

THE NOISE & TRACK MONITORING ADVISORY GROUP (NaTMAG) Thursday 3rd February 2022 (virtual meeting)

IN ATTENDANCE

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|----------------------|---|
| Lee Howes (Chair) | Airspace and Environmental Performance Manager |
| Kimberley Heather | Gatwick Airport Ltd – Airspace Office and Secretary to NaTMAG |
| Andy Sinclair | Gatwick Airport Ltd – Head of Noise and Airspace Strategy |
| Goran Jovanovic | Gatwick Airport Ltd – Airspace Change Manager |
| Tara Whittaker | Gatwick Airport Ltd – Airspace Office |
| Wojciech Witkowski | Gatwick Airport Ltd – Airspace Office |
| Lochlann Allison | Gatwick Airport Ltd – Airspace Office |
| Vladimir Mihovilovic | Gatwick Airport Ltd – Airfield and Civils Programme |
| Katie Baker | Egis |
| Mike George | GATCOM |
| Liz Kitchen | GATCOM |
| Leon Hibbs | Reigate and Banstead Borough Council |
| David Monk | Crawley Borough Council |
| Liz Lockwood | GATCOM |
| Alan Jones | GATCOM |
| Malcolm Fillmore | GATCOM |
| Richard Streatfeild | GACC |
| Ian Greene | Department for Transport (DfT) |
| Gary Marshall | Department for Transport (DfT) |
| Victor Gosling | Air Navigation Solutions (ANS) |
| Matt Hadden | NATS |

APOLOGIES

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|-----------------|--|
| Rebecca Hudson | Gatwick Airport Ltd. – Noise Management Initiative Manager |
| Jonathan Drew | Noise Management Board Executive Committee (NEX) Chair |
| Margot McArthur | GATCOM |
| Adam Dracott | Mid Sussex District Council |
| Andrew Burke | NATS |
| Henry Game | Air Navigation Solutions (ANS) |
| Vicki Hughes | Air Navigation Solutions (ANS) |

MEMBERSHIP UPDATE

- The Chair introduced Lochlann Allison as the newest addition to the Airspace Office as an Airspace Office Analyst and the future Secretary to NaTMAG. Lochlann will assume full secretarial responsibilities after a brief period shadowing the current Secretary, Kimberley Heather, who has moved on to her new role as Airspace and Noise Programme Manager.
- The absence of representation from Kent County Council was noted and Mike George advised the meeting that he will raise this matter with the GATCOM Secretariat to establish what can be done to assist Kent County Council with reference to attending NaTMAG.

MINUTES OF THE PREVIOUS MEETING OF NaTMAG

- David Monk's position was amended to representative for Crawley Borough Council and not as Independent Technical Advisor to NaTMAG.
- There were no further comments or corrections to the minutes of the previous meeting.

GATWICK AIRPORT LTD BUSINESS UPDATE

- December saw Gatwick facilitate over 1 million monthly passengers; a significant milestone in the airport's recovery from the COVID-19 pandemic. Traffic is expected to drop in the remaining winter months before it is hoped to return to 1+ million passengers a month again as we move towards summer. Various indicators suggest a potential future upturn in traffic levels: the DfT announced the removal of the waiver on the 80/20 slot allocation rule for airlines, in favour of a 70/30 rule instead for the summer season. Indicators of passenger confidence such as airline schedule bookings and airport car parking bookings continue to rise, albeit they remain below 2019 levels. A potential re-opening date for the South Terminal has been suggested for the end of March, with a hope that 2022 may experience 60% of the traffic levels in 2019. There is no evidence that the changes to the slot waiver legislation have led to the onset of ghost flights, where airlines fly empty aircraft in order to maintain favourable slot possession.
- It was asked how the 70/30 slot allocation rule was applied to airlines and when sanctions would be applied to those non-conforming.
- The DfT confirmed that if an airline was not to use a series of slots, 70% of the time in summer 2022, then the airline would not be given priority rights to those slots in summer 2023. The same would happen each proceeding summer season if the slots are not being used according to the percentage rule in effect for that season. Slot rules for winter seasons apply similarly to the following winter season. There are special provisions for "justified non-use" that can be applied if slots are not being used for reasons outside of the control of the airline. The reason for this is so that airlines are not forced to fly empty flights only to keep their slots.
- A key message to GATCOM will be raised regarding the concern around ghost-flights and also the discussion that was had around the airline slot rules.

ACTION TRACKER

| Action | Comments |
|---|--|
| 13/2021 Once the PID monitor has been installed by Ricardo AEA and has been calibrated, the Airspace Office will liaise with NaTMAG regarding a new location for monitor. | <ul style="list-style-type: none"> ▪ Closed – The Gatwick Odour Assessment was completed by Ricardo Energy and Environment and circulated to members in January 2022. The Chair suggested closing this Action and then asking a representative from Ricardo to present at NaTMAG under a new action. NaTMAG membership reiterated that because the number of odour complaints were so few (not justifying the creation of separate handling) and that many members hold positions as EHOs, odour should continue to fall under the oversight of NaTMAG. This will also be a key message to GATCOM. ▪ Action 01/2022: Airspace Office to invite Ricardo to provide briefing to NaTMAG on their odour investigations at Gatwick. ▪ Action 02/2022: The Airspace Office are to provide the GIS shapefiles from Figures 5 and 6 from the Ricardo report. |
| 21/2021 GATCOM to add an addendum to their minutes to keep odour on the agenda. | <ul style="list-style-type: none"> ▪ Closed – Reference to this Action included in update to GATCOM on 20 January 2022. |

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| 22/2021 Airspace Office to change Action Plan Action 47 in the END Noise Action Plan to 'completed' and Action Plan Action 39 to 'in progress'. | <ul style="list-style-type: none"> ▪ Closed – Action Plan Actions amended accordingly. |
| 23/2021 NATS to provide an update in the May 2022 NaTMAG meeting following the winter season of the KENET route availability change. | <ul style="list-style-type: none"> ▪ Open – NATS to provide update in May 2022. |
| 24/2021 Airspace Office to add a footnote to the ground noise summary to explain FEGP availability due to the closure of the South Terminal during the COVID-19 pandemic. | <ul style="list-style-type: none"> ▪ Closed – Footnote added 10 January 2022 |
| 25/2021 Airspace Office to liaise with Airfield Operations to provide an update on the proposed runway resurfacing project, planned for summer 2022, at the February 2022 meeting. | <ul style="list-style-type: none"> ▪ Closed – A representative of Airfield and Civils presented an update on the runway resurfacing project at the February meeting. |
| 26/2021 DfT to give an update at the February 2022 meeting regarding the transition of functions from ICCAN. | <ul style="list-style-type: none"> ▪ Closed – The DfT presented an update on the transfer of functions from ICCAN to the DfT and CAA in the February meeting. |
| 27/2021 Airspace Office to create an altitude map showing LHR positioning aircraft departing on Route 4. | <ul style="list-style-type: none"> ▪ Closed – Circulated 21 January 2022 |
| 29/2021 NMB to share the Workplan implementation report with NaTMAG when available. | <ul style="list-style-type: none"> ▪ Closed – Circulated 21 January 2022 |

END NOISE ACTION PLAN UPDATES

- Action Plan Actions 8, 13 and 20 were selected by NaTMAG members as the foci for the February meeting:
 - *Action 8: We will, as far as is practicable, take all necessary steps to manage the late running of aircraft to prevent scheduled day movements taking place during the sensitive night period.*
 - *Action 13: We will continue to promote adherence to the Arrivals Code of Practice through groups such as FLOPSC, Sustainable Aviation and other engagement events.*
 - *Action 20: We have an annual limit of no more than 5% off-track departures. In future, we will compare on an annual basis the percentage of off-track departures against the average performance over the previous five years.*
- The Chair suggested a more detailed update on the progress of these Action Plan Actions be provided at the next NaTMAG meeting.
- **Action 03/2022:** Airspace Office to provide an update on the progress of END Noise Action Plan Actions 8, 13 and 20 at the May NaTMAG meeting.
- It was asked what measures, in addition to the fact that current traffic levels are significantly lower than 'normal', were being implemented by GAL to limit the impact of night noise, as per Action Plan Action 8. Members were reminded of the ongoing work of the NMB, which has various lines

of work addressing this point, including: the gradual implementation of Airport Collaborative Decision Making (A-CDM), commencement of the Night Flights Initiative and a range of voluntary airline measures to maintain their schedule punctuality.

- Regarding Action Plan Action 20, it was asked what the implications were if the target was not met. However, it was stated that in the last 15 years, the annual track keeping percentage had always surpassed 95%; the lowest recorded percentage being ~97% in 2011. A member then asked if the target was still appropriate and if it should be consequently revised.
- The Airspace Office updated members on current and proposed airline engagement, in addition to the activities of FLOPSC and Sustainable Aviation. A meeting with Scoot occurred on 25 January 2022, where Route 4 compliance was a key topic. Further meetings with JetBlue and Vueling are planned in coming months. The Airline Noise Performance Table will be a key tool to identify those airlines, with poor CDO and track-keeping performance, which will be contacted to arrange a meeting to discuss continuous improvement. A success story of this was the Vueling meeting in April 2021 where improvements to CDO was discussed. Following this meeting, monthly CDO performance increased by 10% in the month following and then by another 10% later in the year which highlights the importance and effectiveness of the airline engagement programme.

RUNWAY RESURFACING UPDATE

- A member of the Airfield and Civils Programme provided an update on the Runway Resurfacing project due to take place in the summer months.
- The main runway (26L/08R) was last resurfaced in 2012, with an expected design life of 9 years. After a presentation of options, GAL have elected to complete a full runway surface replacement in 2022, which should extend this design life a further 7 years to 2029. The project aims to replace 30,000 tonnes of asphalt on the main runway and taxiway Alpha, as well as replacing runway markings and 1400 aeronautical ground lighting (AGL) light bases. Preparatory work has already commenced, with the main works of runway resurfacing expected to begin on 19 April 2022 and completed by 12 July 2022. The demobilisation of the support structures required for the project could reasonably be expected to be completed by the end of September 2022. The works will take place five nights per week, Sunday to Thursday, where the main runway will be closed between the hours 2100-0530 local.
- Site compounds for the preparation of the resurfacing materials and storage of equipment will be located near the Perimeter Road South and an increase in traffic of approximately 50 trucks a day could be experienced, to facilitate the necessary logistics to support the project.
- The noise produced by the project isn't expected to exceed that produced by normal airport operations, with daily works to cease by 0430 local in anticipation of the main runway's reopening. The daily batching process is expected to take place between 1900-0100 hours local, with noise monitoring equipment to be installed to ensure compliance.
- It was initially stated a Section 61 application had been submitted and that a preliminary approval had been provided on the morning of the NaTMAG meeting. However, a member responsible for the oversight of Section 61 applications rejected this, stating they had only been made aware of the matter two weeks before. Furthermore, the member asked for improved bilateral communication for the benefit of maintaining proposed timeframes, which was typical for these matters. The Chair apologised to the member for the oversight and assured members that the matter had been forwarded for attention of the highest levels of GAL leadership.
- A question was asked of what steps were being taken to reduce schedule disruption when the main runway is closed at 2100, a busy period of the day. Operations would be switched to the northern runway, which can accommodate approximately two thirds of the main runway capacity. All aircraft, bar Code F aircraft, can taxi back via taxiway Juliet while operations occur on the northern runway. Due to visibility restrictions on northern runway operations, if the visibility is too poor, the runway switch will not occur, and runway resurfacing will be stood down for that evening.

- It was suggested that the presentation from the Airfield and Civils Programme and the action for the Section 61 application be noted as a key message to GATCOM.

GROUND NOISE REPORT AND AIRSPACE OFFICE QUARTERLY REPORT

- The only comment raised regarding the Ground Noise Report surrounded the duplication of reporting in the Quarterly Report, however members were reminded this was at the previous request of NaTMAG. Members requested that to avoid duplication, the Ground Noise Summary either needs to be fully integrated into the Airspace Office quarterly report or removed and kept as a separate summary.
- **Action 04/2022:** Airspace Office to review how the Ground Noise Summary is presented to NaTMAG.
- Members questioned the volumes of complaints received from Tonbridge and Tunbridge Wells and asked if there was a reason why. GAL is currently developing a framework for complaints categorisation; however, it seems communities further from the airport complain more than those closer.
- Attention was drawn to airlines with amber and red CDA rankings in the Airline Noise Performance Table. The Airspace Office has plans to engage with these airlines, especially new carriers with a lack of operating experience in European airspace and with perhaps less familiarity with Gatwick-specific noise abatement procedures.
- A request for similar analysis into go-arounds due to runway occupancy reasons was made to compare to other high frequency, single runway airports. However, similar reporting to that of the same level of detail of Gatwick was unfortunately not able to be sourced.
- Go-arounds are a continuing interest of NaTMAG and the reasons for go-arounds being down to runway occupancy. This is to be a key message to FLOPSC.
- It was asked if, Airbus A380 aircraft particularly, climb out slower than other aircraft operating at Gatwick. The sheer size of aircraft as large as the A380 can cause the illusion that the aircraft is lower. It is not noticeable to ATC controllers that the aircraft climbs any slower than others. The current climb profile is optimised for performance, so if the aircraft were to climb faster than currently, this would have an adverse effect on noise produced due to the increased power required.
- A question was asked surrounding the provision of ad-hoc night flight slots; especially wide-body twin engine aircraft. Members were reminded that Gatwick Airport is a Public Use Aerodrome and if the aircraft is compliant, there is nothing prohibiting these operations. GAL is currently reviewing ad-hoc night flight allocations.
- A member drew attention to a complaint submitted to GATCOM surrounding off-track departures utilising both 26 runways. After extensive investigation from the Airspace Office, no violation could be found. The Chair requested, in future, members bring substantive evidence of recurring potential issues which require specific investigation by the Airspace Office outside of the normal complaints process. This should include dates and times of the incident and a full address of the complainant otherwise it cannot be investigated.

DFT UPDATE

- It was announced on 6 September that ICCAN was to be disbanded and the majority of its functions be transferred to the CAA.
- Discussions are in the final stages to confirm which functions will be transferred to the CAA and the remainder to the DfT. The CAA are recruiting an Environmental Sustainability Panel, similar to its Consumer Panel, but will include carbon, air quality and ecology within its responsibilities. The Panel is expected to begin work from April.
- Funding has been secured for the CAA to lead on a new noise attitudes survey, originally proposed by ICCAN. The ICCAN summer survey of 2021 is being reviewed by the DfT and will be published

in due course. A survey is proposed to take place in summer 2022 which would continue the work of previous years.

- The DfT aviation strategic framework will be published in the first half of 2022 with wider engagement continuing. This will not have a detailed noise element. However there are discussion groups taking place on night flights, overarching noise policy, regulation of noise, health impacts, and air quality, which will feed into further policy work on local environmental impacts.

LOW NOISE ARRIVAL METRIC UPDATE

- The CAA published the Low Noise Arrival Metric as CAP2302¹ on 13 January 2022. This was shared with NaTMAG members ahead of the meeting. The current CDO definition permits shallow angle approaches which at some points, may be noisier than traditional non-CDO approaches. Hence, a new metric was developed to incentivise steeper descent profiles at higher levels, without the need for significant changes to existing arrival procedures.
- The metric will assign only already CDO compliant aircraft an additional categorisation which further defines the likely noise impact of that aircraft's performance.
- The publication studied a number of aircraft types, which represented a range of aircraft models used by UK airlines and modelled the impact of the typical flight profiles of each type. The model was then validated by historical Gatwick Airport noise monitor data.
- The publication of CAP2302 allows for more technical preparation to proceed ahead of the expected introduction of monitoring the metric in Q4 2022. It is expected the metric will be adopted on both a national and European scale. Sustainable Aviation has established a sub-group to consider the necessary steps for operational deployment of the metric.
- The new metric is intended to complement the current CDO definition and be used in conjunction with existing CDO reporting. There are also plans to introduce it into the Gatwick Airline Noise Performance Table (ANPT) once the metric is implemented.
- The slides that were presented to the meeting would be shared with the group post-meeting.
- **Action 05/2022:** Egis to circulate slides on the Low Noise Arrivals Metric to NaTMAG members.
- It was suggested that the Low Noise Arrivals Metric and the success of the cross-industry collaboration on this work should be a key message to GATCOM, FLOPSC and the NMB.

AIRSPACE UPDATE

- The last FASI-S update was presented to a range of stakeholders, including local communities and NaTMAG members on 9 December 2021. A list of comprehensive route options is currently being finalised, with the hope of presenting these options at several meetings between 15-23 February 2022. NaTMAG members have been invited to these meetings. The agenda and preliminary report should be circulated the week after NaTMAG.
- The CAA published its decision and accepted Gatwick's proposed definition of the baseline in order to assess the options. The feedback will be gathered from the engagement sessions planned in February and the next steps will be to clarify the baseline and update the graphs for design principle evaluation as part of the Stage 2 scenario.
- The Stage 2 Gateway for the airspace change is currently planned for 27 May 2022, where the initial options appraisal needs to be completed and published to the CAA website ahead of this date.
- Stage 3 is scheduled for Q4 2022, however this is subject to change.
- A concern was raised that there may be 'consultation overload' during Q4 2022 with various consultations planned at the same time e.g., night flights and the DCO. It may be that the community may prioritise their time to the consultations that will affect them the most and this leads to underrepresentation of community views. This point was noted. Gatwick will review its schedule and may revise the Route 4 schedule to help alleviate the pressure on the stakeholders.

¹ <https://publicapps.caa.co.uk/docs/33/A%20Low%20Noise%20Arrival%20Metric%20Final%20CAP2302.pdf>

NMB UPDATE

- The NMB met on 24 January to discuss ILS Minimum Joining Point during the night, on which the final report is expected to be published in early February. This report will feed into FASI-South.
- Work on Fair and Equitable Distribution (FED) continues, a briefing initially expected on 27 January has been postponed to 2 March to allow for further work on the draft report to be completed. This study will include both acoustic and non-acoustic factors and health impacts and will also feed into FASI-South. A Technical Steering Group meeting on FED has been scheduled for 17 February (which is open to the public, and to NaTMAG members to observe).
- A pilot study into the Deployment of Landing Gear was conducted in September 2021, with initial engagement with airlines requested in October 2021 to allow for the further collection of data and analysis. A field study is being planned.
- A new Departure Noise Limit regime was developed and consulted on through the Northern Runway consultation process in Q4 2021. Further engagement and refinement of the regime is planned - following a review of the feedback provided through the DCO consultation which it is hoped will be completed in Q2 2022.
- The NDG is currently engaging with the AOC to consider what voluntary measures could be implemented to reduce the number of night flights before any new night flight limits are introduced in 2025. A concern was raised that there is a need to consider longer term impacts and expectations of night flights as communities will expect fewer flights at night if Gatwick were to begin the reduction in night flights.

END NOISE ACTION PLAN ACTIONS SELECTED FOR FOCUS IN 2022:

- The following END Noise Action Plan Actions have been selected for focus by NaTMAG members in 2022.
- For the February meeting, Action Plan Actions 8, 13 and 20 were selected for review.
- For the May meeting, Action Plan Actions 26, 36 and 45 were selected for review.
- For the August meeting, Action Plan Actions 14, 29 and 30 were selected for review.
- For November meeting, Action Plan Actions 27, 37 and 49 were selected for review.

KEY MESSAGES

KEY MESSAGES TO GATCOM

- Ricardo will be invited to attend a NaTMAG meeting later in the year to give an update on the ongoing odour work and the proposed next steps.
- A concern was raised around ghost-flights occurring, this was confirmed not to be the case. There was also a discussion around the 70/30 airline slot rules and what would happen if an airline failed to use its slots in summer 2022.
- The Airfield and Civils Programme presented an update to NaTMAG on the runway rehabilitation work due in the summer months. An application will be made to Crawley Borough Council separately on the Section 61 agreement.
- Egis presented an update on the Low Noise Arrival Metric with an anticipated rollout in Q4 2022. Cross-industry collaboration is key to the success of this project underway.

KEY MESSAGES TO FLOPSC

- Go-arounds are a continuing interest of NaTMAG and the reasons for go-arounds due to runway occupancy
- Egis presented an update on the Low Noise Arrival Metric with an anticipated rollout in Q4 2022. Cross-industry collaboration is key to the success of this project underway.

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- Egis presented an update on the Low Noise Arrival Metric with an anticipated rollout in Q4 2022. Cross-industry collaboration is key to the success of this project underway.

DATES OF NEXT MEETINGS

FLOPSC – Wednesday 30 March 2022, 13:30 to 15:00, via teleconference.

GNMG – Wednesday 6 April 2022, 10:00 to 12:00 via teleconference.

NaTMAG – Thursday 12 May 2022, 10:00 to 13:00, (format to be finalised).

ANNEX A: ACTION SUMMARY

| Action No/Year | Action/Decision/Next Step | Raised | Responsible | Plan date | Actual date | Status | Comments: Updated May 2022 |
|----------------|--|----------|-------------|-----------|-------------|---------------|--|
| 13/2021 | Once the PID monitor has been installed by Ricardo AEA and has been calibrated, the Airspace Office will liaise with NaTMAG regarding a new location for monitor. | Aug 2021 | AO | Nov 2021 | Feb 2022 | CLOSED | The Gatwick Odour Assessment was completed by Ricardo Energy and Environment and circulated to members in January 2022. The Chair suggested closing this Action and then asking a representative from Ricardo to present at NaTMAG under a new action. NaTMAG membership reiterated that because the number of odour complaints were so few (not justifying the creation of separate handling) and that many members hold positions as EHOs, odour should continue to fall under the oversight of NaTMAG |
| 21/2021 | GATCOM to add an addendum to their minutes to keep odour on the agenda. | Nov 2021 | GATCOM | Feb 2022 | Feb 2022 | CLOSED | Reference to this Action included in update to GATCOM on 20 January 2022. |
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| 23/2021 | NATS to provide an update in the May 2022 NaTMAG meeting following the winter season of the KENET route availability change. | Nov 2021 | NATS | May 2022 | | OPEN | |
| 24/2021 | Airspace Office to add a footnote to the ground noise summary to explain FEGP availability due to the closure of the South Terminal during the COVID-19 pandemic. | Nov 2021 | AO | Feb 2022 | Feb 2022 | CLOSED | Footnote added 10 January 2022. |
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| 27/2021 | Airspace Office to create an altitude map showing LHR positioning aircraft departing on Route 4. | Nov 2021 | AO | Nov 2021 | Feb 2022 | CLOSED | Circulated 21 January 2022 |
| 29/2021 | NMB to share the Workplan implementation report with NaTMAG when available. | Nov 2021 | NMB | Nov 2021 | Feb 2022 | CLOSED | Circulated 21 January 2022 |
| 01/2022 | Airspace Office to invite Ricardo to provide briefing to NaTMAG on their odour investigations at Gatwick. | Feb 2022 | AO | Aug 2022 | | OPEN | |
| 02/2022 | The Airspace Office are to provide the GIS shapefiles from Figures 5 and 6 from the Ricardo report. | Feb 2022 | AO | May 2022 | | OPEN | |
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| 04/2022 | Airspace Office to review how the Ground Noise Summary is presented to NaTMAG. | Feb 2022 | AO | May 2022 | | OPEN | |
| 05/2022 | Egis to circulate slides on the Low Noise Arrivals Metric to NaTMAG members. | Feb 2022 | Egis | Feb 2022 | Feb 2022 | CLOSED | Circulated 16 February 2022 |

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