013 to 2016, and have fallen slightly since 2016 with the concentrations in 2025 among the lowest to date.

	Concentration ( $\mu\text{g m}^{-3}$ )	Standard	Standard Met?
Annual Average Benzene Concentration: Residential	0.57	5	Yes
Annual Average Benzene Concentration: On Airport	0.43	5	Yes

**Table 4: Annual Average Benzene Concentrations on the Horley Gardens Estate at RB11 and Gatwick Airport (LGW3) in 2025 (Non pumped BTEX Tubes).**

### Additional Monitoring Data.

#### Ozone.

36. Ozone monitoring began to the SW of the airport in 2005 at the RG3 site in Poles Lane Crawley. The aim of this site is to monitor long term trends in ozone concentrations in the vicinity of the airport.
37. Although the airport is not responsible for local ozone pollution i.e. it does not emit ozone, ozone plays an important role in the formation of nitrogen dioxide which is the main pollutant of concern in the vicinity of the airport. Therefore examining the long term ozone trend is important for understanding nitrogen dioxide concentrations in both the short and longer term.
38. At present there are nineteen years of valid data from the ozone monitor and based on a three year rolling average the overall trend to 2019 was flat at around  $50 \mu\text{g m}^{-3}$  (data not shown). In 2020 the annual mean ozone concentration jumped to around  $56 \mu\text{g m}^{-3}$  reflecting the general lack of NO<sub>x</sub> pollution that it would normally react with to form nitrogen dioxide due to COVID restrictions. In 2021 and 2022 the annual average ozone level fell to levels in line with previous years, and after a 'bounce back' to COVID levels in 2023 levels have since returned to 'normal' (around  $50 \mu\text{g m}^{-3}$ ) in 2024 and 2025.
39. Compared to the air quality standards ozone concentrations failed to meet the UK objective in 2025 for the nineteenth time in 20 years of monitoring (the UK standard was met in 2014), while the EU standard (which is less strict) was met in 2025 (Table 5).

	Number of exceedances.	Standard Met?	
		UK <sup>a</sup>	EU <sup>b</sup>
RG3: Poles Lane Crawley.	27 <sup>a</sup> / 7 <sup>b</sup>	No	Yes
<b>Standards:</b>			
UK: Daily Max. of running 8 hour mean of $100 \mu\text{g m}^{-3}$ .	10 max.	-	-
EU: Daily Max. of running 8 hour mean of $120 \mu\text{g m}^{-3}$ (averaged over 3 years).	25 max.	-	-
<sup>a</sup> in 2025.			
<sup>b</sup> The EU standard is averaged over 3 years i.e. 2023, 2024, and 2025.			

**Table 5: Number of exceedances of the Ozone standard in 2025.**

40. The number of exceedances in 2025 was up on 2024 when there were 11 exceedances (19 exceedances in 2023), although it is worth noting that the number of exceedances in 2024 was the lowest number since 2014 when the standard was met.

**Summary.**

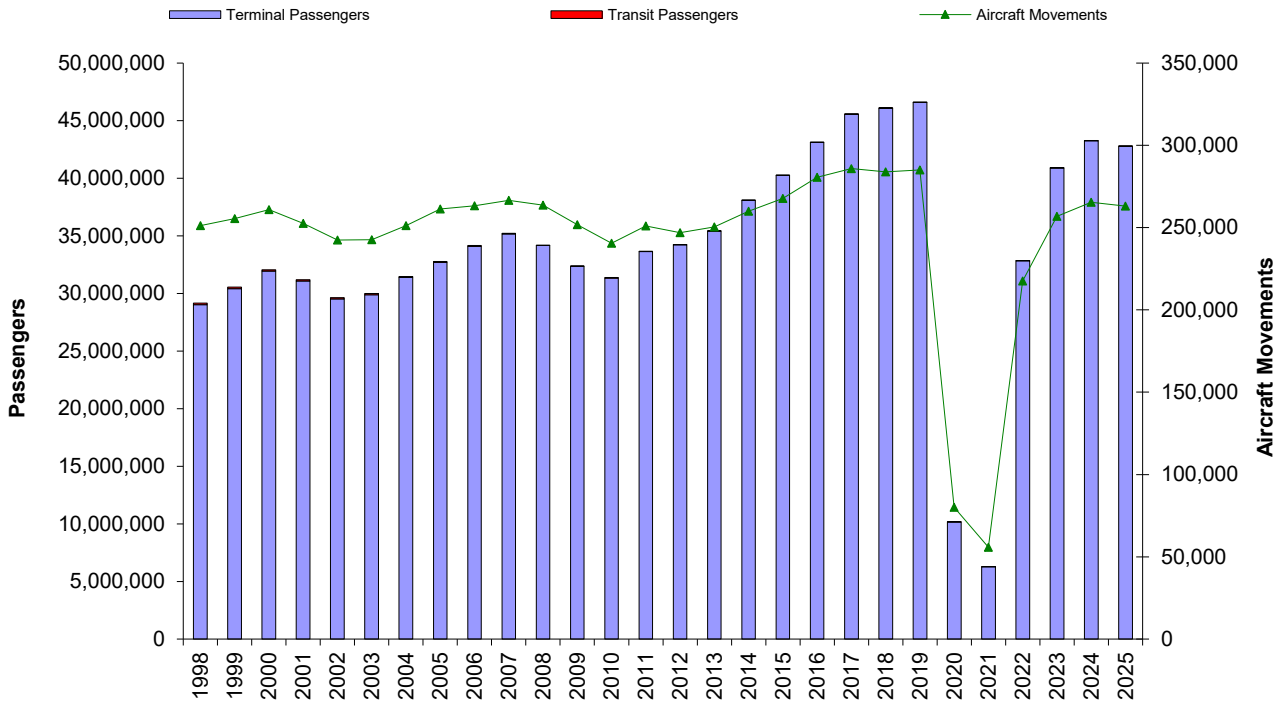
41. In summary:

- i) The annual average air quality standard for nitrogen dioxide was met at all sites in the vicinity of the airport during 2025 (Table 6), which is not unexpected given road traffic and aircraft movements have yet to return to pre COVID levels and the number of aircraft movements and passenger traffic were down on 2024. The air quality standards were also met for the other pollutants under the local authority air quality management regime (Table 6).
- ii) Ozone concentrations in the vicinity of the airport failed to meet the relevant UK air quality standard, although the airport is not responsible for local ozone pollution.
- iii) The concentration of nitrogen dioxide measured on airport in 2025 at LGW3 meets the UK air quality objective of 40 µg m<sup>-3</sup>. The concentrations of the other pollutants measured at LGW3 also met the relevant air quality objectives.
- iv) In terms of pollutant trends 2025 represents the first time that the data can be considered 'back to normal' since COVID. While the data is limited at this stage it suggests that at RG1 and LGW3 nitrogen dioxide concentrations are in line with the long term downward trend. However, aircraft movements and passenger numbers are still significantly lower than 2019 levels. Thus the extent to which these trends in concentrations persist will depend on the rate at which air traffic and road transport returns compared to the rate of electrification of the road vehicle fleet and other technological improvements over the next 4 to 5 years.

	Measured value	Standard	Standard Met?
<b>Nitrogen Dioxide:</b>			
Highest measured annual average residential concentration.	28.7	40	Yes
Annual Average nitrogen dioxide concentration Airport monitor.	18.1	40	Yes
<b>PM<sub>10</sub>:</b>			
Annual Average PM <sub>10</sub> Concentration: Residential Monitor. (VCM value)	15.0 (13.2)	40	Yes
PM <sub>10</sub> : No. of days over 50 µg m <sup>-3</sup> : Residential Monitor. (VCM value)	0 (1)	35	Yes
Annual Average PM <sub>10</sub> Concentration: Airport Monitor. (FIDAS equivalent to VCM value)	14.3	40	Yes
PM <sub>10</sub> : No. of days over 50 µg m <sup>-3</sup> : Airport Monitor. (FIDAS equivalent to VCM value)	1	35	Yes
<b>PM<sub>2.5</sub>:</b>			
Annual Average PM <sub>2.5</sub> Concentration: Residential Monitor. (FIDAS)	9.0	10*	Yes
Annual Average PM <sub>2.5</sub> Concentration: Airport Monitor. (FIDAS)	9.0	10*	Yes
<b>Benzene:</b>			
Residential Benzene Monitor (Site RB 11).	0.57	5	Yes
<b>Ozone:</b>			
RG3 Monitor to SW of Airport (Number of exceedences).	27	10	No
All concentrations are in µg m <sup>-3</sup> . * To be met by 2040.			

**Table 6: Summary of Air Quality in the Vicinity of Gatwick Airport in 2025.**

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



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

	Number of Passengers			No. of Aircraft Movements
	Terminal	Transit	Total	
1998	29,032,838	140,292	29,173,130	251,321
1999	30,409,860	153,761	30,563,621	255,570
2000	31,947,524	119,601	32,067,125	260,859
2001	31,096,563	85,207	31,181,770	252,543
2002	29,517,894	109,515	29,627,409	242,379
2003	29,893,288	111,974	30,005,262	242,731
2004	31,391,352	75,418	31,466,770	251,195
2005	32,693,005	82,690	32,775,695	261,292
2006	34,080,345	83,234	34,163,579	263,363
2007	35,165,404	50,709	35,216,113	266,550
2008	34,162,014	43,873	34,205,887	263,653
2009	32,360,773	31,747	32,392,520	251,879
2010	31,342,263	33,027	31,375,290	240,500
2011	33,643,989	30,275	33,674,264	251,067
2012	34,218,668	17,314	34,235,982	246,987
2013	35,428,548	15,658	35,444,206	250,520
2014	38,093,930	9,737	38,103,667	259,962
2015	40,260,068	9,019	40,269,087	267,760
2016	43,114,888	4,740	43,119,628	280,666
2017	45,555,837	3,062	45,556,899	285,912
2018	46,081,327	4,762	46,086,089	283,919
2019	46,574,786	1,687	46,576,473	284,987
2020	10,171,867	1,564	10,173,431	80,161
2021	6,260,072	1,742	6,261,814	55,817
2022	32,831,088	4,293	32,835,381	217,622
2023	40,894,242	3,414	40,897,656	256,893
2024	43,242,155	7,127	43,249,282	265,358
2025	42,769,164	6,077	42,775,241	263,113

Data from Civil Aviation Authority. [www.caa.co.uk/default.aspx?catid=80&pagetype=90](http://www.caa.co.uk/default.aspx?catid=80&pagetype=90)  
 From 2016: <http://www.caa.co.uk/Data-and-analysis/UK-aviation-market/Airports/Datasets/UK-airport-data/>  
 From 2025: <https://www.caa.co.uk/data-and-analysis/uk-aviation-market/airports/uk-airport-data>

**Appendix B: Summary of Annual Monitoring Results 1999 to 2025.**

Nitrogen Dioxide		1999	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	
Site	Parameter																										
RG1	Ann. Average ( $\mu\text{g m}^{-3}$ )	-	-	34.1	31.3	31.4	30.5	29.1	29.4	28.9	26.9	25.3	28.9	21.1	22.7	21.7	20.2 <sup>e</sup>	21.1	20.3	20.4	18.8	19.1	13.1	15.4	16.8 <sup>f</sup>	15.6	
RG2	Ann. Average ( $\mu\text{g m}^{-3}$ )	-	-	-	-	-	33.8	34.3	32.4	33.8	32.4	31.3	31.2	28.8	31.2	28.5	28.5	26.4	28.6	26.7 <sup>d</sup>	24.9 <sup>d</sup>	14.6 <sup>d</sup>	13.8 <sup>d</sup>	17.2 <sup>g</sup>	19.2 <sup>d</sup>		
RG3	Ann. Average ( $\mu\text{g m}^{-3}$ )	-	-	-	-	-	-	-	19.4	20.9	18.9	18.2	20.5	17.8	23.2	19.3	17.5	14.0	16.7	13.9	15.5	15.1	9.7	9.7	11.7 <sup>h</sup>	10.6	
LGW3	Ann. Average ( $\mu\text{g m}^{-3}$ )	52.3	49.2	49.1	47.0	46.0	35.5	34.2	40.3	40	34.8	34.3	36.8	32.3	33.4	32.0 <sup>c</sup>	30.6 <sup>c</sup>	28.2 <sup>c</sup>	29.8 <sup>c</sup>	29.5 <sup>c</sup>	29.8 <sup>c</sup>	29.0	16.6	17.8	22.3 <sup>i</sup>	20.4	
RB59	Ann. Average ( $\mu\text{g m}^{-3}$ )	-	-	-	-	40	39	34	37	38	35	32	32	26	32	28	27	25	29	28	27	26	15	15	18	18	
RG1	Data Capture (%)	-	-	99.0	100.0	99.7	99.6	98.0	98.5	99.1	99.4	100.0	91.4	99	99.5	99.5	89.1	98.6	98.9	98.5	99.1	99.1	99.1	94.6	92.4	89.9	
RG2	Data Capture (%)	-	-	-	-	-	89.0	97.0	96.0	96.3	92.8	95.0	92.4	88.5	85.1	99.3	99.4	98.7	97.6	99.4	98.3	99.2	99.5	97.3	98.0	98.9	
RG3	Data Capture (%)	-	-	-	-	-	-	-	97.8	98.8	99.2	99.0	97.5	92.3	99.4	96.9	99.4	99.3	98.2	98.6	99.2	97.6	97.9	97.8	96.0	98.6	
LGW3	Data Capture (%)	93.3	93.4	93.5	96.1	94.0	95.4	96.7	96.3	94.3	96.8	93.7	99.2	96.4	94.7	99.2	99.2	99.4	99.1	99.5	98.9	91.3	96.8	98.1	97.8	94.2	
RB59	Data Capture (%)	-	-	-	-	91.6	100	91.6	100	100	100	100	100	91.6	100	100	100	100	91.6	100	100	100	100	100	100	91.6	83.3
RG1	Hours Over 200 $\mu\text{g m}^{-3}$	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0 <sup>b</sup>	0	0	0	0	0	0	0	0	0 <sup>b</sup>	
RG2	Hours Over 200 $\mu\text{g m}^{-3}$	-	-	-	-	-	0	0	0	0	0	0	0	0 <sup>b</sup>	0 <sup>b</sup>	0	0	0	0	0	0	0	0	0	0	0	
RG3	Hours Over 200 $\mu\text{g m}^{-3}$	-	-	-	-	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
LGW3	Hours Over 200 $\mu\text{g m}^{-3}$	1	1	0	0	2	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
RB59	Hours Over 200 $\mu\text{g m}^{-3}$	-	-	-	-	-	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	

Particulate Matter (PM <sub>10</sub> )		1999	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023
RG1	Ann. Average ( $\mu\text{g m}^{-3}$ )	-	-	22.8	23.2	25.7	22.3	22.4	23.8	23.3	20.5	19.4	18.7 <sup>a</sup>	21.1	19.5	18.7	18.7	19.0	17.5	16.9	17.6	16.7	16.7	15.3	16	14.9
RG2	Ann. Av. VCM* ( $\mu\text{g m}^{-3}$ )	-	-	-	-	-	-	-	21.2	22.0	19.7	18.0	19.7	21.7	19.4	20.1	18.7	19.2	16.5	16.2	17.1	15.9	15.1	15.2	14.3	11.9
LGW3	Ann. Average ( $\mu\text{g m}^{-3}$ )	31.0	28.7	27.2	27.8	27.8 <sup>***</sup>	23.8 <sup>***</sup>	24.2 <sup>***</sup>	23.3	25.3	23.4	22.3	21.6	22.7	21.9	23.8 <sup>c</sup>	24.5 <sup>c</sup>	22.5 <sup>c</sup>	21.5 <sup>c</sup>	20.3 <sup>c</sup>	20.5 <sup>c</sup>	20.5 <sup>c</sup>	-	-	-	-
RG1	Data Capture (%)	-	-	99.7	100	99.5	100	100	99.4	99.3	99.0	100	73.1	97.8	98.1	98.9	100	80.2	97.9	98.9	100	98.1	94.1	99.3	92.0	89.6
LGW3	Data Capture (%)	91.5	92.9	97.3	99.2	97.3	97.3	97.3	96.2	95.1	93.4	85.7	97.2	100	98.9	99.0	97.8	100	93.0	99.7	94.8	-	-	-	-	-
RB59	Data Capture (%)	-	-	-	-	-	-	-	93.6	93.6	93.4	85.7	97.2	99.5	98.9	99.0	97.8	100	93.0	99.7	94.8	96.1 <sup>f</sup>	97.0 <sup>f</sup>	99.6 <sup>f</sup>	99.9 <sup>f</sup>	96.9 <sup>f</sup>
RG1	No. days over 50 $\mu\text{g m}^{-3}$	-	-	6	6	16	0	3	5	9	4	0	0 <sup>b</sup>	1	2	1	0	1 <sup>b</sup>	1	1	0	0	0	1	0	0 <sup>b</sup>
RG2	No. days over 50 $\mu\text{g m}^{-3}$ (VCM)	-	-	-	-	-	-	-	6	18	5	2	0 <sup>b</sup>	9	7	2	4	3 <sup>b</sup>	3	2	0	0	0	0	0	0 <sup>b</sup>
LGW3	No. days over 50 $\mu\text{g m}^{-3}$	35	28	20	17	31 <sup>***</sup>	10 <sup>***</sup>	9 <sup>***</sup>	7	18	13	0 <sup>b</sup>	3	1	6	7 <sup>c</sup>	10 <sup>c</sup>	5 <sup>c</sup>	6 <sup>c</sup>	3 <sup>c</sup>	0 <sup>c</sup>	-	-	-	-	-
RB59	No. days over 50 $\mu\text{g m}^{-3}$ (VCM)	-	-	-	-	-	-	-	10	23	16	2 <sup>b</sup>	4	19	15	11 <sup>c</sup>	14 <sup>c</sup>	7 <sup>c</sup>	7 <sup>c</sup>	3 <sup>c</sup>	1 <sup>c</sup>	4 <sup>f</sup>	0 <sup>f</sup>	2 <sup>f</sup>	1 <sup>f</sup>	

Locations:  
 RG1 is located on the Horley Gardens Estate in Michael Crescent (NE of the Airport). RG2 is located on the Horley Gardens Estate in The Crescent (NE of the Airport).  
 RG3 is located on the SW of the airport in Poles Lane, Crawley. RB59 is a diffusion tube (not a real time site) located at the southern most end of the Horley Gardens Estate to the NE of the Airport.

\*for details on volatile correction methodology see [www.volatile-correction-model.info](http://www.volatile-correction-model.info). Spreadsheets downloaded 05/05/09 for values to 2009. From 2009 data direct from London Air Website [www.londonair.org.uk](http://www.londonair.org.uk).  
 \*\* as the VCM requires data from three other sites VCM data capture can be lower than from the site of interest.  
 \*\*\* figures have been revised down as data originally supplied for these 3 years was incorrect. Correction made in July 2010 report.  
<sup>a</sup> data capture under 75 %. Therefore these values cannot be compared to the relevant air quality standard.  
<sup>b</sup> data capture under 90 %. Therefore these values cannot be compared to the relevant air quality standard.  
<sup>c</sup> pier 1 on the south terminal closed 8th April 2013 for redevelopment. Thus values from 2013 onwards not necessarily comparable to pre 2013 values.  
<sup>d</sup> RG2 site moved 44 m south east of original location at the start of 2017 becoming RG6. Thus data from 2017 on technically not directly comparable to pre 2017 data (see 2018 steering group report for comparison).  
<sup>e</sup> 2014 value adjusted from 21.8 to 20.2 based on rescaling of data.  
<sup>f</sup> LGW3 TEOM replaced with FIDAS instrument from 2019. For colocation study results see appendix D of 2020 AQ report.

**Appendix B: Summary of Annual Monitoring Results 1999 to 2025.**

Site	Parameter	2024	2025
RG1	Ann. Average ( $\mu\text{g m}^{-3}$ )	14.2	14.4
RG2	Ann. Average ( $\mu\text{g m}^{-3}$ )	17.5 <sup>d</sup>	17.7 <sup>d</sup>
RG3	Ann. Average ( $\mu\text{g m}^{-3}$ )	9.5	11.1
LGW3	Ann. Average ( $\mu\text{g m}^{-3}$ )	19.6	18.1
RB59	Ann. Average ( $\mu\text{g m}^{-3}$ )	18	17.5
RG1	Data Capture (%)	98.6	98.3
RG2	Data Capture (%)	95.5	97.9
RG3	Data Capture (%)	91.4	97.8
LGW3	Data Capture (%)	98.7	92.5
RB59	Data Capture (%)	83.3	100
RG1	Hours Over 200 $\mu\text{g m}^{-3}$	0	0
RG2	Hours Over 200 $\mu\text{g m}^{-3}$	0	0
RG3	Hours Over 200 $\mu\text{g m}^{-3}$	0	0
LGW3	Hours Over 200 $\mu\text{g m}^{-3}$	0	0
RB59	Hours Over 200 $\mu\text{g m}^{-3}$	N/A	N/A

**TParticulate Matter (PM<sub>10</sub>)**

RG1	Ann. Average ( $\mu\text{g m}^{-3}$ )	13.6	15
RG3	Ann. Av. VCM* ( $\mu\text{g m}^{-3}$ )	11.5	13.2
LGW3	Ann. Average ( $\mu\text{g m}^{-3}$ )	-	-
RB59	Ann. Av. VCM* ( $\mu\text{g m}^{-3}$ )	12.1 <sup>f</sup>	14.3 <sup>f</sup>
RG1	Data Capture (%)	85.2	91.5
RG3	Data Capture VCM** (%)	84.8	91.4
LGW3	Data Capture (%)	-	-
RB59	Data Capture VCM** (%)	99.1 <sup>f</sup>	95.8 <sup>f</sup>
RG1	No. days over 50 $\mu\text{g m}^{-3}$	0 <sup>b</sup>	0
RG3	No. days > 50 $\mu\text{g m}^{-3}$ (VCM)	0 <sup>b</sup>	1
LGW3	No. days over 50 $\mu\text{g m}^{-3}$	-	-
RB59	No. days > 50 $\mu\text{g m}^{-3}$ (VCM)	0 <sup>f</sup>	1 <sup>f</sup>

Locations:

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

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

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

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

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

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

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

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

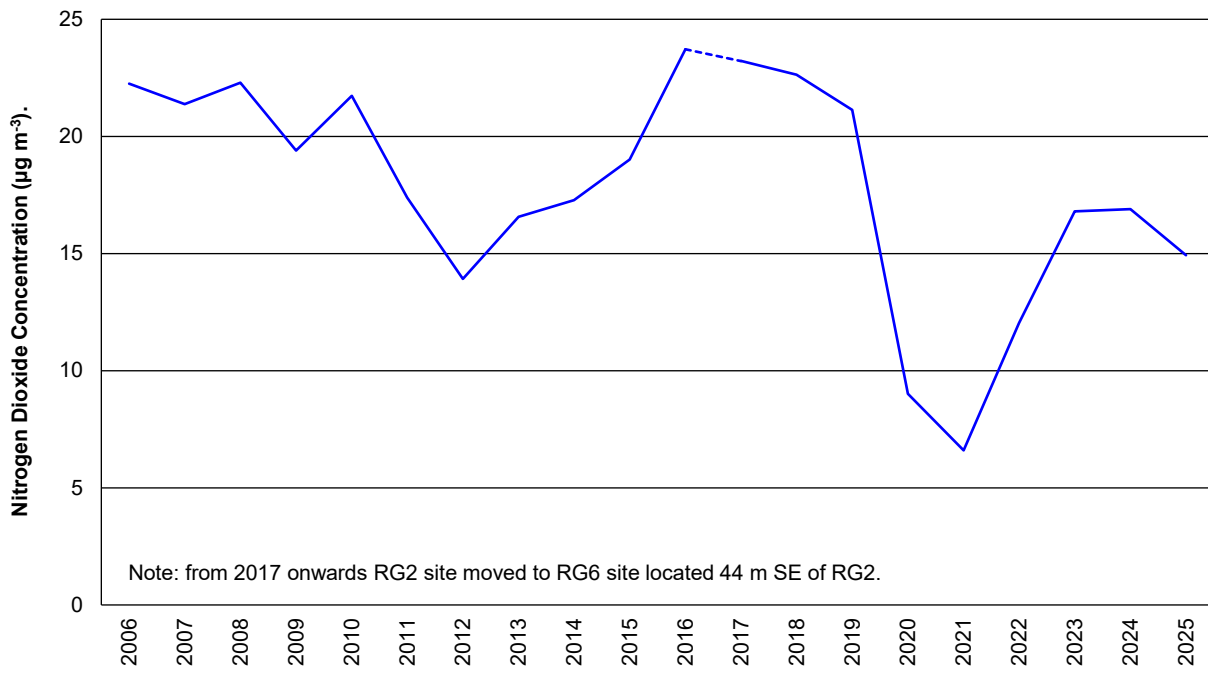
<sup>c</sup> pier 1 on the south terminal closed 8th April 2013 for redevelopment. Thus values from 2013 onwards not necessarily comparable to pre 2013 values.

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

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

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

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



**Abbreviations and Definitions.**

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

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### Ultrafine Particles (UFP) in the Vicinity of Gatwick.

1. Reigate and Banstead BC first measured ultrafine particle concentrations in the vicinity of Gatwick in December 2011. As reported to the steering group in June 2012 airports had been identified as a significant source of ultrafine particulate pollution<sup>1,2</sup> i.e. particles that are under 0.1 µm in aerodynamic diameter, and that a large proportion of these particles were generated during take-off with the resulting 'spike' in ultrafine particles detected at least 600 m from the airport based on studies at Los Angeles Airport (LAX).
2. As research over the past 10 to 15 years has continually indicated that the finer combustion derived particle fractions, including particles under 0.1 µm in (aerodynamic) diameter, tend to have the biggest biological effects it was agreed at that time that any further work in this area would be reported back to the steering group.
3. As has been mentioned previously in reports to the steering group research around Schiphol Airport<sup>3</sup> suggests children suffer more respiratory complaints on days with high exposures to ultrafine particles, while researchers in Canada<sup>4</sup> found a significant association between ultrafine particle exposure in general and an increase in incidence of brain tumours in adults. Further work<sup>5</sup> has also been undertaken in California around Los Angeles International Airport which has also found an increased risk of brain cancer associated with airport related ultrafine particles.
4. Additional work on ultrafine particles was undertaken by the Council in 2018 and 2019, following a successful bid by Kings College, Imperial College, and Leicester University funded initially by the Medical Research Council and then by Reigate and Banstead in conjunction with Leicester University.
5. This work demonstrated that residents on the Horley Gardens Estate were exposed to particle concentrations comparable to, or greater than, those measured next to a 6 lane road in central London (Marylebone Road) especially when winds were off airport, and that the average size of those particles was generally much smaller than that seen in London.
6. The Council first approached DEFRA in 2012 about funding a long term monitoring site for ultrafines on the Gardens Estate, given the potential high exposure in an otherwise normal residential housing estate. However, it was not until 2024 that DEFRA agreed to fund equipment for the RG1 monitoring station and include this station on the UK Particle Concentrations and Numbers Network. The site in Horley is only the 4th such site in the UK looking at both the particle number and the size of the ultrafine particles.

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<sup>1</sup> Zhu, Y. *et al.* (2011) Aircraft emissions and local air quality impacts from take off activities at a large International Airport *Atmospheric Environment* v.45 pp.6526 – 6533. <https://doi.org/10.1016/j.atmosenv.2011.08.062>

<sup>2</sup> Hsu H.-H. *et al.* (2012) The Relationship Between Aviation Activities and Ultrafine Particulate Matter Concentrations Near a Mid-Sized Airport. *Atmospheric Environment* v.50 pp.328 – 337. <https://doi.org/10.1016/j.atmosenv.2011.12.002>

<sup>3</sup> Janssen, N.A.H. *et al.* (2019) Research into the health effects of short-term exposure to ultrafine particles in the vicinity of Schiphol Airport. RIVM report 2019-0084 <https://www.rivm.nl/en/bibcite/reference/323511>

<sup>4</sup> Weichenthal, S. *et al.* (2020) Within-City Spatial Variations in Ambient Ultrafine Particle Concentrations and Incident Brain Tumors in Adults. *Epidemiology* v.31(2) pp.177-183. <https://doi.org/10.1097/ede.0000000000001137>

<sup>5</sup> Wu, A. *et al.* (2021) Association between Airport-Related Ultrafine Particles and Risk of Malignant Brain Cancer: A Multiethnic Cohort Study. *Cancer Res.* v.81(16) pp.4360–4369. [doi: 10.1158/0008-5472.CAN-21-1138](https://doi.org/10.1158/0008-5472.CAN-21-1138)

**Ultrafine Particles: 2025 Monitoring Results.**

7. With the equipment installed in late 2024, 2025 represents the first full year of monitoring on the Gardens Estate for this pollutant. As can be seen from Table 1 residents' exposure towards the centre of the Gardens Estate is comparable to that kerbside of a 6 lane highway in Central London (Marylebone Road), and considerably higher than the London Background site which the Gardens Estate more closely resembles.

Site	Distance from Source.	Data Capture (%)	Mean Particle Count (Particles / cm <sup>3</sup> )
London – Background (Honor Oak)	n/a	74 %	8,678
RG1 Horley	350 m A23 / 610 m Airport	89 %	18,912
London – Kerbside (Marylebone Road)	1.5 m	77 %	18,794
RG1 Horley (Southerly winds only)	As above	As above	34,489

Honor Oak Park and Marylebone Road SMPS data for direct comparison to Horley SMPS data.

**Table 1: Mean Particle Number Concentrations in 2025 on the Horley Gardens Estate (RG1) and comparable London Sites.**

8. The key difference between the Horley site and the London Kerbside site is that while the average concentrations over the year are similar between the two sites, the ultrafines concentration at the London site is fairly constant over the year, while the average at the Horley site 'masks' significant variations in exposure.
9. As can be seen in Table 2 (and the bottom row of Table 1), when winds are from a southerly direction i.e. off airport, the pollutant exposure in Horley Gardens is double that seen at the London kerbside site, and up to 4 times that seen when winds are from the north or east in Horley.

Wind Direction	Hours	Mean Particle Count (Particles / cm <sup>3</sup> )	No. Hours 'High'
North	162	7,884	9
East	2954	7,275	96
South (from the airport)	2849	34,489	1,477
West	1753	14,253	392

**Table 2: Mean Particle Number Concentrations by Wind Direction - RG1 Horley 2025.**

10. While winds from the west (SW to NW) show elevated concentrations compared to the northerly and easterly directions, albeit still less than half the concentrations from the south, it is worth noting that this average concentration includes some high concentrations from a SW to WSW direction i.e. in effect off airport.

11. At present there are no UK or EU limit values for ultrafine particles, and the WHO are unable to give a guideline value due to the limited research to date in this area driven in part by the limited monitoring to date. However, the WHO have defined what can be regarded as:
- a. 'High' concentrations - more than 10 000 particles / cm<sup>3</sup> (24-hour mean) or more than 20 000 particles / cm<sup>3</sup> (1-hour).
  - b. 'Low' concentrations – less than 1000 particles / cm<sup>3</sup> (24-hour mean).
12. Using the WHO methodology on the 2025 data (Table 3) indicates that the number of hours 'High' on the Horley Gardens Estate is around a factor of 10 higher than a comparable setting in London (Honor Oak), but lower than that seen kerbside in London. The comparable annual average concentrations at Horley and Marylebone Road but the higher number of days and hours 'High' at Marylebone Road reflects the more consistent level of exposure at the London kerbside site compared to Horley.

Site	Distance from Source	Days of valid Data Capture	Mean Particle Count (Particles / cm <sup>3</sup> )	Days 'High' (daily mean)	No. of hours 'High' in period	No. Days with min. of 1 hour 'High'
London – Background (Honor Oak)	n/a	264	8,678	87	180	71
RG1 Horley	350 m A23 / 610 m Airport	321	18,912	177	1988	202
London – Kerbside (Marylebone Road)	1.5 m	268	18,794	237	2786	260

Note: The number of hours 'High' at the Horley site is greater here than in Table 2 as there is missing wind data for some of the 'High' hours in Table 2.

**Table 3: Comparison of London Background and Roadside monitoring to Residential Monitoring in Horley using WHO guidelines.**

13. While the number of hours 'High' in Horley is lower than that at the kerbside site in London, when levels are 'High' in Horley the level of exposure in that hour is on average higher than in London.
14. It is also important to note that the hours 'High' in Horley are not just clustered in a small number of days, but over 55 % of the days in 2025 resulted in residents being exposed to 'High' pollution for at least one hour per day.

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**Abbreviations and Definitions.**

m <sup>3</sup>	cubic metre.
mg	milligram (1 thousandth of a gram).
ng	nanogram (1 billionth of a gram).
ng/m <sup>3</sup>	nanogram(s) per cubic metre
ng m <sup>-3</sup>	nanogram(s) per cubic metre, This scientifically is the correct form to use rather than ng/m <sup>3</sup> , though either can be used.
nm	nanometre (1 billionth of a metre or 1 millionth of a millimetre)
PM	Particulate Matter.
PM <sub>10</sub>	Essentially particles under 10 µm in diameter. Officially defined as the size fraction below 10µm in aerodynamic diameter, which has a cut off point at 50% of the particles which are 10µm in aerodynamic diameter.
PM <sub>2.5</sub>	Essentially particles under 2.5 µm in diameter.
UFP	Ultrafine particles. Generally refers to particles under 0.1 µm (100 nm). Where measured in a regulatory setting the particle range is 10 nm to 100nm
µg	microgram (1 millionth of a gram).
µg/m <sup>3</sup>	microgram(s) per cubic metre
µg m <sup>-3</sup>	microgram(s) per cubic metre, This scientifically is the correct form to use rather than µg/m <sup>3</sup> , though either can be used.
µm	micrometre (1 millionth of a metre or 1 thousandth of a millimetre).
WHO	World Health Organisation.

## PASSENGER ADVISORY GROUP (PAG)

### REPORT BY THE CHAIR OF PAG – July 2026

#### 1. INTRODUCTION AND OVERVIEW

1.1 PAGs full quarterly meeting took place on 4 June 2026. 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. The key issues discussed at those meetings and since the last GATCOM meeting are highlighted in this report.

1.2 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.

1.3 GAL continues to meet most of its Core Service Standards (CSS). The latest monthly performance report from GAL, that includes CSS as well as Airline Service Standards, Special Assistance and On-time Performance, are available on the GAL website [here](#).

#### 2. CAPITAL INVESTMENT PROJECTS.

2.1 PAG received a Construction and Operational Readiness Update in relation to the new Pier 6 Western Extension. The extension to the existing Pier 6 will provide 8 new stands and hybrid gate rooms and it is planned to be operational by Summer 2027. Prior to that, PAG are likely to be involved in some operational trials and pre-trial evacuation exercises to ensure the passenger experience is evaluated before it fully opens.



2.2 PAG also had a separate meeting with the Project Team managing the refurbishment and expansion of the International Departure Lounges (IDL). We are grateful to be updated on such projects at early stages and have the chance to input views ahead of any major changes. Feedback on the plans in relation to the passenger journey and passenger experience have been provided to GAL and PAG expects to have further briefings as the project progresses.

### **3. PAG WORKING GROUPS**

3.1 The following issues from the recent round of PAG Working Groups, were highlighted to GAL:

- PAG were aware that discussions were taking place between GAL and the CAA on the mode share data used to assess the number of passengers getting to the airport by public transport. GAL confirmed that both the data that the CAA collect and that GAL collect are being monitored to try and understand why there are discrepancies. There are also discussions with Network Rail to understand if any data from their systems could be shared. It was noted that with the DCO requirement it was important to get accurate data but that did not have to be the CAA data.
- The Car Parks Group had undertaken a review visit of Car Parks 5,6 and 7 with colleagues from Times 24 (formally NCP). One of the outcomes was that PAG would like to see assistance help points on all floors of the car parks. GAL agreed to consider this as part of a future capital project.
- PAG were pleased to hear that the opening of the new children's play area in the South Terminal was imminent, pending a final risk assessment.
- Following feedback from PAG, we are pleased that improvements to the private search rooms are being actioned, and this will provide a more comfortable and welcoming environment for those who require a private search.

### **4. PASSENGER ENQUIRIES AND FEEDBACK**

4.1 PAG received an update and talked through the latest data with the Customer Services Manager at GAL.

4.2 PAG noted that the Customer Satisfaction Score is 71% against a target of 75% and that the Comeback Ratio is 15% against a target of 10%. It was also confirmed that the average response rate was now 7 days against a target of 14 days. This is in part due to the increased use of Co-Pilot. However, with the increase in the comeback rate the team are now focusing on improving knowledge and taking more time on the detail of responses.

4.3 I am pleased to report that since the last GATCOM meeting there have not been any customer complaint referrals to GATCOM. One of the roles of PAG is to consider Gatwick's procedures for handling and responding to passenger complaints. GATCOM and PAG are not complaint resolution forums but will look at referrals if a customer is not happy with the response they get from Gatwick.

4.4 The opportunity for PAG members to review the response of GAL and its business partners to passenger feedback is an essential element of the PAG's work. A quarterly audit undertaken by up to four PAG members helps to ensure that the airport's response to passenger feedback is done in an appropriate and timely manner. This quarter involved PAG reviewing twelve cases all of which were responded to within the timelines, personalised and detailed.

**RECOMMENDATIONS TO GATCOM**

- 1) That GATCOM notes the work of PAG and its engagement with GAL as the 'critical friend' and support its role as advocate on behalf of passengers.
- 2) That any passenger related issues from GATCOM members are referred to PAG in advance of the next PAG meeting on 17 September 2026.

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

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# CEO REPORT FOR GATCOM

April – June 2026

**Pierre-Hugues Schmit**  
Chief Executive  
London Gatwick



**LONDON GATWICK**

POWERED BY VINCI AIRPORTS  Global Infrastructure Partners 

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## Airport & Operations

### High Court ruling on Northern Runway legal challenge

We welcome the recent High Court ruling, which upholds the Government’s decision to grant planning approval for our Northern Runway Project.

The judgment marks an important milestone for the scheme, which is set to deliver significant benefits for the UK through increased business connectivity, tourism and trade. The project is expected to create 14,000 new jobs and generate a £1 billion annual boost to the economy.

The Court’s decision provides a clear endorsement of the robust and considered process that led to planning approval.

We note that GACC and CAGNE have sought leave to appeal to the Court of Appeal, we remain an interested party and will comment further when appropriate.



### Wildlife Trust Recognition

For the 11th year in a row, we’ve earned The Wildlife Trusts’ Biodiversity Benchmark, a milestone that celebrates our ongoing dedication to the thriving habitats surrounding London Gatwick. This award celebrates more than a decade of dedicated work protecting 91 hectares of greenspace across our estate. The areas are home to more than 3,000 species, including rare wildlife such as the Long-horned Bee and Bechstein’s Bat. Only 18 organisations in the UK currently hold this certification, placing us among an exceptional group of environmental leaders.

### Health & Safety week

London Gatwick has received a special editorial recognition award from New Civil Engineer, celebrating our achievement as the first airport in the world to gain PAS2080 certification. It was fantastic to see our

teams recognised more broadly too, with nominations for our Construction Sustainability Strategy and Next Generation Security Checkpoint team. Our partners also had strong success, with Ramboll winning an award and both Ramboll and BP Installations receiving multiple nominations.

The conference itself was a great opportunity to showcase our work, with colleagues sharing insights on the Northern Runway programme and sustainable infrastructure. A brilliant achievement and a reflection of the collaboration and expertise across our teams.

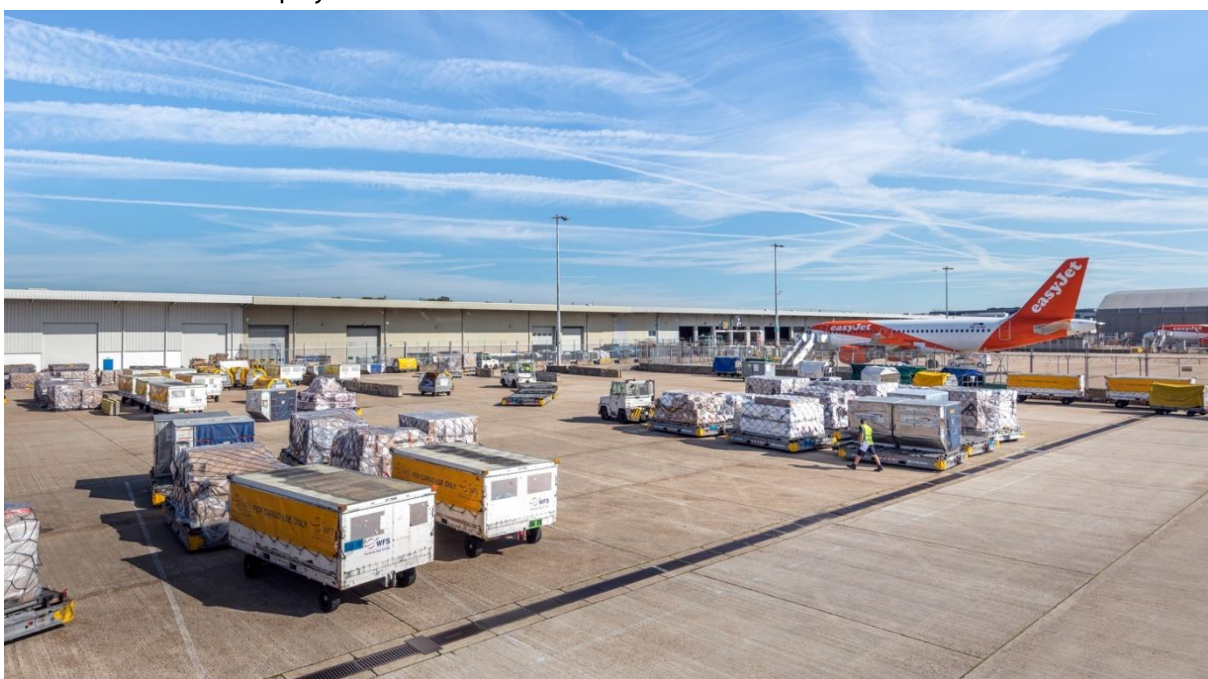


## Investment & Growth

### Strengthening Cargo Infrastructure and Supporting Future Growth

London Gatwick has acquired control of the World Cargo Centre, bringing one of the airport's most strategically important freight facilities fully into its operational estate. The move strengthens the resilience of cargo operations, safeguards critical infrastructure supporting international trade, and provides greater flexibility for future airfield development linked to the Northern Runway programme.

The acquisition comes as demand for air freight continues to grow. Most freight handled at Gatwick is carried in the hold of long-haul passenger aircraft serving key markets across Asia, Africa and the Middle East. Looking ahead, the Northern Runway project is expected to increase annual cargo volumes to 161,500 tonnes by the late 2030s, supporting significant economic benefits for the UK, including increased trade and employment.



### Supporting Delivery of London Gatwick's Capital Investment Programme

London Gatwick has appointed 11 construction contractors and specialist suppliers to the refreshed Building and Civils Frameworks, providing delivery capability for the airport's capital investment programme over the next six years. The selected suppliers will support management and delivery of airport projects such as pier refurbishments, installation of electric vehicle charging stations, self-check-in system enhancements and upgrading of terminal facilities

Aligned with London Gatwick's Decade of Change sustainability strategy, the frameworks also include clear commitments to carbon management, local employment and social impact.



### New Retail and Restaurant openings

Discover London officially opened in April in our North Terminal, giving passengers access to the beautifully curated range from either Terminal. The store celebrates the very best of British, bringing together iconic brands such as Fortnum & Mason and Cartwright & Butler with much-loved local makers including Monty Bojangles and Bolney English Wines.

Its focus on British heritage and regional craftsmanship also helps shine a spotlight on talented suppliers from communities around the airport. With this opening, passengers can enjoy an even wider selection



of premium British gifts and Sussex-sourced treats before they fly. It's a fantastic addition that enriches our retail experience and offers passengers an authentic taste of the region as part of their journey.

Passengers at London Gatwick will soon be able to enjoy fresh, made-to-order food from high street favourite Tossed, opening in the North Terminal this autumn. Marking Tossed's first airport location, the new restaurant will offer an all-day menu of salads, wraps and breakfast options, including airport-exclusive items and a dedicated children's menu. Featuring digital ordering, table service and a modern, welcoming design, the venue will bring Tossed's popular healthy food offer and customer-focused service to travellers passing through the recently refurbished North Terminal.

### Improving Sustainable Access to the Airport

London Gatwick has worked with operators to strengthen the public transport offer ahead of the summer peak, introducing new overnight rail services and expanding bus connectivity to support passengers, airport staff and local communities.

New overnight train trials from London Victoria and Reading, delivered in partnership with GTR and GWR, will improve access for early morning departures and late-night arrivals while promoting more sustainable travel choices.

The airport has also continued to invest through its Sustainable Travel Fund, including support for Metrobus services and the launch of a new route connecting Eastbourne to the airport. The [500 service](#) started on Saturday 9 May, running every hour (daytime Mon-Sat) and every two hours (evening Mon-Sat, all day Sundays), with a maximum fare of just £3. This is the eighth 24/7 bus connection serving London Gatwick.



## Airlines and Routes

London Gatwick has continued to strengthen its airline portfolio, welcoming a number of new carriers and routes. Pegasus Airlines has launched a daily service to Istanbul Sabiha Gökçen, becoming the sixth new airline to join Gatwick this year.

German connectivity has also been boosted, with Eurowings and Condor introducing 19 weekly flights to Cologne and Stuttgart, alongside Condor's three-times-daily service to Frankfurt. We've also seen the launch of a double daily Air France service to Paris Charles de Gaulle, the opening of Jet2's new base with 29 routes this summer, and a new route to Ottawa with Air Transat.



Our connections with China continue to grow. We recently welcomed back Beijing Capital Airlines with a weekly summer service linking London Gatwick and Qingdao, a major coastal city in eastern China. We have also welcomed Air China's new service to Chengdu, further enhancing connectivity and supporting growing demand for travel between the UK and China.

Air Asia X's planned service to Kuala Lumpur via Bahrain has been delayed until 27 August 2026 due to ongoing uncertainty in the Middle East.

**Summer 2026 – over 230 destinations across Europe and 60+ carriers**

## Sustainability

The annual sustainability roadshow was held in April with a major part of the activities celebrating successes at the halfway point in our Second Decade of Change. The week featured daily lunch and learn sessions on various sustainability-related topics ranging from natural flood management to accessible travel. In co-ordination with World Environment Day, in-person drop-in events at the STEM centre, for all colleagues, were arranged. Another focus point of the week was operational briefings where the sustainability team joined briefings to share Decade of Change progress, how to #BeTheChange and the launch the sustainability app for all GAL colleagues.

In May, we announced a partnership with Kent Wildlife Trust and Somerset Wildlife Trust, facilitated by Wilder Carbon. Our £1 million investment in nature-based CO<sub>2</sub>e removals will help transform degraded land at Ironhurst Valley Nature Reserve in Kent and Honeygar Farm in Somerset into species-rich native habitats. These projects will lock up around 10,000 tonnes of CO<sub>2</sub>e between 2030 and 2039. After we successfully deliver the £250million capital programme to reduce carbon emissions as far as possible, these removal offsets will play an important role in achieving our Net Zero 2030 commitment.



We retained our Airport Carbon Accreditation Level 4+ recertification, recognising the progress made in managing and reducing our carbon emissions. This achievement reflects the implementation of both our Carbon Management Plan and Stakeholder Partnership Plan.

In May we published against Airport Council International’s newly released Environment, Social and Governance (ESG) Global Reporting Framework for the first time. This strengthens our commitment to transparency and positions us as a leader in sustainability reporting within the aviation industry.

## Airspace & Noise

### Noise and Track Monitoring Advisory Group (NaTMAG)

NaTMAG met on the 13 May 2026 with the key topics for discussion included an update on progress of the new arrivals holding policy as well as the usual updates on the Noise Action Plan, Airspace Office Quarterly Reports, a DfT, airspace and an NMB update.

### Noise Management Board (NMB)

The NMB Community Assembly met on the 10 June, succeeded by the NMB Oversight Board on the 17 June. Both forums discussed ongoing technical projects, including progress on a steeper final approach feasibility study, and addressed the recently published Aviation Noise Attitudes Survey (ANAS) and Aviation Night Noise Effects study (ANNE).

Rolls Royce led an NMB Briefing on 13 May, providing information on new engine technology and noise improvements achieved.

## Noise Quarterly Performance Data – **awaiting updated data**

Quarterly Performance	
Parameter	
Track keeping conformance (% on track)	

Core Night CDO (% achievement)		
Day/Shoulder CDO (% achievement)		
24 Hour CDO (% achievement)		
1000ft Infringements (No.)		
1000ft Infringements (No. below 900ft)		
Departure Noise Infringements (Day)		
Departure Noise Infringements (Night/Shoulder)		
West/East Runway Split (%)		

## Community

### Community Funding

In June we celebrated 10 years of the VINCI UK Foundation Fund, an initiative provided through our majority shareholder VINCI, which supports projects and charities that promote social cohesion and fight exclusion. Last year the foundation provided more than £20,000 to local charities, all of which had partnered with a London Gatwick colleague to make the funding possible.

For the past 20 years, London Gatwick has supported local communities through the Gatwick Airport Community Trust (GACT), providing hundreds of thousands of pounds in funding to a wide range of community organisations. In June, the airport launched the London Gatwick Community Fund, replacing GACT with a more targeted approach designed to better reflect the priorities and needs of communities across the region.



The new fund is structured around three regional Foundation Funds, covering Surrey, Sussex and Kent, enabling organisations to apply for grants through their respective county fund. Funding will support projects aligned to four key themes: skills, employment and pathways to opportunity; community wellbeing and inclusion; environmental improvement; and young people and education. The refreshed model aims to deliver greater local impact by directing investment towards initiatives that address the most pressing social, economic and environmental challenges facing communities surrounding the airport

## Aviation Academy

In May, we welcomed the Secretary of State for Work and Pensions, Pat McFadden MP, to the STEM Centre to meet participants of the London Gatwick Aviation Academy. The Academy has supported 97 unemployed residents from Sussex, Surrey and Croydon, helping them gain insight into careers within the aviation sector through airport visits, industry engagement and training.

Participants undertake an accredited programme leading to an NCFE Level 1 Introduction to Aviation qualification, alongside a guaranteed interview with a Gatwick Airport campus partner employer on successful completion. By the end of May 2026, 44 graduates had either secured employment or were awaiting start dates with campus partners, including ABM, BaxterStorey, dnata and Wilson James.

During the visit, the Secretary of State also met London Gatwick engineering apprentices and apprentices from our delivery partners working on the live Pier 6 construction project, highlighting the airport's role in creating skills, employment and career pathways across the region.



## Local Economy

Economic engagement continued with a wide range of regional and national stakeholders including Local Authorities, business membership and tourism organisations, and economic partnerships.

### AEZ

The Gatwick Region Airport Economic Zone (AEZ) taskforce concluded its workplan in April. Since November 2024, the taskforce has established a vision, geography, and strategic priorities, laying the groundwork for longer-term governance. To bridge the transition from taskforce to future Board, an Interim Strategic Advisory Board (ISAB) will now be established for a 12-month period from July. The Gateway Gatwick group of tourism organisations expanded to include Kent and Croydon and became the Visit Gatwick Region Partnership to align with the Gatwick Region Airport Economic Zone geography.

### UKREiiF

In May, London Gatwick was the headline partner of the Gatwick Region AEZ delegation at the UK Real Estate Investment and Infrastructure Forum (UKREiiF) in Leeds. Led by our Chair, Baroness Margaret Ford, our third UKREiiF delegation included 28 partner organisations and nearly 60 representatives of local authorities, universities, colleges and businesses from across Sussex, Surrey, Kent, Brighton & Hove, and Croydon. The Invest Gatwick Region stand showcased a range of investment and

development opportunities worth more than £1.4bn from across the region and launched a new digital prospectus. We were pleased to welcome the Chancellor, Rachel Reeves MP, to the stand, where she discussed the benefits of our future growth plans and our ongoing concerns regarding business rates. We also participated in a number of key events and panels, highlighting the benefits of investing in an area anchored by a major UK airport.



### University partnership

London Gatwick and the University of Surrey's School of Hospitality, Tourism and Management collaborated on a Student Consultancy Project during the first half of 2026. The project, titled "African Market Insights: Boosting Retail and Hospitality Spending by Passengers Travelling to Africa at London Gatwick Airport," saw students explore opportunities to enhance commercial performance by better understanding the behaviours, preferences and travel motivations of passengers flying to African destinations. Our colleagues' involvement was central to the project and reflects the airport's commitment to developing skills and supporting future talent through the Specialist Workforce and Skills Hours target in our Second Decade of Change sustainability strategy.

### Invest Crawley Conference

London Gatwick was a headline partner of the Invest Crawley Conference in June. We delivered a keynote address and participated in a panel discussion on the benefits of the Northern Runway Project to Crawley residents and businesses. Our future growth plans have been identified as a key opportunity in Crawley Borough Council's draft Economic Vision and Growth Plan. The event concluded with an investor tour of Crawley.

### English Wine Week

We supported English Wine Week in June with a range of activities promoting local producers in the International Departure Lounges and visitor attractions in the arrivals hall, with a bespoke bus tour running to Bolney Wine Estate to showcase London Gatwick's vital role in driving the local visitor economy through promotion of the region to international inbound passengers. We also hosted a Discover Gatwick event, bringing together regional producers and airport retailers to explore opportunities to grow sales of local products across our outlets. Together, these initiatives highlighted

the rapid growth of wine tourism, strengthened local partnerships, and reinforced Gatwick's role in connecting over 230 global destinations to the region, supporting regional economic growth.



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## **GATCOM**

### **Noise Management Board (NMB) report, 2 July 2026**

London Gatwick has appointed Katie Baker as the new temporary NMB Programme Steering Board Chair, to cover Rebecca Mian's maternity leave. The Programme Steering Board is responsible for the workflow programme of the Noise Management Board. Ms Baker has also been appointed as the Gatwick Noise Initiatives Programme Manager, covering for Ms Mian.

NMB Community Assembly and Oversight Board meetings were held on 10 June and 17 June respectively. NATS joined the Community Assembly to give a short briefing on XMAN, the cross-border arrival system which seeks to reduce aircraft delays. In addition to these meetings, Rolls Royce gave an online briefing to Community Assembly members on 13 May, focusing on aircraft engine technology, the noise certification process and future engine noise innovation, which was well received. Rolls Royce has offered to give a similar briefing to the Oversight Board when it next meets in September.

London Gatwick promoted the Noise Management Board's Community Assembly through its social media accounts at the end of June, following a request from GATCOM members. It will be monitoring shares, and the NMB's Secretariat should be able to assess the results for any resulting further community participation in the NMB.

London Gatwick also adjusted the noise complaints pages on its website to allow for residents who wished to make noise enquiries, following feedback received through the Community Assembly.

In June both the Assembly and the Board had a deep dive into the Steeper Final Approach project and dug into some of the experiences of comparator airports. It also heard about some of the safety and practical issues that surround any potential change.

Looking forward, Community Assembly members had been interested in a briefing on NaTMAG and this will now take place for Community Assembly members in a briefing in August.

Community Assembly members had also been keen for a briefing on the CAA's ANAS (Airspace Noise Attitudes Survey) and the partial Department for Transport ANNE (Aviation Night Noise Effects) Survey results. The Annual Airspace & Noise Forum, which is scheduled for 14 October, 3-6pm, and is open to the public, including all GATCOM members, has provisionally booked in a briefing on both of these research projects. Please do "Save the date" as this will be an important briefing for the local community. London Gatwick will shortly be sending out registration details to GATCOM members and would ask them to share them on social media and send to their residents.

GATCOM members may be interested to know that a Landing Gear survey, following new optimised guidance for Gatwick's Operator Briefing Pack (also published in the UK Aeronautical Information Publication) which emanated from a previous NMB project on Landing Gear deployment, has now been carried out. Once the results have been fully reviewed, the NMB plans to hold a whole-of-NMB meeting to examine the outcome later in the year.

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 NMB meetings will be held on the following dates:

- Community Assembly: 16 September 2026
- Oversight Board: 23 September 2026

As a reminder, 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. Updates are provided to each Community Assembly ahead of the Oversight Board meetings, so that views can be gathered and represented at the Oversight Board discussions by the Independent Community Representative (ICR).

Information factsheets can be freely circulated and are available on the following subjects, with a new factsheet having been developed on the Low Noise Arrival Metric since my last report to GATCOM. The factsheets can be easily found on the NMB webpages using the link outlined earlier in this report:

- The Noise Management Board
- Airspace Modernisation
- Advanced Mixed Mode
- Reduced Night Noise Trial
- Airspace and Noise Information Portal & WebTrak
- The Low Noise Arrival Metric

If you have any requests for further Factsheets please let the NMB Secretariat know what they are, and what would make the requested Factsheet valuable to you and your residents, via the Secretariat email: [GatwickNMB.UK@egis-group.com](mailto:GatwickNMB.UK@egis-group.com)

Jonathan Drew, Chair, Noise Management Oversight Board  
2 July 2026

## NaTMAG - SUMMARY OF ISSUES DISCUSSED

### REPORT BY LEAD MEMBER FOR NOISE – July 2026

#### 1. INTRODUCTION

1.1 The last meeting of NaTMAG took place on 14 May 2026. The unconfirmed minutes of the NaTMAG meeting are available on [GAL's website](#) with the key points being summarised in this report with any recommendations at the end of the report.

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

- Initial results show that the new early-morning arrivals holding policy has been a success.
- Engagement with Airbus confirms a revised Airbus A220 engine design addressing the "whale noise" engine resonance issue is validated and expected to be certified by late 2026/early 2027, with retrofits for existing aircraft possible in major maintenance windows.
- The action around APU noise is now being progressed through Sustainable Aviation where APU noise will become a standing agenda item to support ongoing industry collaboration.
- A recent presentation by Rolls Royce on engine noise was well received at the NMB Community Assembly.

#### 2. NOISE ACTION PLAN (NAP) UPDATE

2.1 The NAP can be viewed in full on the GAL website [here](#). As part of GAL's progress monitoring process for tracking the delivery of the Noise Action Plan (NAP) (as endorsed by GATCOM in January 2021), three actions are reviewed at each NaTMAG meeting. For this meeting, the three actions reviewed, and a short update, are detailed below:

Action P11: We will consider the introduction of a daytime Noise Envelope, in accordance with the Government Policy at the time.

- The Chair stated that this action is currently paused, pending a decision on the Northern Runway proposal.
- GAL explained that the Noise Envelope forms an integral component of the Northern Runway Development Consent Order (DCO) but that progress on this action is therefore dependent on the outcome of the ongoing DCO Judicial Review.

Action C10: We will continue to administer the Department for Transport night flight regime and ensure that we operate within the prescribed ATM and Quota Count (QC) limits.

- The Chair confirmed that Gatwick is actively managing this requirement and that performance and compliance are formally reported through quarterly reporting processes.

Action C12: We will continue to engage actively with Government, the Regulator, Sustainable Aviation, and other bodies where relevant to aviation noise impact management and implement all relevant recommendations and requirements.

- GAL outlined a structured programme of regular engagement, including:

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- Quarterly meetings with the DfT Noise Policy team.
- Quarterly meetings with the DfT Airspace Modernisation team.
- Biannual engagement with the CAA Environmental team.
- Participation in the Airports Council International noise task forces.
- Active involvement in the Sustainable Aviation Quieter group.

GAL also confirmed Gatwick's recent contributions to:

- Development of the Sustainable Aviation Noise Roadmap, aligned with the International Civil Aviation Organization (ICAO) "Balanced Approach" to noise management.
- Consultations tied to UK airspace modernisation including, the UK Airspace Design Service (UKADS), UK Airspace Consultation Service (UKACS), and regulatory guidance.
- The CAA survey on airport noise insulation schemes.
- The DfT Aviation Night Noise Effects (ANNE) Study, and the CAA-led Aviation Noise Attitudes Survey (ANAS)

2.2 GATCOM are also reminded that NaTMAG will soon be having a mid-term deep-dive review of the NAP.

### **3. AIRSPACE OFFICE QUARTERLY REPORT (Q1 2026)**

3.1 The airport's flight operations performance over Q1 2026 was considered, and the complaints analysis reviewed. The quarterly report is very detailed and available on [GAL's website here](#).

3.2 The key performance indicators for Q1 2026 in comparison to Q1 2025 show that total aircraft movements were down by approximately 4%. Despite this reduction, there was a positive increase of around 3% in Chapter 14 aircraft movements, contributing to a very high overall proportion of compliant aircraft, with 99.93% classified as Chapter 4 or above.

3.3 No noise infringements were recorded during the quarter.

3.4 Both Continuous Descent Operations (CDO) performance and track keeping conformance had improved, with both metrics exceeding 90%, and track keeping conformance reaching nearly 95%.

3.5 35 airlines operated at Gatwick during Q1 2026 and featured on the ANPT (requirement of minimum 10 movements per week to feature on table). Of these, 22 airlines achieved "green" performance for Continuous Descent Operations (CDO), and approximately half of the airlines demonstrated improvement when compared with their performance in Q1 2025.

3.6 Six airline engagement meetings were held during Q1 (Jet2, Condor, Air France, Eurowings, AirAsia X and Animawings), all of which were new or expanding operators. Further engagement in Q2 has focused, so far, on improving Route 4 conformance, with early signs of positive impact. Engagement with China Eastern Airlines and TAP Portugal is planned this year.

3.7 There was an increase in the number of go-arounds during March. It was explained that this increase was primarily driven by a rise in unstable approaches, combined with

higher traffic levels. Despite this increase, go-arounds still accounted for less than 1% of total arrivals across the quarter.

3.8 A discussion took place regarding the definition of Horley in relation to overflight rules. The current definition reflects the geographic boundaries established in the 1960s and does not account for subsequent residential expansion. This creates a situation where some residents consider themselves to be within Horley but are not included within the official overflight monitoring area. The group agreed that while it would not be practical to continually update operational boundaries, the wording used in official documentation could be clarified. GAL, working with the DfT, agreed to investigate the possibility of this.

3.9 The winter season concluded on 29 March 2026, with a total of 2,687 night movements utilised, remaining below the permitted cap. The Department for Transport granted three dispensations to allow repatriation flights related to the conflict in the Middle East.

### **Complaints**

3.10 Complaint numbers have increased on a month-by-month basis, although the number of individual complainants had decreased.

3.11 Tonbridge and Broadbridge Heath are the areas generating the highest number of complaints. As mentioned in previous reports the Broadbridge Heath complaints were submitted by a single individual and the complaints from Tonbridge originate from a small number of frequent complainants. These complaints are largely associated with arrivals rather than departures, particularly aircraft joining the ILS.

3.12 There has been an increase in ground noise complaints, rising from 4 in Q1 2025 to 21 in Q1 2026, although GAL believes this may partly reflect a change in categorisation terminology.

3.13 Engine testing activity increased slightly over the quarter but remained within Section 106 limits.

## **4. NEW ARRIVALS HOLDING POLICY**

4.1 Peter Jarvis, Strategic Capacity Manager, GAL, attended NaTMAG. Peter explained that his role at Gatwick includes managing the night quota allocation framework, which is formally administered by Airport Coordination Limited (ACL), an independent coordinator. While ACL makes allocation decisions, these are governed by agreed rules with airlines.

4.2 He explained that the "pool" quota is specifically intended to allow airlines without historic quota access to night operations. A review of pool usage over the previous four seasons identified a growing trend of flights arriving earlier than scheduled, particularly those planned to arrive between 06:00 and 07:00 but instead landing before 06:00.

4.3 Peter highlighted two key concerns with early arrivals:

- Community impact: Increased noise during the sensitive early morning period (05:00–06:00).
- Operational impact: Increased congestion on taxiways, at a time when no formal capacity is declared.

## Agenda Item 11

4.4 A new process was introduced approximately five weeks prior, developed in collaboration with NATS. Key features include:

- Airlines using pool quota (i.e. without historic rights) are no longer permitted to land before 06:00.
- Gatwick provides NATS with a list of flights authorised to land during the night period.
- If aircraft attempt to arrive early, NATS intervenes by:
  - Reducing speed during the en-route phase,
  - Instructing aircraft to enter holding stacks, or
  - Extending routing into the airport.

4.5 Peter reported that the policy has been successful to date, with 14 flights prevented from landing early, as well as early behavioural change, including a recent week with no early arrivals or holding, suggesting airlines may have begun adjusting departure times to avoid delays.

4.6 NaTMAG raised concerns about increased holding over residential areas and complaints being submitted in these areas. GAL assured us that associated complaints would be monitored and a complaint category has been recorded in the Airspace Office quarterly report called 'Under Stack.'

4.7 It is hoped a follow-up update to NaTMAG will be scheduled later in the year to review progress and outcomes.

## 5. OTHER ISSUES

5.1 NaTMAG received their usual update from the Noise Management Board (NMB) and GAL. As usual GAL and the NMB will provide full updates on these areas at GATCOM.

5.2 As noted in my last report to GATCOM, NaTMAG and the NMB Chair have discussed the issue of how to make a noise complaint following concerns raised by community members and at the GATCOM Away Day. I am pleased to report that as a result GAL have adjusted the noise complaints pages on its website to allow for residents who wished to make noise enquiries.

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

## 6. NEXT MEETING

6.1 The next NaTMAG meeting is scheduled for 6 August 2026.

## 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. NaTMAG and GATCOM members are encouraged to share public resources like [WebTrak](#) and [InsightFull](#) to help residents understand flight activity.
3. GATCOM members and the public are reminded that the GAL website includes details of how to contact them to make a noise enquiry or complaint.

The on-line form can be found here:

<https://www.gatwickairport.com/company/noise-airspace/noise-enquiries.html>.

The telephone number and postal address are as follows:

Telephone: 07700 144 827.

Address: Airspace Office, Gatwick Airport Ltd, 7th floor, Destinations Place, Gatwick Airport, West Sussex, RH6 0NP.

4. The Community Assembly of the NMB is a meeting for community members local to London Gatwick to discuss matters of interest regarding aircraft noise. GATCOM members should encourage community members with an interest in noise to consider joining the community assembly. Simply email [GatwickNMB.uk@egis-group.com](mailto:GatwickNMB.uk@egis-group.com).
5. GATCOM members are encouraged to share the recent London Gatwick social media posts promoting the NMBs Community Assembly.

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

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