

GATCOM

Minutes of the meeting of the Gatwick Airport Consultative Committee held on 24 July 2014.

Present: Dr. John Godfrey DL (Chairman)

Matthew Balfour	-	Kent County Council
Carolyn Evans	-	Charlwood Parish Council
Mike George	-	Horley Town Council
Phil Hamlet (substitute)	-	Burstow Parish Council
Dick Hobbs (substitute)	-	Passenger Representative
Ken Harwood	-	Tandridge District Council
Chris Hersey	-	Mid Sussex District Council
Graham Hill	-	Rusper Parish Council
Angie Hills	-	ABTA
Alex Horwood	-	Reigate and Banstead Borough Council
Liz Kitchen	-	Horsham District Council
Isobel Knox	-	BATA
Peter Lamb	-	Crawley Borough Council
Pieter Montyn	-	West Sussex County Council
John Peel	-	Coast to Capital LEP
Eddie Redfern	-	IACA
Bryan Reynolds	-	Which?
Dorothy Ross-Tomlin	-	Surrey County Council
Jeremy Taylor	-	Gatwick Diamond Business
Jane Vogt (substitute)	-	Environmental and Amenity Groups
Simon Whalley (substitute)	-	London Chamber of Commerce and Industry (LCCI)
Charles Yarwood	-	Mole Valley District Council

Also present:

Stewart Wingate	-	Chief Executive Officer, GAL
Alastair McDermid	-	Airports Commission Director, GAL
Charles Kirwan-Taylor	-	Corporate Affairs and Sustainability Director, GAL
Tom Denton	-	Head of Corporate Responsibility, GAL
Hugh Sumner	-	Surface Access Advisor, GAL
Tim May	-	Department for Transport
Barry Smith	-	Deputy Honorary Secretary
Ros Howell	-	Independent Technical Adviser
Paula Street	-	Assistant Secretary

Apologies for absence were received from: Pier Barrett (LCCI), John Byng (GACC), Peter Hall (Passenger Representative), Alan Jones (Burstow Parish Council), and Rupert Simmons (East Sussex County Council).

MEMBERSHIP OF GATCOM

Neil Maltby, Mole Valley District Council

1. The Chairman informed GATCOM that Mr. Neil Maltby, Mole Valley District Council, and GATCOM Vice-Chairman since 2008, had retired from the Committee. Mr. Maltby, had been Mole Valley District Council's representative on GATCOM since 1998. On behalf of GATCOM, the Chairman and Mr. Stewart Wingate, Chief Executive Officer, GAL thanked him for his support, commitment and devotion to the work of GATCOM and its Passenger Advisory Group (PAG) and wished him well for the future.

Appointment of Vice-Chairman

2. Resolved – That Mr. Charles Yarwood, Mole Valley District Council, be appointed as Vice-Chairman of GATCOM for the ensuing year.

Membership

3. GATCOM noted the changes to the membership. The Chairman welcomed new members to the Committee

MINUTES

4. Resolved - That the minutes of the meeting held on 10 April 2014 be approved as a correct record and that they be signed by the Chairman.

GATCOM STEERING GROUP – MATTERS CONSIDERED

5. GATCOM received the report of the Chairman summarising the matters considered at the meeting of the GATCOM Steering Group on 3 July 2014 (copy attached to the signed minutes).

Air Quality Annual Monitoring Result

6. GATCOM was pleased to note that there had been no breach in the annual air quality average standard for nitrogen dioxide or the air quality standards for other pollutants under the local authority air quality management regime. The trend analysis of the nitrogen dioxide concentrations at properties most at risk of breaching the air quality objective showed a continued downward trend. GATCOM thanked Reigate and Banstead Borough Council for its work and for producing a clear and informative report. A copy of the report on the results of the annual monitoring undertaken by Reigate and Banstead Borough Council was available on GATCOM's website:

<http://www.ukaccs.info/gatwick/AQ2013.pdf>

CAA Publication “Managing Aviation Noise”

7. Members noted that the CAA had published its “Managing Aviation Noise” document that set out a series of recommendations to help drive improvements in the way the aviation industry manages aircraft noise. Whilst members broadly supported the CAA's key recommendations for action there were concerns about the proposal to create Airport Community Engagement Forums. GATCOM was generally of the view that airport consultative committees were already in place as the statutory mechanism to ensure consultation between airports and local interests and felt that wherever possible the existing mechanisms should be used, and where necessary adapted, rather than inventing new bodies to deal with specific issues.

8. Resolved - that the Secretariat write to the CAA to inform it of this view.

Thameslink Franchise

9. Members noted that the DfT had awarded the new Thameslink, Southern and Great Northern (TSGN) franchise to Go Via Thameslink Railway Limited (GTR). The new franchise would replace the existing First Capital Connect franchise from 14 September 2014 and would include the South Central franchise (operated as Southern and Gatwick Express) when it expires on 26 July 2015. GATCOM welcomed the announcement and asked that GTR be invited to a future meeting to discuss its plans for the new franchise.

AIRPORTS COMMISSION UPDATE

2014 Work Programme

10. Mr. Pitkethly, Airports Commission Secretariat, gave an update on the Commission's work programme between the present time and the delivery of the Commission's final report to Government in Summer 2015 (copy of presentation slides attached to the signed minutes). He outlined the Commission's Appraisal Framework and focussed on how the impacts on local economy, surface access, noise, air quality, water and flood risk, place, quality of life and community would be assessed. He explained that he was not in a position to comment on the specifics of the Commission's individual shortlisted schemes and its assessment of them.

11. Mr. Pitkethly advised that the Commission's national consultation on short-listed schemes would be undertaken in October/November 2014 and would last for period of at least 12 weeks. A dedicated email address would be set up for responses.

12. He also informed members that the Commission was currently seeking comments on its Discussion Paper 07 "Delivery of New Runway Capacity" which discussed a range of delivery issues that might apply such as planning and legal issues, how to engage with local communities and the role of the State. GATCOM noted the Paper with interest and urged member organisations to make their views known to the Commission direct.

13. Members raised issues in respect of:

- Extra workload and resource needed within local authorities to examine and assess all the documentation associated with the Commission's national consultation on the short-listed options. Mr. Pitkethly advised that the Commission had acknowledged this and confirmed that it would produce all the supporting material and analysis on which recommendations could be made. Respondents would be urged to highlight where there were gaps in the information and analysis provided and/or to question the data, forecasts and assumptions.
- Ensuring that the pledges being promoted by the airport were honoured. Mr. Pitkethly advised that the promoters' submissions and pledges given would be encompassed in the Commission's final report to Government but emphasised that it would be for the planning process to pick up the detailed points of the schemes and mitigation measures/pledges and how they would be delivered.
- Managing the growth impacts on surface access. Members were concerned that the local road network already became gridlocked at peak times and believed there was a need for the Commission to identify where capacity to meet growth would be provided. It was noted that the Commission was undertaking much detailed analysis on surface transport impacts in order to understand what further infrastructure was needed in respect of rail, road and coach/bus networks.
- Impacts on hospital service provision. Some members commented that there was little acknowledgement to date on this matter and it was felt that the Commission needed to look at these impacts before it undertook the national consultation. Mr Pitkethly noted the comments and advised that if there were issues that members/organisations believed needed further consideration then they should be submitted to the Commission as soon as possible. GAL was aware of the possible changes at East Surrey Hospital to its A&E status and advised that it would be supportive of all the facilities at the Hospital remaining as at present.
- In making its recommendations on where a new runway should be provided, GATCOM asked whether the Commission's final report would include an analysis of the impacts of no new runway at a specific site in terms of the local and regional economy and the future prospects for that airport. Members were advised that the Commission would consider the national and local impacts specific to an expanded airport and areas where there would be obvious impacts e.g. if it was recommended to build an estuary airport.
- Pressure to identify land for future housing needs in the Gatwick area would be exacerbated with an expanded airport. It was noted that the Commission was alive to the issue and was discussing the matter with the Local Government Association. Mr. Smith, Deputy Honorary Secretary reminded members that the challenge of identifying housing land for an expanded airport was not an issue for the Local Plans currently under preparation but for the Local Plan period beyond that.

14. Mr. Pitkethly thanked members for their questions. If there were specific matters/comments that member organisations wished the Commission to consider prior to its national consultation or the publication of its final report he asked that the Commission's dedicated email address be used: enquiries@airports.gsi.gov.uk with a copy to Jagoda.Egeland@airports.gsi.gov.uk.

Government's response to the Commission's Interim Report

15. GATCOM noted the Rt. Hon. Patrick McLoughlin's, Secretary of State for Transport, statement (copy attached to the signed minutes). Mr. Wingate, Chief Executive Officer, GAL was a member of the Airports Commission's Senior Delivery Group (SDG). It was noted that the SDG would publish a progress report every six months.

GATWICK SECOND RUNWAY

GAL's Consultation on Options for a Second Runway

16. Mr. McDermid, Airports Commission Director, GAL gave an overview of the results of the airport's consultation on options for a second runway. He circulated at the meeting a paper

summarising the number and nature of responses received and the key points raised by respondents (copy attached to the signed minutes). It was noted that the main concerns raised by respondents were in relation to noise and flight paths; community impacts, including impact on homes and local infrastructure provision; surface access, including impacts on road traffic congestion; air quality; the environment, including wildlife and ecology; woodland, including ancient woodland, green space / open countryside; land take, including the impact on local businesses and flood risk.

17. In terms of the positive comments received, these related to the benefits of more capacity, regional and national economic benefit, competition, public transport interchange (for airport and region) and jobs.

18. It was noted that of those respondents who expressed a preference for a new runway (1094 of the 7717 responses), 64% supported GAL's preferred option (Option 3) which was also the Airports Commission's short-listed option.

19. GAL issued at the meeting a copy of the Report of Consultation which gave details of the changes to GAL's scheme as a result of the consultation, its new pledges to the community and its updated analysis. GAL had submitted its Report to the Airports Commission to include within its assessment work over the summer. The report of consultation is available on GAL's website at: <http://www.gatwickairport.com/business-community/New-runway/Second-runway-consultation/>

GAL's Submission to the Airports Commission

20. GAL also issued at the meeting a summary of its submission "Connecting Britain to the Future Faster" which outlined Gatwick's case for a second runway (copy available on GAL's website at: http://www.gatwickobviously.com/sites/default/files/downloads/connecting_britain_to_the_future_faster.pdf)

21. Mr. McDermid also gave an overview of GAL's "refreshed" scheme submission to the Airports Commission in May 2014. Members noted that the key changes from the consultation document related to updated traffic forecasts and assessments and, as a result of the increased annual number of air traffic movements and passengers, changes had been made to GAL's noise and air quality assessments as well as water consumption and water discharge figures and the overall economic and employment effects.

22. GAL outlined its series of new pledges designed to address the areas that mattered most to the local community, including jobs, housing, noise and transport. The pledges included:

- £46.5m to help local authorities deliver essential community infrastructure
- A £3.75m fund to help create 2,500 new apprenticeships for local people
- A series of noise initiatives including £45m for Gatwick's unique council tax initiative and £5m for noise insulation measures
- Improvements to local transport links and a commitment to ensure local roads are no busier than they are today, with a £10m local highway development fund in place to meet any additional works
- For the small number of homes that would need to be compulsorily purchased, a £131m Property Support Bond will offer homeowners 25% above market value, significantly above statutory requirements
- A new Engagement Charter to help local landowners & businesses affected by Gatwick expansion

23. GATCOM welcomed GAL's pledges but members raised concerns about the impact of a second runway on communities, where additional housing land would be found and the scale of development needed, and the investment needed to improve highways infrastructure. Members enquired about the detail of the apprenticeship funding initiative and how the allocation of funding would be managed if it was available for a wide range of businesses. Mr. McDermid advised that GAL would be anxious to ensure that the funding was appropriately allocated and an effective and efficient administrative regime would therefore need to be put in place. GAL would consult on the design of the scheme.

SURFACE ACCESS STRATEGY

24. Mr. Sumner, Surface Access Advisor, GAL presented an overview of GAL's surface access strategy, including its work on improving public transport connections over the longer term to accommodate passenger growth and how the passenger experience can be improved for those using public transport to access the airport (copy of presentation slides attached to signed minutes).

25. Mr. Sumner explained that improvements to the rail and road network had already begun or were committed, such as the new Thameslink franchise that will significantly increase capacity, the investment to improve Gatwick Station and the improvements to M25 and M23. Members were pleased to note that GAL was working with Network Rail and the Highways Agency to ensure that Gatwick was "road and rail ready" by 2021 whatever the decision of the Airports Commission.

26. GATCOM fully supported GAL's modal split target of 60% of passengers accessing the airport by public transport. Members believed that the cost of public transport was an important factor, particularly in respect of airport staff which in many cases was viewed more important than the overall journey time. Members also emphasised that there was a need for appropriately priced car parking to help tackle the problem of indiscriminate car parking in local roads. It was suggested that GAL could do more to inform passengers and staff on the website of the impacts and nuisance caused by indiscriminate parking in local roads.

27. Reference was made to the availability of subsidies for local bus/hotel shuttles. GAL agreed to discuss this further with the Mole Valley District Council representative after the meeting.

AIRPORT COMMENTARY

28. GATCOM received the Chief Executive's commentary on activity at the airport since the date of the last meeting (copy attached to the signed minutes).

Traffic

29. Mr. Wingate reported that Gatwick had seen continued growth and handled 10.2 million passengers between April and June which was the greatest volume of traffic recorded for the first quarter of a financial year.

Service Quality Performance

30. Mr. Wingate was also pleased to report that Gatwick had continued to meet all its service quality performance targets. Arrivals baggage was an area of great concern to GAL and its management team continued to work closely with handling agents (who are responsible for baggage delivery) to ensure the airport achieved the best possible performance in this area.

Gatwick Railway Station Development

31. Reference was made to the joint project team for the "Gatwick Gateway" project. It was noted that proposals were being developed to significantly improve Gatwick Station and could be sourced and secured. GAL would give a report on progress at a future GATCOM meeting.

Air Traffic Provider

32. GATCOM noted that GAL had announced that the new contract for air traffic services had been awarded to DFS (Deutsche Flugsicherung) - the provider of en-route air traffic control services in Germany, where it also operates 16 airports including Munich and Frankfurt and is wholly owned by the German Government. Members wished to understand the process for transition to the new service provider to ensure high levels of safety and performance were maintained. GAL would keep GATCOM informed of the transition phases and of discussions with the airline community before the changeover in October 2015.

GATWICK RELATED PLANNING APPLICATIONS

33. GATCOM noted the report by Crawley Borough Council's Director for Environment and Housing on planning applications determined and outstanding in respect of Gatwick since the date of the last meeting (copy attached to the signed minutes).

PASSENGER ADVISORY GROUP (PAG)

34. Mr. Hobbs, PAG Vice-Chairman, presented the PAG's report in respect of activities of the Group since the date of the last meeting (copy attached to the signed minutes).

Arrivals Baggage

35. Mr. Hobbs highlighted the serious concerns of PAG about the significant delays some passengers were experiencing in reclaiming their baggage on arrival at Gatwick. He emphasised that the problems were caused by Swissport, the Handling Agent, having a shortage of resource. GATCOM shared PAG's concerns and commented that whilst baggage handling is a commercial relationship between the airlines and the handling agents, the current problems and issues were causing reputational damage to GAL.

36. Mr. Wingate assured members that the airport company was making every effort to minimise the problem and had injected resource to help relieve the current problems. It was noted that PAG had commended GAL's proactive action but was not convinced that the problems would be resolved in time for the summer peak. GATCOM fully supported PAG's efforts to seek a much improved target for handling agents' baggage waiting times.

Local Resident Discount Scheme for Passenger Pick-Up

37. GATCOM was pleased to note that the Local Resident Discount Scheme for passenger pick up had now been launched and thanked GAL for seeking to address the concerns of local communities about the pick-up arrangements at the airport. There was concern however about the small number of people who had so far registered to participate in the scheme and PAG had asked that members also promote the scheme in their locality. GAL was also asked to ensure that greater publicity was given to the scheme's existence, particularly in Surrey where there had been very little publicity to date. PAG would continue to monitor the take-up and success of the scheme.

38. Resolved – That:

- (1) PAG's continued efforts to engage with the Gatwick AOC regarding improvements to baggage waiting times be supported;
- (2) GATCOM members seek to encourage the take up of the Local Resident Discount Scheme in their locality; and
- (3) PAG's involvement in a wide range of projects and operational matters be noted.

LONDON AIRSPACE CHANGE – GATWICK LOCAL AREA CONSULTATION

39. Mr. Denton, Head of Corporate Responsibility, GAL summarised the second round of consultation relating specifically Gatwick's local area airspace which was currently underway and the next steps (copy of presentation slides attached to the signed minutes). He confirmed that there was a 12 weeks period for consultation (the CAA's guidance only required 8 weeks for consultation) and the closing date for responses was 14 August 2014.

40. GATCOM noted that GAL had already received a significant number of responses to the consultation. Mr. Denton advised that IPSOS Mori was being used to assess all the feedback received.

41. Mr. Wingate emphasised the comprehensiveness of the proposed changes and acknowledged the sensitivity surrounding the impact of some of the proposed options for change on local communities. As GAL wished to carefully consider the feedback received from the consultation and the possible range of measures to help mitigate the impact GAL would not now

submit the airspace change proposal to the CAA this calendar year. GATCOM was re-assured that the final design for Gatwick's local area airspace would only be determined after all the feedback had been considered.

42. Mr. Wingate also reported that the Airports Commission's Senior Delivery Group (SDG) was considering the Commission's optimisation strategy which included an action to ensure the implementation of the CAA's Future Airspace Strategy (FAS). GATCOM was pleased to note that he had informed the SDG of the issues of concern to local communities and the experience at Gatwick.

43. A number of members highlighted the serious concerns amongst the communities they represented which included:

- The significant detrimental impact of concentration and frequency of overflight on those communities under flight paths
- The loss of property value particularly in respect of those communities not previously overflown
- The absence of compensation and mitigation measures
- The change to the arrivals joining points and the swathes for respite

44. GATCOM received a report of the Independent Technical Adviser on matters for consideration in relation to the current consultation as well as the wider London Airspace Management Programme (copy attached to the signed minutes). The inter-related issues were noted.

45. GATCOM also considered a report by the Secretariat setting out a suggested response to the Gatwick local area consultation (copy attached to the signed minutes). Members agreed that the suggested response addressed those strategic issues of most concern to GATCOM but suggested that reference also be made to the impact of aircraft disturbance on health.

46. Reference was made to the issues experienced by the public in endeavouring to complete the on-line questionnaire without success and a member requested GAL to extend the period of time within which responses could be submitted. GAL advised that the consultation website was checked daily to ensure it was functioning correctly and there were no apparent current issues with the response system. An additional check would be made that day.

47. A comment was also made about the absence in the Chief Executive Officer's report to the level and nature of the complaints that had been sent to Gatwick for consideration. Mr. Wingate agreed to provide more information in his next report to the Committee.

48. Resolved – That, subject to the inclusion of reference to the health impacts arising from disturbance caused by aircraft overflight, the suggested response set out in the Appendix to the Secretariat's report be agreed and submitted to GAL for consideration in the final design of Gatwick's airspace change proposal to be submitted to the CAA.

DEPARTURES SEPARATION TRIAL – ADNID TRIAL ROUTE

49. Tom Denton, Head of Corporate Responsibility, GAL gave an update on the departures separation trial and the use of the new temporary trial route known as ADNID. GAL acknowledged the sensitivity of the trial route and was fully aware of the serious concerns of communities from the considerable feedback and complaints that had been received.

50. GAL confirmed that the trial would conclude early on 8 August 2014, provided sufficient data had been gathered, after which the flight paths would revert to the BOGNA and HARDY routes with aircraft using P-RNAV within those routes.

51. Horsham District Council's representative stressed the significant impact the use of the trial route had had in local communities in terms of noise, overflight, and health and again expressed disappointment that no prior notification had been given to affected parishes.

52. GATCOM asked GAL to communicate to all affected communities when the trial would conclude, what would happen next in reverting to the existing routes and the use of P-RNAV, the London airspace change process and the next steps in that process.

53. Members also noted that the statement submitted by Warnham Parish Council received at the last GATCOM meeting and GAL's response to the questions posed had been considered by NATMAG (minute no. 203 of last meeting refers). NATMAG had agreed that GAL's answers to the questions posed were complete and accurate and as no further queries had been raised by the Parish Council NATMAG had agreed to bring the matter to a close.

54. Reference was made to the noise monitoring being undertaken and GAL assured members that the results of the monitoring would be reported to NATMAG.

DFT NIGHT FLYING RESTRICTIONS FOR HEATHROW, GATWICK AND STANSTED AIRPORTS

55. Mr. May, DfT, reported that the DfT had announced its decision in respect of the night flying regime for the three noise regulated London airports for the next three years (until October 2017). The Government had decided that over the next regime the movement and noise quota limits would remain unchanged from the previous regime. Some members were disappointed that the Government had not decided to take the opportunity to reduce the number of night flights at Gatwick. However it was also pointed out that the airline community continued to support an increase in the movements and quota limits particularly as passenger growth at the airport had returned and Gatwick's movements and quotas for the summer season were being fully used. Mr. May confirmed that the matter would again be reviewed in 2016 in light of the Airports Commission's final report and the views of the next Government.

FLIGHT PERFORMANCE TEAM REPORT (FPT)

56. GAL's quarterly report for the FPT covering the period January to March 2014 was considered (copy attached to the signed minutes). GATCOM was pleased to note that continuous descent approach (CDA) performance indicators again showed an improvement and was the highest ever performance achieved and a record for any UK airport. Track keeping performance had also improved on the previous year's performance.

57. GATCOM also noted that the number of complaints had risen significantly by around 300% compared to the same period the previous year. This increase was primarily due to the disturbance suffered and significant concerns of communities affected by the departures separation trial – ADNID.

NOISE AND TRACK MONITORING ADVISORY GROUP (NATMAG)

58. GATCOM received the unconfirmed minutes of the meeting of NATMAG held on 13 May 2014 (copy attached to the signed minutes). The key messages were noted.

DFT AIRCRAFT NOISE MANAGEMENT ADVISORY COMMITTEE (ANMAC)

59. Mr. May, DfT gave a brief overview of the key issues discussed at the meeting of ANMAC held on 26 June 2014. GATCOM noted that further analysis was being undertaken by the CAA into the Airbus A320 aircraft fix to address the peculiar airframe noise generated on approach (whine). Consideration was also being given to the implementation of P-RNAV and the use of swathes in terms of track keeping and noise impacts.

ANNUAL MEETING OF UK AIRPORT CONSULTATIVE COMMITTEES (UKACCs)

60. GATCOM noted the key messages and outcomes from the Annual Meeting of UKACCs, which was hosted by GAL this year.

DFT GUIDELINES FOR AIRPORT CONSULTATIVE COMMITTEES

61. Consideration was given to a report by the Secretariat giving details of the new DfT guidelines for airport consultative committees (copy attached to the signed minutes). GATCOM welcomed the DfT's new Guidelines for Airport Consultative Committees particularly the overriding principles and the code of conduct for members. It was noted that the GATCOM Steering Group considered that the way in which GATCOM currently operated was in the spirit of the new guidelines and that the Committee's membership, terms of reference were fit for purpose.

62. Reference was made to a further request from Tunbridge Wells Borough Council for membership of GATCOM. The Chairman confirmed that he was content with the current membership arrangements. GATCOM agreed that its current membership and terms of reference met the requirements of the Guidelines.

63. Resolved – That:

- (1) The DfT's new Guidelines for Airport Consultative Committees be welcomed;
- (2) GATCOM's current membership and terms of reference met the requirements of the new guidelines;
- (3) GATCOM's terms of reference be revised to delete reference to the appointment of members to the GAL's Ground Noise Committee; and
- (4) the Secretariat be asked to produce a Members' Handbook which embraced the new overriding principles and code of conduct for members.

APPOINTMENT OF SUB-GROUPS AND MEMBERS TO SERVE ON GAL'S NATMAG

64. The Secretariat's report on the appointments that needed to be made was considered (copy attached to the signed minutes). GATCOM appointed members to serve on the following sub-groups as follows:

GATCOM Steering Group

John Godfrey (Chairman)
John Byng (Environmental and Amenities Groups)
Peter Lamb (Crawley Borough Council)
Peter Hall (Passenger Representative)
Alex Horwood (Reigate and Banstead Borough Council)
Liz Kitchen (Horsham District Council)
Isobel Knox (BATA)
Pieter Montyn (West Sussex County Council)
Eddie Redfern (International Air Carriers' Association)
Dorothy Ross-Tomlin (Surrey County Council)
Jeremy Taylor (Gatwick Diamond Business)
Charles Yarwood (Mole Valley District Council and Vice-Chairman)

Passenger Advisory Group

John Godfrey (Chairman)
Jamie Hobbs (Substitute - Gatwick AOC)
Angie Hills (ABTA)
Bryan Reynolds (Which?)
Charles Yarwood (Mole Valley District Council and Vice-Chairman)

(N.B. Gatwick Airport Limited appoints 14 independent passenger representatives)

Gatwick Airport Limited's Noise and Track Monitoring Advisory Group:

65. Following a secret ballot, Colin Moffatt, Crawley Borough Council, was appointed to serve on NATMAG for a period of one year.

DATES OF NEXT MEETINGS OF GATCOM AND ITS SUB-GROUPS

66. Members noted the next meetings of GATCOM as follows:

GATCOM Steering Group – Thursday 2 October 2014 at 10.00 a.m.

Passenger Advisory Group – Thursday 9 October 2014 at 2.00 p.m.

GATCOM – Thursday 23 October 2014 at 2.00 p.m. (NB Annual Tour of Airport in morning)

Members also noted that the next meeting of Gatwick Airport Limited's Noise and Track Monitoring Advisory Group (NATMAG) would take place on Thursday 25 September 2014 at 10.00 a.m.

Chairman