

YOUR LONDON AIRPORT *Gatwick*

Section 106 Legal Agreement

2018 Annual Monitoring Report

August 2019



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1. ABOUT THIS REPORT

In 2001, Gatwick Airport Limited (GAL) signed a Section 106 (S106) Legal Agreement with West Sussex County Council and Crawley Borough Council following consultation with seven other local authorities in the area. The S106 agreement reflected a shared desire to see the airport grow, with measures in place to minimise as far as possible its short and long term impacts. The S106 agreement was renewed for a further 7 years in 2008 and in December 2015 it was extended until the end of 2018. In April 2019 the s106 agreement was extended for a further three years until the end of 2021.

The S106 Legal Agreement underpins the important relationship between the airport operator and its local authorities with responsibility for planning, environmental management and highways.

This report details performance against all Obligations in the S106 legal agreement and GAL's additional Commitments; and fulfils our Obligation to publish this in an Annual Monitoring Report (AMR). In line with the Legal Agreement, each year a selection of ten Obligations and Commitments is subject to independent verification the findings of which, following completion, are also included within this Report.

2. REPORT STRUCTURE AND APPROACH

The reporting organisations are the signatories to the Section 106 (hereafter S106) Legal Agreement. These being:

- **Gatwick Airport Ltd (GAL) – the Airport Operator**
- **West Sussex County Council (WSCC) – the Local Highway Authority**
- **Crawley Borough Council – the Local Planning Authority.**

Whilst WSCC and CBC are reporting organisations, they also represent the interests of the neighbouring authorities via the Joint Local Authorities and Gatwick Officers Group.

We work closely with WSCC and CBC regarding the activities specified within the S106 Legal Agreement and on the AMR and its verification. WSCC and CBC also review our progress with the Joint Local Authorities.

Air quality issues are managed in partnership with Reigate and Banstead Borough Council (RBBC), which takes the lead on these issues on behalf of the other local authorities.

As part of the S106 legal agreement, GAL and the other signatories of the agreement (WSCC and CBC) are required to meet the following obligations on reporting and verification:

- Under Schedule 9 (Obligation 9), GAL is required to annually monitor obligations within the S106 legal agreement, as well as commitments made, and report to the other signatories on an annual basis. The other signatories shall also produce a monitoring report relating to their obligations, which is incorporated into the annual report.
- The Annual Monitoring Report is required to be reviewed by an Environmental Consultant appointed by the signatories of the S106 Legal Agreement.

The text below explains how we report our performance against the Obligations and Commitments, and the outcome of the independent verification process.

Obligation / Commitment:	The detail of the Obligation or Commitment is listed here
Status:	GAL's self-assessment (Red / Amber / Green)
Reported Progress 2018:	A summary of actions undertaken in 2018
Verification findings:	This section details the findings of the verification process (if the item has been selected for audit)

Verification recommendations and commentary, including GAL response:

This section details any recommendations and commentary suggestions made by the External Consultant, including required amendments or additions to the reported progress. The GAL response to these points will also be included.

3. VERIFICATION APPROACH AND METHODOLOGY

The S106 Legal Agreement requires the External Consultant to select a sample of ten of GAL's obligations and commitments. In selecting these obligations and commitments, the annual verification must include at least two obligations or commitments relating to each of surface access, aircraft noise and air quality and in any two year period at least one relating to each of the following:

- Climate change and utility management
- Community and economy
- Land use development and biodiversity
- Water quality and drainage
- Waste management.

The External Consultant is required to review and report on the selected obligations and commitments to:

- Verify the accuracy of the information included in the monitoring report
- Comment on the adequacy of the work undertaken including any proposed remedial action.

The External Consultant provides a summary of their verification findings for each of the 10 selected Obligations and Commitments. This comprises the External Consultant's opinion on overall progress and whether the selected obligations and commitments are on track, behind schedule, or partially on track. Where appropriate, recommendations and commentary are also included. This information is then used to inform the Verification Statement and is provided within the updated AMR which is externally published.

2018 AMR VERIFICATION PROCEDURES

Ricardo Energy & Environment ('Ricardo') was commissioned by GAL, CBC and WSCC to undertake the review and verification of the GAL 2018 AMR. The approach followed by Ricardo's External Consultant was as follows:

Step 1: Report review and selection of Obligations and Commitments for audit

The External Consultant reviewed the draft AMR to select the 10 Obligations and Commitments for audit. The selection process considered:

- Those Obligations/Commitments that had not been audited recently;
- Areas which required action by 31 December 2018; and
- The results of previous audits.

Step 2: Selection of Obligations and Commitments for audit

The External Consultant communicated the Obligations and Commitments for audit to GAL, WSCC and CBC via email and finalised the selection over a teleconference.

Step 3: Evidence gathering and analysis of data

The External Consultant produced an evidence log detailing the information to be provided by GAL for the Obligations and Commitments selected for audit. This was provided to GAL to populate and provide the evidence. The External Consultant then reviewed this data and provided an updated evidence log with comments / questions to GAL, for GAL to respond to. The External Consultant then reviewed these responses. Additional responses or targeted Q&A sessions were not required.

The aim of this was to review the quality of information and statements made to assure that the evidence is robust, to review information transposition and to check internal assurance and audit processes.

Step 4: Draft Verification Report

Following the evidence log exchange the External Consultant produced a draft Verification Report including the Verification Statement, any agreed changes to the draft, general feedback on the audit process, our specific findings and recommendations in relation to each of the 10 selected Obligations and Commitments.

Step 5: Review report with Gatwick, WSCC and CBC

The draft verification report was shared with GAL, WSCC and CBC and discussed at a meeting. Following their review, the External Consultant finalised the verification report incorporating any issues that had been raised.

For consistency with the previous AMR verification, each of the 10 items audited is rated using the RAG (Red, Amber, and Green) rating:

-  The obligation / commitment is **on track**
-  The obligation / commitment is **partially on track**
-  The obligation / commitment is **not on track**

4. OBLIGATIONS AND COMMITMENTS SELECTED FOR 2018 AMR VERIFICATION

The Obligations and Commitments selected by the External Consultant are as follows:

- Air Quality obligation 3.3
- Air Quality commitment 1
- Noise obligation 4.4
- Noise commitment 1
- Surface access obligation 5.2
- Surface access commitment 2
- Development obligation 6.5
- Community and economy obligation 7.1
- Energy, water and waste management commitment 1
- Waste Management commitment 2

5. AUDIT FINDINGS

The verification status for each of the 10 items audited is rated using the RAG (Red, Amber, and Green) rating.

Ten out of ten Obligations/Commitments audited were found to be **on track** (i.e. **GREEN**).

No Obligations/Commitments were found to be **partially on track** (i.e. **AMBER**).

No Obligations/Commitments were found to be **not on track** (i.e. **RED**).

Recommendations were made regarding clarifications or additions to progress reported by GAL and a recommendation for 2019 on the Commitment on waste. These recommendations are given in the verification tables associated with each of the audited obligations / commitments. These are specific to the individual Obligations and Commitments and are contained in the final GAL 2018 AMR.

Assumptions and exclusions

The verification was limited to actions that took place during 2018. Historic years and future planned actions were outside the scope of this audit. The verification included GAL's reported progress in the draft AMR. The alignment of any figures quoted by GAL in their reported progress, and their sources, were checked. Data related statements provided to give supplementary context to the reported progress were not included in the verification, (this refers to the reduction in category 1 waste and increase in EU waste recycling stated in the GAL reported progress for waste commitment 2).

This verification focuses on the actions undertaken by GAL and if they meet the Obligation / Commitment with which they are associated. The authenticity of the evidence provided by GAL for these actions is reviewed and tested.

6. GATWICK 2018 REPORT

Over the following pages we detail our performance against the Obligations of the S106 Legal Agreement and our additional Commitments during the year ended 31st December 2018.

This section covers GAL's S106 Obligations on Climate Change, Air Quality, Aircraft Noise, Surface Access to the Airport, Development, Community and the Economy; and additional Commitments on Air Quality, Noise, Surface Access, Water Management, Waste Management and Energy Management. This section also covers GAL's Obligations on Action Planning, Monitoring and Reporting.

A. CLIMATE CHANGE

Obligation 2.1

2.1 By 30th June 2018 update and publish its report on the Airport and climate change; and

Obligation 2.2

2.2 Thereafter continue an ongoing dialogue on climate change initiatives with local authorities and other key stakeholders.

Reported Progress 2018

Status: On Track

Gatwick's second report on climate adaptation and resilience, under the Climate Change Act's adaptation reporting power, was submitted to Defra in April 2016.

Preparation for the third round of reporting, due by 2021, is now underway. In March 2018, GAL responded to Defra's consultation on third round reporting; and GAL has accepted Defra's invitation to participate in the third round. During 2018 we helped to set up an ongoing coordination process with several UK airports to develop a consistent sector approach to third round climate adaptation reporting.

In addition, GAL's Decade of Change reports include a summary of our approach to carbon management and the airport's annual carbon footprint. Our 2017 Decade of Change reporting, published in June 2018, includes an [overview](#) on our approach to carbon and climate change.

Dialogue with local stakeholders included the reporting of Gatwick's carbon performance and accreditations in our April and July 2018 reports to GATCOM. During 2018 we maintained an active role in the Sustainable Aviation work programme on climate change and carbon, participating in six working group meetings held during 2018 and contributing to the SA dialogue with national stakeholders including the Department for Transport, Department for Business Energy and Industry (BEIS) and the Committee on Climate Change.

B. AIR QUALITY

Obligation 3.1

3.1.1 To provide a Fixed Electrical Ground Power supply to any new Aircraft Stand

3.1.2 Not allow the use of Ground Power Units at any Aircraft Stand unless:

3.1.2.1 There is no Fixed Electrical Ground Power installed at the Aircraft Stand;

3.1.2.2 The Fixed Electrical Ground Power which has been installed at the Aircraft Stand is temporarily out of service; or

3.1.2.3 The relevant aircraft is incapable of utilising Fixed Electrical Ground Power by reason of its design or a technical malfunction or the power so supplied is insufficient for the aircraft.

Reported Progress 2018

Status: On Track

GAL continues to provide Fixed Electrical Ground Power (FEGP) supply to all new and refurbished aircraft stands; and FEGP is presently available on all of the 143 stands at Gatwick. A small number of stands which can be used by two narrow-bodied aircraft at the same time do not have two FEGP units due to space constraints.

In 2018, FEGP availability during the agreed core hours (00:00-11:00 and 19:00-00:00) was 99.8% at both South and North Terminal.

In addition, GAL continues to restrict the use of Ground Power Units (GPU) via the Gatwick Airport Directive Restrictions on the use of GPU on Aircraft Stands. 'Spot checks' are made randomly by GAL's Airside Compliance team as part of the APU/GPU usage monitoring programme, which is three audits per month per stand, and the daily turnaround audits where FEGP usage is monitored and recorded.

In the quarterly Ground Noise Report, we report the GPU approval requests made by airlines; FEGP availability; and the results of Auxiliary Power Unit (APU) spot checks that are made three times per month; and summarise the key points in the quarterly Ground Noise Commentary report.

Obligation 3.2

To participate actively with the County Council, Borough Council and Adjoining Authorities:

3.2.1 To avoid breaching the EU Limit value for NO₂;

3.2.2 To ensure that all other relevant air quality standards continue to be met; and

3.2.3 To develop and implement any Local Air Quality Management Area action plan that may be required to address air quality in the vicinity of the Airport where that air quality is materially affected by airport derived emissions including those from airport operations fixed plant and surface access.

3.2.4 Provided the necessary standards have been promulgated to participate in a project to quantify residential exposure within the Horley AQMA to aviation derived ultrafine particles and to provide 50% of the cost of such project to Reigate and Banstead Borough Council.

Reported progress 2018

Status: On Track

GAL has continued to collaborate with Reigate and Banstead Borough Council (RBBC) and Crawley Borough Council (CBC) on air quality matters including monitoring support, data sharing and current and potential initiatives.

In April 2018, the 2017 annual ratified data from the airport LGW3 automatic monitoring programme was provided to RBBC and CBC. The 2017 annual data, independently ratified by Gatwick's air quality consultant, showed that all applicable Air Quality Strategy (AQS) objectives were met at Gatwick during 2017 for 1-hour mean and annual mean NO₂ concentrations, daily mean and annual PM₁₀ concentrations (VCM - Volatile Correction Model corrected), and annual mean benzene concentration.

RBBC and GAL maintained collaborative dialogue on the preparation of the annual **Air Quality Monitoring Joint Report** which was tabled at the GATCOM Steering Group meeting in June 2018 and reported to GATCOM in July 2018.

The 2017 Joint Report shows that local air quality has generally continued to improve and that the monitoring programme is effective. The Report shows that NO₂ and PM₁₀ levels in the Horley Gardens Estate continue to be well below the annual mean air quality objective for Local Air Quality Management (LAQM); apart from at the RB149 diffusion tube monitoring site on the A23 Brighton Road. As the Joint Report states, the RB149 situation is due to road traffic emissions. While most of this traffic is not headed to the Airport, we recognise that airport traffic is a contributory factor and we are committed to support RBBC and the highways authorities in managing the issue.

To demonstrate this support, in 2018 GAL provided funds to RBBC for installation of a dual-vehicle EV charger in the Council car park in Victoria Road, Horley, as a practical way to support RBBC in promoting cleaner road transport in Horley.

During 2018 we maintained dialogue with RBBC on Ultra Fine Particles research and policy developments.

During 2018 we maintained dialogue with CBC on its draft Air Quality Action Plan, including participation in CBC's stakeholder discussions on 27 March and 7 June 2018 on initiatives of mutual benefit such as development and promotion of electric road transport services.

In December 2018, we participated in the annual Gatwick Joint Authorities Air Quality meeting, held at the Crawley Town Hall. We provided an update on Gatwick's onsite LGW3 continuous monitoring for the first three quarters of 2018, and on Gatwick's ongoing initiatives to manage and reduce air emissions from operations and from road transport.

Obligation 3.3

The Company will during the period of this Agreement provide Reigate and Banstead Borough Council (RBBC) with the following financial support for their activities relating to air quality in the vicinity of the Airport:

3.3.1. A payment of Sixty five thousand pounds (£65,000) on or before 30th April in each calendar year 2015 to 2018 inclusive

3.3.2. Purchasing in accordance with a specification and programme set by RBBC and thereafter leasing to Reigate and Banstead at nominal cost (say £1 per site per annum) such equipment as is needed to be replaced in order to maintain the current programme of air quality monitoring on three permanent sites, the cost and periodic replacement of the existing equipment being anticipated as:

£40,000 in 2015 for site RG3
£21,000 in 2017 for site RG2

3.3.3 The company will also arrange twice-yearly meetings with RBBC to discuss progress with air quality monitoring the results thereof and any further initiatives that may be deemed appropriate as well as the Company's progress with implementing its Air Quality Action Plan

Reported progress 2018

Status: On Track

GAL has continued to provide financial support to RBBC for air quality activities in the vicinity of the airport. In agreement with RBBC the payment of £65,000 for 2018 activities was made in June 2018.

Regular email and telephone contact between GAL and RBBC was maintained throughout the year, and two in person meetings were held in June and December 2018, on air quality monitoring data and reporting, air quality studies, and electric vehicle initiatives.

As reported above (Obligation 3.2), GAL participated in the Gatwick Joint Authorities Air Quality Group Annual Meeting, held at Crawley Town Hall in December 2018, and provided a written report on 2018 activities.

Verification Result

Ricardo Verification Summary

GAL has provided proof of payment for its annual payment to RBBC. The Purchase Order was raised at end of May 2018 and provided to RBBC in early June. The RBBC invoice and GAL payment were processed in June 2018.

There were no equipment purchases in the year 2018.

Twice yearly meetings were held with RBBC to discuss air quality monitoring results, progress against the air quality action plan and initiatives. A written report on the 2018 activities was also provided to the Gatwick Joint Local Authorities Air Quality Meeting in December 2018.

In 2018 Leon Hibbs (RBBC) and Rachel Thompson (GAL) met three times to discuss air quality matters, in addition to phone and email contact.

1. On 21 June 2018, they discussed timing of the LGW3 equipment upgrade and progress with the 2015 inventory project. This discussion took place at GAL straight after the GATCOM Steering Group meeting which discussed the RBBC-GAL Joint Annual Report on Air Quality for 2017.

2. The following week on 28 June 2018, a meeting was held in Victoria Gardens Car Park, Horley to look at the new electric vehicle (EV) charging-points for which GAL had contributed (non-S106) funding.

3. On 4 December 2018, a meeting was held at Gatwick to share views on a potential future air quality study, and developments on electric vehicles. This discussion took place ahead of the 2018 Gatwick Joint Local Authorities Air Quality meeting on 13 December.

The evidence provided covers the key points of proof of payment, twice-yearly meetings, discussing air quality monitoring results, and further initiatives. The discussions also cover the key points of the air quality action plan and a written report of 2018 activities was provided by GAL.

This evidence was found to be sufficient to substantiate GAL's reported progress and the actions taken are sufficient to meet the obligation / commitment.

 The obligation / commitment is on track
Ricardo's required amendments to GAL AMR before publication
None
Evidence Reviewed
<ul style="list-style-type: none"> • Proof of payment of £65,000 in June 2018. • Extract of minutes GATCOM Steering Group Meeting June 2018 (item 2 – Air Quality) and minutes 2018 Gatwick Joint Local Authorities Annual Air Quality Meeting. • A copy of the written report on 2018 activities. • Evidence was not required for purchasing as this did not occur in 2018.
Ricardo's commentary and recommendations
The meeting minutes demonstrate discussion of air quality monitoring results, progress against the air quality action plan and any further initiatives deemed appropriate, thus meeting the obligation.
No additional recommendations.
GAL Response
No comments.

Obligation 3.4

The Company will undertake a programme of studies of NO_x/NO₂, PM₁₀ and PM_{2.5} attributable to activity at the Airport as detailed in the Air Quality Action Plan.

Reported progress 2018

Status: On Track

During 2018, GAL continued to work with ARUP to finalise the five yearly retrospective air quality assessment (emissions inventory and dispersion modelling) for the airport for 2015. This work included addressing comments provided by RBBC and CBC; and the development of an annex comparing the 2015 methodology alongside the methodology of the previous assessments for 2010 and 2005/6.

The five yearly assessment covers NO_x, NO₂, PM₁₀ and PM_{2.5}; and analyses the latest appropriate data and emissions factors for all relevant source types - Aircraft (Landing & Take-off Cycle), Auxiliary Power Units, Ground Support Equipment, Energy / heat plant, other airport sources, airside vehicles, and road vehicle traffic (airport-related and non-airport related).

The roadside diffusion tube monitoring programmes that GAL in agreement with RBBC commissioned ARUP to put in place on the Brighton Road in 2016, and in agreement with CBC to put in place on the Hazelwick roundabout area of Crawley, have also continued during 2018. The analysis report with bias adjusted and annualised numbers for 2018 will be shared with RBC and CBC when finalised by ARUP in the first quarter of 2019. GAL will continue this monitoring in 2019.

Air Quality commitments

Use findings from airport emissions studies to identify potential cost-effective and operationally sensible opportunities for emission reductions from airside ground operations.

The five yearly retrospective air quality assessment includes an emissions inventory for 2015. We have used insights from this to inform Gatwick's electric vehicles infrastructure plan which focuses on developing the infrastructure to support further electrification of Airport operational vehicles i.e. small and medium duty vehicles and ground support equipment; while also identifying a number of initiatives to pilot or develop that could expand low emission transport to and from the airport.

Verification Result

Ricardo Verification Summary

GAL has been undertaking an airport emissions study, known as the 2015 Air Quality Assessment Study (inventory and modelling comparison with monitored results). This commenced in 2017 and continued during 2018. The draft inventory findings and monitored results for 2015-2017 suggest that further action to promote conversion of ground handling equipment to electric and ultra-low emissions, and to encourage electric/ ultra-low road emission transport can be expected to yield further emissions reductions. GAL considered these results when developing the priority areas in its EV Infrastructure programme.

GAL's report to the 2018 Gatwick Joint Local Authorities Air Quality meeting, December 2018, includes the current EV Infrastructure focus areas, and other ongoing initiatives related to air quality. These include installing an EV charging point at Horley Gardens, cleaner aircraft, measures to reduce emissions on stands, and progressing with developing the charging infrastructure for electrification of airport vehicles.

The evidence provided clearly identifies potential cost-effective and operationally sensible opportunities for emission reductions for ground operations and road traffic through the means of EV and ultra-low emission vehicles. GAL has further provided evidence of initiatives being undertaken in these areas.

This evidence was found to be sufficient to substantiate GAL's reported progress and the actions taken are sufficient to meet the obligation / commitment.



The obligation / commitment is **on track**

Ricardo's required amendments to GAL AMR before publication

None

Evidence Reviewed

- The executive summary of the 2015 emissions inventory and modelling air quality study.
- Summary of GAL electric vehicle infrastructure plan - January 2018.
- An update of current EV infrastructure activity from presentation at 2018 Gatwick Joint Local Authorities Air Quality meeting.

Ricardo's Commentary and Recommendations

The 2015 air quality assessment study draft findings suggested further action to promote conversion of ground handling equipment to electric / low emission and to encourage electric / low emission road transport. GAL considered this when developing the priority areas for the EV plan. Ricardo has reviewed the air quality study and agrees this identifies ground operations and road traffic as key areas for

initiatives, and that the EV infrastructure plan covers these areas and initiatives in these areas have been undertaken.

GAL Response

No comments.

Seek to develop further KPIs to quantify improvements from specific on-airport initiatives and taking account of further peer benchmarking on Air Quality KPIs and actions.

In 2018 we incorporated a new metric into Decade of Change reporting, based on categorisation of aircraft operating at Gatwick according to the International Civil Aviation Organisation's NOx standards for aircraft engines. This categorisation was undertaken for base year 2010, and for 2016 and 2017. The selected metric, which is the percentage of Air Traffic Movements in the two cleanest categories (i.e. the CAEP 6 and CAEP 8 standards), was included in our 2017 Decade of Change report, published in June 2018.

Also in 2018, we initiated dialogue with Gatwick airlines participating in the Flight Operations Performance and Safety Committee (FLOPSC) on potential options for collating aggregated data on use of reduced engine taxiing at Gatwick. This dialogue is ongoing.

These metrics were identified in a review during 2017 of air quality programmes and metrics at several UK and European airports to inform our work plan.

Continue to engage with airlines and industry partners at UK level through Sustainable Aviation and in relevant fora at European and international level about best practice on new technologies and techniques to improve local air quality.

During 2018 we engaged with airlines at Gatwick on emissions issues via the Flight Operations Performance and Safety Committee (FLOPSC) which meets bi-monthly and focuses on operational issues, including Airport Collaborative Decision Making (ACDM) implementation and Continuous Descent Operations (CDO) that are relevant to noise and air quality.

Gatwick continued to participate actively in Sustainable Aviation (SA), including its Working Group on Air Quality. In 2018 the working group's activities focused on knowledge exchange on Airport electric vehicle developments, and the consultation on the Government's Clean Air Strategy. We also joined Airport Council Europe's Environment Committee, which met in April and October 2018, and includes air quality among its key topics for discussion.

AIR QUALITY INDICATORS

AIR QUALITY	2010	2011	2012	2013	2014	2015	2016	2017	2018
Nitrogen Dioxide: NO₂ annual average (µg m⁻³) Legal standard: 40									
Site RG1	28.9	21.1	22.7	21.7	21.8	21.1	20.3	20.4	18.8
Site RG2	31.2	28.8	31.2	28.5	28.5	26.4	28.6	26.7	24.9
Site RG3	20.5	17.8	23.2	19.3	17.5	14.0	16.7	13.9	15.5
Site LGW3	36.8	32.3	33.4	32.0	30.6	28.0	30.0	29.5	29.8
Particulate Matter: PM₁₀ annual average (µg m⁻³), VCM corrected Legal standard: 40									
Site RG1	19.7	21.7	19.4	20.1	18.7	19.2	16.5	16.2	17.1
Site LGW3	22.0	24.0	22.0	23.0	23.6	22.0	20.0	18.5	19.0

Air Quality monitoring sites are located Off Airport (RG1, 2, 3) and On Airport (LGW3)

RG1 and RG2 are located in Horley Gardens Estate (NE of the Airport), RG3 is located in Poles Lane, Crawley (SW of the Airport). At the beginning of 2017, RG2 moved 44m southeast of original position becoming RG6.

LGW3 maintenance and data validation is provided by Ricardo Energy & Environment's Air Quality team.

Data for RG1, RG2 and RG3 is from RBBC's annual reports to GATCOM Steering Group.

ANNUAL SUMMARY 2018 AIRCRAFT ENGINE TESTING, FEGP AVAILABILITY AND APU/GPU COMPLIANCE

Air Traffic Movements 2018

Q1	Q2	Q3	Q4	Total
60,376	75,617	83,049	64,886	283,926

Aircraft Engine Tests 2018

Q1	Q2	Q3	Q4	Total
38	48	71	37	194

All took place within the defined hours, as specified in the Gatwick Airport Directive.
The total number of aircraft engine tests remains below the Legal Agreement limit.

Fixed Electrical Ground Power (FEGP) Availability During Core Hours

FEGP availability is measured between the following agreed core hours 00:00-11:00 and 19:00-00:00. Target measure is 99%. This measure forms part of the Gatwick Airport Ltd Core Service Standards. Core Service Standards measures are defined and targets set in agreement with the airlines and endorsed by the Civil Aviation Authority (CAA).

2017 annual	2018 Q1	2018 Q2	2018 Q3	2018 Q4
99.89%	99.89%	99.96%	99.87%	99.84%

2018 FEGP availability (monthly by Terminal)

2017	North Terminal	South Terminal
January	99.80%	99.88%
February	99.86%	99.92%
March	99.97%	99.89%
April	99.96%	99.98%
May	100.00%	100.00%
June	99.88%	99.92%
July	99.88%	99.81%
August	99.87%	99.88%
September	99.91%	99.85%
October	99.83%	99.81%
November	99.56%	99.99%
December	99.96%	99.90%
Average 2018:	99.87%	99.90%

% Runway Direction in Use 2018

Westerly – 62%
Easterly – 38%

Auxiliary Power Unit (APU) Compliance Checks 2018

- 3 random checks carried out each month. During these checks the following were observed for 2018:

Q1

- 14 aircraft running their APU which were compliant with the GAD
- Zero non-compliances
- 350 aircraft parked and not running their APU

Q2

- 17 aircraft running their APU which were compliant with the GAD
- Zero non-compliances
- 226 aircraft parked and not running their APU

Q3

- 13 aircraft running their APU which were compliant with the GAD
- Zero non-compliances
- 179 aircraft parked and not running their APU

Q4

- 13 aircraft running their APU which were compliant with the GAD
- Zero non-compliances
- 310 aircraft parked and not running their APU

GPU Usage 2018		
2017 quarter	Without dispensation	With dispensation
January-March	0	7
April-June	0	10
July-September	0	15
October-December	0	13
Total	0	45
There were no occurrences of a GPU being run without dispensation.		

C. NOISE

Obligation 4.1

With the aim of providing a continuing incentive to airline operators to reduce the noise impact of departing aircraft at the Fixed Noise Monitoring Locations and subject to any requirements imposed by the Company's appropriate regulator to give due consideration when preparing and reviewing the Noise Action Plan to the retention and possible increase of the Noise Supplements payable by such operators on account of infringement by their aircraft of noise thresholds on departure.

Reported progress 2018

Status: On Track

Effective 1 January, Gatwick introduced a new noise charge applied to A320 family aircraft which do not have the Fuel over Pressure Protector (FOPP) modification. The Unmodified A320 Family charge applies on departure and arrival and at all times of the year, including during the day in the winter season. This is in addition to the new charging structure that came into effect in April 2017, which separated demand and noise charges, introduced a new noise framework recognising the ICAO Chapter 14 noise standard and higher noise charges applied to the night period.

The airport concluded the revision and submission of the 'draft' Environmental Noise Directive Noise Action Plan to Defra in July 2018. This 'draft' Noise Action Plan covers the period 2019-2024 and includes Action Plan Actions to review and increase the fines levelled against airlines who breach the departure noise limits (Action 24a) and to review our departure noise limits (Action 25).

The airport Noise and Track Keeping System continually monitors the noise levels of all aircraft departing from Gatwick Airport. The noise limits vary according to the time of day and night.

There were no noise infringements identified during 2018 either in the day, night or shoulder periods.

Obligation 4.2

Maintain differentials in the charges on aircraft movements at the Airport, subject to any requirements of the Company's appropriate regulator so as to encourage airlines to use quieter and cleaner aircraft types.

Reported progress 2018

Status: On Track

As reported for 4.1 above, effective 1 January, Gatwick introduced a new noise charge applied to A320 family aircraft which do not have the Fuel over Pressure Protector (FOPP) modification. The Unmodified A320 Family charge applies on departure and arrival and at all times of the year, including during the day in the winter season. This is in addition to the new charging structure that came into effect in April 2017, which separated demand and noise charges, introduced a new noise framework recognising the ICAO Chapter 14 noise standard and higher noise charges applied to the night period.

Across the whole of 2018, 55% of aircraft movements met the Chapter 14 noise standard. Just over 32% of all aircraft movements were of the quietest (Base and Minus) Chapter 14 standards.

The proportion of unmodified aircraft for FOPP reduced from 3.1% of all A320 family aircraft operating at the airport in January 2018 to 1.2% in November 2018.

Night noise charges were also applied year round rather than during the summer season only, to incentivise airlines to operate outside of this period where possible.

In order to incentivise airlines to use quieter aircraft, particularly during the night period, Gatwick has committed to strengthen the pricing signals associated with night flights. The proportion of noise charge revenue collected from night charges will increase from 50% to 65% by 2021/22 at a rate of +5% per annum. Effective 1 April 2019, 55% of the noise charge revenue will be recovered from night charges.

Take-off and landing charges still continued to be differentiated by aircraft noise certification and emissions charges continued to be differentiated by the NOx rating of the aircraft. Lower charges apply to aircraft that produce less noise and fewer emissions, thereby incentivising airlines to use quieter and cleaner aircraft types.

Obligation 4.3

With the aim of managing the impact of air noise and restricting so far as is reasonably practicable the extent of the air noise contours associated with full use of the Airport's runway to engage with airlines, DFS (the Airport's control tower operator), NATS and other relevant parties through the Flight Operations Performance Committee and or by other appropriate means and use all reasonable endeavours to secure the benefits to be derived from existing or future regulations procedures and codes of practice applicable to aircraft in flight.

Reported progress 2018

Status: On Track

We continued to engage with our air navigation service providers including Air Navigation Solutions (Gatwick Tower) and NATS (en-route) and airline partners through the FLOPSC forum to help drive airport performance improvements with our noise mitigation measures as detailed in the London Gatwick Aeronautical Information Publication.

The GAL Flight Performance Team continued to produce:

- Monthly statistics which were reviewed at the bi-monthly FLOPSC meetings during 2018; and
- Quarterly reports and an annual report during 2018. The quarterly reports were reviewed by NATMAG, circulated to GATCOM and published on the Gatwick Airport website.

Compliance with both the Arrivals Code of Practice and Continuous Descent Operations (CDO) continue to receive a high level of focus at FLOPSC and NATMAG. At both meetings, the GAL Flight Performance Team representative provides full details of our achievement rates. In instances where individual airline performance is displaying a negative trend, assistance is offered by the airport to explore opportunities for improvement.

Through the implementation of recommendations from the Independent Review of Arrivals which sought to improve the management and mitigation of noise from arriving aircraft, GAL has also continued to engage with airlines, ANS, NATS and other relevant stakeholders to manage impact of air noise through the Noise Management Board (NMB) which was set up in May 2016. Further details of GAL's progress on the recommendations are detailed in Noise Action Plan Action 5.

The Flight Performance Team has refreshed its airline engagement program and has set up a cross-airport airline engagement group to identify potential performance and operational issues that can be jointly raised. Meetings have taken place with Vueling, WestJet, Air Transat and Air Arabia Maroc to discuss CDO achievement. The team have also reviewed its airline contact list and now provides enhanced CDO data to a larger number of airlines on a monthly basis to continue to drive operational improvement.

Obligation 4.4

With the aim of mitigating the possible impact of future growth in aircraft engine testing at the Airport:

4.4.1 If the annual number of ground run engine tests occurring within any rolling 6 month period reaches 250 and remains at or in excess of that number for six successive months or if such a situation is forecast in consequence of confirmed airline plans to undertake additional aircraft maintenance at the Airport the Company shall within the following nine months undertake and conclude a process of discussion and consultation with the Councils with the objective of:

4.4.1.1 assessing the impact of such testing on local communities;

4.4.1.2 evaluating the feasibility and benefits of alternative means of managing or mitigating any material impact including:

- increased restrictions on the times of day when tests would be permitted;
- changes to the locations favoured for engine tests;
- the construction and operation of a ground run pen; and

4.4.1.3 identifying the preferred means of managing or mitigating any material impact

4.4.2 The Company will subsequently and if reasonably practicable within six months in accordance with a programme to be agreed with the Councils introduce such measures as may be agreed with the Councils as appropriate to manage or mitigate the impact of ground noise arising from engine testing saving that:

4.4.3 In the event of the construction of a ground run pen being the agreed means of mitigation the Company will within six months of agreeing the mitigation programme with the Councils seek and following permission implement the planning permission for a ground run pen as soon as is reasonably practicable and thereafter maintain it in use.

Reported progress 2018**Status: On Track**

Gatwick Airport Ltd continues to maintain monitoring processes and controls regarding aircraft engine testing. Aircraft engine testing is strictly regulated and monitored with records kept by our Airside Operations Team; this is then reported through the Ground Noise standing agenda items and the Noise and Track Monitoring Advisory Group (NATMAG) meeting.

During 2018, a total of **194** aircraft engine tests took place. All took place within the defined hours, as required.

The total number of aircraft engine tests remains below the Legal Agreement limit.

Verification Result**Ricardo Verification Summary**

GAL's Ground Noise Quarterly Reports show that the number of engine tests conducted (194) in 2018 was below the limit as set out within the S106 Legal Agreement. As such no additional actions were required.

GAL monitors and reports on its engine testing. Ground Noise Quarterly Reports are produced providing full details on aircraft engine tests, and other matters relevant to ground noise. These are then summarised into Ground Noise commentary reports which provide an overview of any areas of non-compliance identified. The 2018 Ground Noise Annual Data Table is included in the Airspace Office Annual Reports (formerly the Flight Performance Team Annual Report) and sets out the total ground noise key

performance indicators for the year. Engine testing is reported through the Ground Noise standing agenda items at the Noise and Track Monitoring Advisory Group (NaTMAG) meeting.

To ensure that engine testing is regulated, Gatwick Airport Directives (GADs) are issued on behalf of the airport's chief operating officer and provide information and guidance on airside procedures. It is the responsibility of all employers to ensure that relevant Airport Directives are brought to the attention of their staff.

The evidence provided by GAL supports the statement that aircraft tests remain within the S106 legal agreement limits and are regulated and monitored. GAL reports these records through the Ground Noise standing agenda items at the NATMAG meeting.

This evidence was found to be sufficient to substantiate GAL's reported progress and the actions taken are sufficient to meet the obligation / commitment.



The obligation / commitment is **on track**

Ricardo's required amendments to GAL AMR before publication

None

Evidence Reviewed

- Ground Noise Quarterly reports which provide full details of engine tests.
- Noise Commentaries providing an overview of any areas of non-compliance.
- Gatwick Airport Directive (Procedure for Aircraft Engine Testing).
- Ground Noise Annual Data Table.
- Extracts from the NaTMAG agendas.

Ricardo's Commentary and Recommendations

The verification confirmed that 194 aircraft engine tests were conducted, a lower number than the legal limit, and that these tests occurred within the acceptable hours as set out in the GAL procedure for aircraft testing.

GAL Response

No comments.

Noise commitments

Continue to engage with airlines on 'fly quiet and clean' initiatives through the Flight Operations Performance and Safety Committee (FLOPSC).

In addition to the annual and quarterly CDO performance by airline published by the Flight Performance Team, the Noise Management Board work plan includes a program to develop an airline league table. This work was ongoing during 2018 with workshops taking place between key industry stakeholders.

In addition, the Flight Performance Team has set-up a programme of airline engagement in conjunction with colleagues within Airfield Operations to support airlines and encourage operational performance improvements. Vueling, Air Transat, Turkish Airlines, Air Maroc, Air Arabia Maroc and WestJet have all met with the airport to discuss operations and noise mitigation measures and further meetings are planned in 2019. In organising the engagement meetings, a cross-airport approach was taken involving the Airspace Office as well as key operational teams. Preference was given to airlines which did not have a substantial staffing presence at Gatwick and which had performance below that of the leading airlines.

The Flight Performance Team have also reviewed its airline contact list to provide enhanced CDO data to a larger number of airlines on a monthly basis to drive operational improvement.

Verification Result

Ricardo Verification Summary

Flight Operations Performance & Safety Committee (FLOPSC) is a committee created to ensure the development of best practice in flight operations by all airlines using Gatwick Airport, to minimise their effect on the local community. FLOPSC includes representatives from Gatwick Airport Limited (GAL), Air Traffic Control, Airlines and a representative of GATCOM. It is chaired by the GAL Airside Compliance team and meets bi-monthly. The group regularly discusses topics including departure track keeping, continuous descent operations and noise infringements. The GAL Airspace Office has representatives at each meeting to present an operational dashboard to summarise performance in these areas. Updates are also provided on in-progress noise management activities.

The FLOPSC Dashboard (which is circulated to all FLOPSC members via email after the meeting) provides an 'executive summary' of operational performance, including: noise levels, continuous descent approach, departure track keeping, night flight quota usage, complaint and complainants.

FLOPSC facilitates a range of noise management programmes including the development (in collaboration with the noise management board) of the airline league table and the reduced night noise trial.

The Flight Performance Team also take an active role in engaging with the airlines and held six meetings in 2018 with individual airlines. They have also updated the airline contact list, to ensure all airlines are receiving communications.

The evidence provided shows engagement with airlines on initiatives through FLOPSC and including published continuous descent operations (CDO) performance and development of a league table. The initiatives undertaken are detailed in the FLOPSC action log and minutes.

This evidence was found to be sufficient to substantiate GAL's reported progress and the actions taken are sufficient to meet the obligation / commitment.



The obligation / commitment is **on track**

Ricardo's required amendments to GAL AMR before publication

Amend from five airline meetings to six and include Royal Air Maroc. We suggest the addition of the rationale for the selection of the airlines for meetings.

Evidence Reviewed

- FLOPSC Flight Performance Team reports including annual and quarterly CDO performance.
- Action Logs containing programme of airline engagement and associated meetings.
- NMB presentations discussing the development of the airline league table.
- Screenshots of document update record to verify the updating of the airline contact list.
- Meeting invites for six airline meetings.

Ricardo's Commentary and Recommendations

Six airlines were met with over the course of the year. It is recommended to carry on these airline meetings with other airlines. It is noted that this is a multi-year commitment so GAL progressing with these meetings over future years is acceptable.

GAL Response

The following text will be added to the AMR:

In organising the engagement meetings, a cross-airport approach was taken involving the Airspace Office as well as key operational teams. Preference was given to airlines which did not have a substantial staffing presence at Gatwick and which had performance below that of the leading airlines.

Undertake independent benchmarking with comparable airports of our performance on operational noise management and communications.

Helios, an independent consultancy undertook a benchmarking study comparing Gatwick to 20 international airports located in the UK, Europe, Canada, United States, Australia and New Zealand. The study focused 4 key areas including noise complaint management, community outreach programs, noise metrics and reporting and the role of Noise Ombudsman internationally.

The study identified that practices employed by airports are designed to address local requirements at each airport and as a result, no single best practice could be identified. However, the report highlighted a number of areas in which Gatwick could continue to improve.

Continue to maintain programme of community noise monitoring and engage with local environment and health officers and stakeholders no less than twice a year on noise and airspace issues.

Gatwick continues to maintain a programme of community noise monitoring using a fleet of fixed and mobile monitors. As part of an ongoing review, the frequency of meetings with Local Authority Environmental Health Officers has been increased to 4 times a year. In preparation for a system upgrade and subsequent expansion in the noise monitoring program in 2019, Gatwick along with the Local Authority Environmental Health Officers have been proactively identifying suitable monitoring sites.

NOISE CONTOUR STATISTICS

	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018
57dBA L_{aeq} daytime contour population	4,500	4,800	3,700	3,600	2,850	3,050	3,650	3,250	3,300	3,650	4,150	4,050	2,800
57dBA L_{aeq} daytime contour area (km ²)	46.7	49.0	46.7	41.0	39.6	40.4	41.2	40.9	42.2	42.8	44.2	42.7	40.0
48dBA L_{eq} night contour population								11,200	12,850	14,400	14,600	13,900	12,300
48dBA L_{eq} night contour area (km ²)								91.8	103.5	104.7	107.1	101.0	91.6

NOISE INDICATORS

NOISE	2010	2011	2012	2013	2014	2015	2016	2017	2018
Total Aircraft Movements	240,462	251,019	246,792	250,527	259,974	267,777	280,089	286,271	283,926
Total Passengers	31,353,547	33,660,146	34,222,461	35,447,009	38,127,700	40,267,938	43,130,800	45,561,700	46,075,410
Night Quota Movements Summer	9,875	9,859	9,837	9,998	11,147	11,149	11,303	11,129	10,883
Night Quota Movements Winter	2,160	1,411	1,603	1,510	1,736	1,872	2,022	1,939	2,233
Percentage of Chapter 4 (or equivalent) aircraft (%)	98%	96%	99%	99%	99%	99.7%	99.8%	99%	99%
Continuous Descent Operations (CDO) compliance (24 hour) %	89.70%	90.49%	88.90%	91.36%	92.61%	89.75%	88.58%	90.48%	90.74%
Track Keeping %	97%	97.42%	97.63%	98.04%	99.27%	99.71%	98.56%	98.06%	98.08%
Total Noise Infringements	0	4	0	0	0	0	1	2	0
Day-time Noise Infringements	0	0	0	0	0	0	0	0	0
Night-time Noise Infringements	0	4	0	0	0	0	1	2	0
Ground noise complaints received	2	4	3	5	0	2	0	0	0

D. SURFACE ACCESS TO THE AIRPORT

Obligation 5.1

Hold an annual meeting of the Gatwick Area Transport Forum and meetings of the Transport Forum Steering Group at quarterly intervals unless agreed otherwise.

Reported Progress 2018

Status: On Track

The Transport Forum was held on Friday 12 October 2018, hosted by Guy Stephenson (GAL, CCO). The event opened with a conversation between Guy Stephenson and journalist Hannah O’Sullivan about Gatwick’s year.

The other speakers were:

- Richard Higgins (GAL, Head of Surface Access Strategy) led a session on developing regional and local transport strategies and situating Gatwick’s surface access strategy within a regional context. He was joined by Rupert Clubb (Transport for the South East), Kirsten Trussell (Coast2Capital LEP), who both delivered presentations. This was followed by a lively Q&A session with the audience, chaired by Hannah O’Sullivan.
- After the coffee break, Claire Haigh (Greener Journeys) drew the audience’s attention to the vital role that sustainable transport, particularly local bus services, plays in tackling air quality and other social issues.
- A session on project delivery highlighted the many significant projects taking place locally which support the strategies. Presentations were delivered by Patrick Warner (Brighton & Hove Buses), Tony Lynch (Faxi car sharing) and Adrian McCrow (Highways England – M23 Smart Motorway).
- Angie Doll (Passenger Services Director, Gatwick Express and Southern) and Emma Rees (Head of Surface Transport) discussed Govia Thameslink Railway’s progress over the last year and their priorities moving forwards.
- The event closed with a keynote by former Chancellor of the Exchequer and Transport Minister, Alistair Darling. He provided a fascinating insight into transport policy and politics and his views on some of the most significant issues and projects on the agenda currently, including HS2 and Brexit.

During the morning refreshments, coffee break and lunch, GAL hosted a ‘Marketplace’ area where our stakeholders were invited to set up stands to present their businesses and projects to Forum delegates.

Regular meetings of the Transport Forum Steering Group were held on 22 March, 28 June, 20 September and 13 December 2018. Minutes were produced and circulated and an action tracker was updated for discussion at each meeting.

Obligation 5.2

To maintain an Airport Surface Access Strategy and to commence the review of the Strategy by 31st December 2018 or to coincide with and support any material review of the Master Plan if that is sooner.

Reported Progress 2018

Status: On Track

The updated Airport Surface Access Strategy (ASAS) was published on the Gatwick Airport website in May 2018. The strategy includes a higher public transport mode share target of 48% of passengers using public transport for their journey to the airport by 2022. Our staff target is for 42% of airport staff to be using sustainable modes for their journey to work by 2022.

Prior to publication in May 2018, the Transport Forum Steering Group was consulted on the updated ASAS objectives, targets and action plan. Following its publication in May 2018, GAL undertook to review the ASAS in line with TFSG comments received over summer 2018. This has been done and an updated draft shared with the TSFG in July 2019.

Following the publication of the ASAS in May, we asked for further feedback from the Transport Forum Steering Group, which Gatwick has compiled and will include in any future updates to the 2018 ASAS.

The 2018 ASAS also supported the development of the draft Master Plan, published in October 2018. The ASAS will be subject to a review with respect to the publication of the Gatwick Airport Master Plan following the draft Master Plan consultation.

The 2018 ASAS is available on the Gatwick website [here](#).

Verification Result

Ricardo Verification Summary

The update of the Surface Access Strategy was completed in May 2018, as the draft masterplan was published in October and for which the strategy is an input. The strategy includes revised targets for staff using sustainable transport modes and passengers using public transport, which complements other S106 commitment and obligation actions, such as those related to air quality.

The transport steering group received a briefing presentation (June) from GAL, and once feedback was compiled, a summary was presented back to them (Sept).

The evidence provided shows proof of an updated Airport Surface Access Strategy and draft Master Plan, published on the Gatwick website in May 2018 and October 2018 respectively. Presentations by GAL show that feedback was compiled for any further updates to the 2018 strategy.

This evidence was found to be sufficient to substantiate GAL's reported progress and the actions taken are sufficient to meet the obligation / commitment.



The obligation / commitment is **on track**

Ricardo's required amendments to GAL AMR before publication

GAL to include a clarification of the process and timeframe for further updates to the surface access strategy.

Evidence Reviewed

- The updated Air Surface Access Strategy via the Gatwick website, including figures quoted in GAL's reported progress.
- The draft Master Plan via the Gatwick website.
- Presentations including the compiled feedback from Transport Forum Steering Group members.

Ricardo's Commentary and Recommendations

GAL has completed the review and update of the airport surface access strategy, and the draft update of the masterplan.

GAL Response

The following text will be added to the AMR:

Prior to publication in May 2018, the Transport Forum Steering Group was consulted on the updated ASAS objectives, targets and action plan. Following its publication in May 2018, GAL undertook to review the ASAS in line with TFSG comments received over summer 2018. This has been done and an updated draft shared with the TSFG in July 2019.

Obligation 5.3

5.3.1 The Company will support initiatives (such initiatives to be the subject of consultation with the Gatwick Area Transport Forum the County Council and the Borough Council) which promote in accordance with the Airport Surface Access Strategy the use by passengers and staff travelling overland to and from the Airport of modes of transport other than the private car and with regard to staff travel the encouragement and promotion of car sharing.

5.3.2 The funds provided for such initiatives in each calendar year from 2015 to 2018 will be based on the sum of:

5.3.2.1 a monthly charge amounting to £10 per annum for each pass validated for entry to a staff car park operated by or on behalf of the Company;

5.3.2.2 a levy on the total supply of spaces in public car parks operated or available for operation by or on behalf of the Company on 30 September in the preceding year at the rate per space of:

£28.00 in 2015

£28.75 in 2016

£29.50 in 2017

£30.25 in 2018 - Note: This Obligation continues until 2019 by virtue of an agreement dated the 19th July 2011 made between GAL (1) WSCC (2) and CBC (3)

5.3.2.3 any sums brought forward from previous years

5.3.3 Unless otherwise agreed with the County Council and the Borough Council the Company shall:

5.3.3.1 each year invest in the chosen initiatives a substantial proportion being no less than 50% of the funds provided that year after giving an allowance for the payment in that year from the fund towards the financing of works at Gatwick Railway Station as proved for in an agreement of the 19th July 2011 and of those carried over from the preceding year or such lesser sum if the expenditure of further sums is not justified by the outcomes achieved; and

5.3.3.2 by the end of the period of this Agreement have used a substantial proportion being no less than 50% of total funds after giving an allowance for the payment in that year from the fund towards the financing of works at Gatwick Railway Station as provided for in an agreement of the 19th July 2011 to support the introduction or operation or use of bus services that promise to facilitate a material increase in the proportion of airport staff or air passengers choosing to use public transport for their surface journeys between the Airport and neighbouring communities or such lesser percentage if the expenditure of further sums is not justified by the outcomes achieved;

5.3.3.3 by the 30th June in each year to submit to the County Council and the Borough Council a statement of the funds contributed to the car parking levy in the previous calendar year, the details of all expenditure of the levy and the balance remaining.

Reported Progress 2018

Status: On Track

At the quarterly meeting of the Transport Forum Steering Group on 28/06/2018, GAL presented how the funds are calculated as a review for stakeholders, the statement of funds for FY2017/18 and the expenditure items. GAL also presented some suggestions for criteria for spend from the PTL and ideas for spend for FY2018/19.

The statement of funds was submitted to Crawley Borough Council on 29/06/2018, in accordance with 5.3.3.3. Additional supporting information was provided to CBC in July 2018 and it was agreed future submissions will follow this format. The statement showed that funds raised from staff and public car park spaces for FY2017/18 was £1,318,853. In addition to £208,156 unspent funds brought forward from FY2016/17, total available funds for FY2017/18 was £1,527,009. Total opex spent in FY2017/18 was £424,016 and total capex spent was £606,927. This left a balance of £496,066 to roll forward to FY2018/19.

In FY2018/19 the PTL contributed the following regular payments: staff costs; local bus services, including funding for Christmas Day/Boxing Day services and Gatwick area travelcard; marketing; memberships and the annual Transport Forum; and the past works to deliver Platform 7 at Gatwick Railway Station.

Further funding was provided for enhancements to local bus services, which were implemented 01/09/2018. This continued support for existing services, with funding reducing over time as they become commercially viable (200, 400, 420/460). Route 4/5 was extended from County Oak to Lowfield Heath and South Terminal. The funding also increased the frequency on overnight 100 services to Redhill and introduced hourly evening and overnight service on 200 from Horsham as key centres for airport staff.

On 06/12/2018, we held the first meeting of the PTL Funding Subgroup, of which WSCC, CBC, Passenger Advisory Group (PAG) and GAL are members. At this meeting the process for consultation was discussed and agreed and further initiatives were agreed for funding. This funding includes: improved and additional cycling facilities including cycle parking and bike maintenance pods and further branding; a cycle and walking map of Gatwick and the immediate local area; improved signage for new safe walking routes; improved wayfinding in the terminals, particularly for local bus services; and enhanced security for cycle parking in staff car park B, a hotspot for bike thefts.

Obligation 5.4

5.4.1 To work with Network Rail and other stakeholders to assist the planning and implementation of a project to redevelop the railway station serving the Airport in a manner which in conjunction with the Company's proposals for South Terminal and its landside infrastructure including that serving Fastway and other local bus services provides the Airport with an efficient transport interchange suiting the needs of all users.

Reported Progress 2018

Status: On Track

Design of the station redevelopment was completed in the first half of 2018 with GAL input, which informed further work on cost development. Network Rail submitted the planning application to CBC 01/04/2018, a decision is expected in spring 2019. Work in the latter half of the year focussed on gaining the required design approvals through Network Rail's processes and securing investment approval – this is due to be completed in early 2019 following Secretary of State for Transport sign-off.

Obligation 5.5

Restrict the use of the Airport entrance/exit at Povey Cross to buses, emergency service vehicles, Airport operational users and a maximum of 375 staff car park pass holders, subject to these users satisfying the criteria specified in Appendix 2 to this Agreement and to report annually on the number of passes issued to staff and readily available data on vehicular use of the entrance/exit.

Reported Progress 2018

Status: On Track

We continue to monitor and restrict the use of Povey Cross and as of February 2019, 283 staff members have access through operational and post-code criteria. In total, 1,379 airport pass holders have access for operational reasons, including emergency service vehicles, control authorities and airport operational vehicles.

GAL continues to consult local authorities and councils in opening the Povey Cross barrier during planned disruption. In March 2018, Aone+ undertook resurfacing works at North Terminal roundabout, which caused significant congestion and negative social media activity. As a result, GAL wrote to Crawley Borough Council, West Sussex County Council, Mole Valley District Council and Charlwood Parish Council requesting their approval to open Povey Cross as contingency for the rest of the works as an exceptional circumstance. Approval was provided and the measures taken provided significant benefit to traffic conditions for the final nights of work.

GAL did not request the barrier to be opened as a result of planned works due to the M23 Smart Motorway Project in 2018.

Obligation 5.6

Having regard to the Company's Car Parking Strategy:

5.6.1 Provide sufficient but no more on-Airport public car parking spaces than necessary to achieve a combined on and off airport supply that is proportionate to 40% of non-transfer passengers choosing to use public transport for their journeys to and from the airport and to identify feasible measures to achieve 45% in the future.

5.6.2 Provide sufficient but no more Company managed on-airport staff car parking spaces than is consistent with the mode share targets detailed in the Airport Surface Access Strategy 2012 - 2030 and subject to working with stakeholders to revise the local bus target in line with agreed service enhancements.

Reported Progress 2018

Status: On Track

GAL continues to proactively manage its car parking provision and optimise use of passenger car parks to manage demand in line with our public transport mode share targets. Our updated target is for 48% public transport mode share by 2022. According to CAA mode share data, 43.8% of passengers used public transport to get to Gatwick in 2018. Private car mode share (includes parking and 'kiss and fly') was 36.8%, a 1.1% decrease on 2017.

In 2018 GAL completed a project to provide a level of decking to an existing area with the Long Stay South car park. This was completed during the summer period and increased overall block park capacity by 1565 parking spaces. The annual count with Crawley Borough Council in September 2018 showed that the total number of long stay vehicles parked on airport (all car parks) was 35,075, of which 30,930 were parked in GAL operated car parks. This is slightly higher than in the September 2017 survey.

Car parking provision for airport staff has remained static, but improved management of spaces has allowed additional parking permits to be allocated. Annualised year-to-year figures show that in December 2018 there were 18,932 staff car parking permit allocations compared with 18,448 in 2017 and 17,429 in 2016. The Taxi car-pooling scheme was introduced in June 2018, supporting our updated staff mode share target of 42% of airport employees using sustainable transport modes to get to work by 2022 (public transport, walking, cycling and car sharing). The scheme provides more accurate data which we hope will help us to better manage our staff parking spaces as it develops.

Obligation 5.7

5.7.1 The Company will actively engage with the Local Highway Authorities with the objective of:

5.7.1.1 reaching agreement on the location and characteristics of such improvements to the highway access to the Airport as may be justified by growth in the volume of Airport related traffic and on the anticipated timeframe for their implementation; and

5.7.1.2 subject to there being reliable estimates of the costs of the said improvements, agreeing the financial contributions that the Company is to make towards the cost of the agreed works

5.7.2 The Company agrees that prior to the commencement of the calendar year in which the works are to be carried out it will use reasonable endeavours to enter into appropriate agreements with the relevant Local Highway Authority for the works concerned

Reported Progress 2018

Status: On Track

GAL continued to engage with the M23 Smart Motorway Project team through the pre-construction phase, including final survey and preparatory works. Various meetings and conference calls were held to discuss the programme of motorway closures and efforts to minimise the impact to airport operations and local road networks, which were also attended by WSCC and SCC. The main construction phase began in June with two weeks of overnight closures to install narrow lanes. There were some initial problems with traffic management layouts, but these were quickly rectified by the project team, which reduced the impact on traffic flows.

Regular, ongoing engagement continued through the rest of the year through formal and informal meetings, email and phone communication. GAL also attends monthly stakeholder meetings with a broad representation of stakeholders to discuss the progress of works, programme and work through any issues. As a result of a closure on the Gatwick Spur Road (J9-9a) on Thursday 27 September, Gatwick experienced severe traffic disruption. GAL worked with Highways England, Kier and local authorities to understand why these problems occurred and make changes to traffic management for future works. A similar closure in December caused no issues.

Gatwick also continues to liaise with Aone+ on other work on Highways England's networks, as well as with local authorities on local roadworks in order to communicate these to the airport community and passengers.

Internal development work commenced on early design for road improvements at both North and South Terminal roundabouts to facilitate airport growth, reflecting the published Capital Investment Plan. GAL will consult with local authorities and Highways England as these plans develop further.

Surface Access commitments

Rail Services: Maintain quarterly meetings with principal rail operators and respond to relevant government and industry consultations.

GAL and GTR continued to work in partnership throughout 2018 to provide the best possible experience for our mutual passengers. The steering group, which incorporates four working groups (Retail Strategy; Operations; Marketing; and Customer Experience), meets every 6 to 8 weeks and provides a forum for collaboration, reporting and information sharing. An additional Summer Readiness working group was formed to focus on preparations for the summer peak and explore new initiatives for operational efficiency and improvements to the passenger experience. In November 2018 the partnership was recognised at the Global Air Rail Alliance awards dinner, winning the Accessrail Partnership of the Year. Gatwick was also acknowledged for our strong air-rail links with a special Airport of the Year award. Also in November 2018, the partnership was recertified under the international BS11000 standard for collaborative relationships.

Engagement on the May 2018 timetable continued both before and after implementation, with GAL supporting GTR and Network Rail's communications efforts through our own channels. Operationally, GAL and GTR worked together to plan and prepare for Network Rail's biggest weekend and holiday engineering projects, including the Brighton Main Line Improvement Project and the closure of Victoria over the Christmas holiday period. Lessons were learned from the Redhill blockades in May and applied to other works.

Conversations with Network Rail's strategic planning team for the South East were held in the second half of 2018 to discuss the development of plans for the Brighton Main Line, East Croydon and other key rail issues. GAL submitted a response to Network Rail's consultation on Unblocking the Croydon Bottleneck. Gatwick did not respond to any Government consultations on rail services in 2018.

Bus & Coach: Work with Forum partners to review and identify opportunities to improve local bus and express coach services.

GAL worked closely with Metrobus to develop proposals for additional funding for local bus services from the PTL. This also included discussions for reducing funding over time for services which are becoming commercially viable due to strong passenger patronage. These enhancements were introduced on 01/09/2018 with Metrobus' network-wide timetable changes. Route 4/5 was extended from County Oak to Lowfield Heath and South Terminal. The funding also increased the frequency on overnight Route 100 services to Redhill and introduced hourly evening and overnight service on Route 200 from Horsham as key centres for airport staff. Gatwick also provided a letter of support to Metrobus for their successful bid to Government for grant funding for the implementation of hydrogen buses on key routes serving the airport.

Unfortunately Crewflyer, which provided an express luxury mini-bus service between Gatwick and Brighton, went into administration in May 2018. At the same time, National Express made a number of changes to their timetables, which resulted in negative feedback from airport staff users. Gatwick engaged with National Express, with the support of the Airline Operators Committee (AOC), to reinstate early morning services and seek improvements to the Brighton timetable. As a result, further changes were made in October 2018 and with more positive feedback from staff.

Bus services featured prominently at the 2018 Transport Forum. Three operators (Metrobus, National Express and Megabus) exhibited in the marketplace. Patrick Warner of Brighton and Hove Buses presented plans for the introduction of hydrogen fuel buses on the Metrobus network and brought a hydrogen bus to demonstrate to forum attendees. Claire Haigh of Greener Journeys also delivered an impassioned presentation about the benefits and value of local bus services.

Verification Result

Ricardo Verification Summary

GAL has worked with a range of transport providers and Forum partners in 2018 on a variety of activities and actions to improve local bus and coach services. This included holding the 2018 Transport Forum at which Megabus, Metrobus and National Express exhibited, and several presentations relating to bus and coach travel were presented.

The Transport Forum Steering Group at GAL discusses how to improve bus and coach services and GAL has provided support to operators, including support for funding applications. Meetings have been held with the local bus and coach operators discussing a wide range of subjects.

There have been some negative changes to the bus and coach operations in 2018, but GAL has been able to communicate its concerns and needs to the operators to come to a resolution.

The evidence provided includes letters, meeting list, presentations and proposed route improvements as discussed in GAL's reported progress. These were checked against the current published material on the bus routes.

This evidence was found to be sufficient to substantiate GAL's reported progress and the actions taken are sufficient to meet the obligation / commitment.



The obligation / commitment is **on track**

Ricardo's required amendments to GAL AMR before publication

None

Evidence Reviewed

- An indicative list of meetings with bus and coach operators.
- Extracts of Transport Forum Steering Group (TFSG) meeting minutes where discussion focused on bus services.
- Joint letter sent by GAL and Airline Operators Committee (AOC) regarding Brighton services.
- PowerPoint on Metrobus proposals at March TFSG meeting.
- Letter of support of Metrobus' bid for funding.
- Presentations conducted at the Transport Forum.
- Photographs from the 2018 Transport Forum.

Ricardo's Commentary and Recommendations

Evidence has been provided for all of the activities detailed in GAL's reported progress, which offers a wide and varied range of actions taken to improve the local bus and express coach services.

GAL Response

No comments.

Staff Travel: Conduct airport staff survey on commuting in 2016 and use results to inform initiatives to maintain and improve Gatwick's staff travel plan that is available to airport employers and employees. The next survey to be organised and conducted before the end of the S106 legal agreement extension.

Informed by the 2016 staff travel survey, in June 2018 Gatwick launched a new staff carpooling scheme in partnership with Fxii, allowing airport staff to find colleagues living nearby or on their normal route to work to car pool with via a mobile app. In the first 6 months of operation, 500 staff joined the app-based community, saving 26,000 miles, 11 tonnes of CO₂ and £10,400 in motoring costs.

As reported above, GAL worked closely with National Express to make improvements to their timetable between Gatwick and Brighton and following the alterations made in October, feedback from staff has been much more positive.

GAL used staff postcode data to develop proposals with Metrobus for enhancements to local bus services serving key staff catchment areas. With additional funding from the PTL, on 01/09/18 Metrobus introduced a number of changes to key routes serving Gatwick including:

- Route 4/5 was extended from County Oak to Lowfield Heath and South Terminal.
- The frequency on overnight Route 100 services to Redhill was increased.
- Introduced hourly evening and overnight service on Route 200 from Horsham.

Gatwick continues to review the provision of facilities for staff cycling. In May 2018 GAL installed new double-stacking cycle parking facilities and a bike maintenance pod at Jubilee House in North Terminal. Bike maintenance pods were also added to existing cycle parking area in South Terminal. Further proposals were developed through the year and were agreed for funding from the PTL at the Funding Sub-Group meeting on 06/12/18. These improvements, to be delivered in 2019 include:

- Additional cycle parking and bike maintenance pods at various locations across the airport campus.
- Further branding to ensure cycle parking is easily recognised and prominent as a travel option for airport staff.
- A cycling and walking map of Gatwick and the immediate local area.
- Enhanced security for cycle parking in Staff Car Park B, a hotspot for bike thefts.

GAL will undertake the next airport staff travel survey by the end of 2021 at the latest. However, we are currently exploring opportunities to bring this forward to ensure we have more recent data to support the development of new staff travel proposals.

SURFACE ACCESS INDICATORS

PUBLIC TRANSPORT USE	2010	2011	2012	2013	2014	2015
Non-transfer pax.	28,269,476	30,509,571	31,466,589	32,401,235	35,246,397	37,084,484
Passenger public transport use (%) (combined rail, bus/coach use)	40.0	42.2	43.6	42.8	41.4	44
Private car (%)	43.8	42.4	39.9	40.2	40.8	38.3
Rail	33.5	35.5	35.8	35.7	35.0	38.4
Bus/ Coach	6.5	6.7	7.8	7.1	6.4	5.6
Hire car	1.6	1.8	1.7	1.8	1.2	1.2
Taxi/ Minicab	13.2	13.3	14.5	14.6	15.6	15.1
Other	0.3	0.3	0.3	0.3	0.3	0.3

PUBLIC TRANSPORT USE	2016	2017	2018
Non-transfer pax.	38,940,710	41,207,473	41,574,396
Passenger public transport use (%) (combined rail, bus/coach use)	44	44	44
Private car (%)	38.5	37.9	36.8
Rail	37.5	38.0	38.0
Bus/ Coach	6.0	5.7	5.8
Hire car	1.3	1.1	1.8
Taxi/ Minicab	15.5	16.2	16.6
Other	0.3	0.2	0.3

Source: Civil Aviation Authority (CAA) data from Origins and Departures surveys. Finalised CAA data for 2017 provided in April 2018. Non-transfer figures for 2010, 2014-2016 have changed due to CAA definition of T&C (Terminate & Connect). Annual totals typically add up to c.99% as the CAA surveys may not record mode for all participants.

D. DEVELOPMENT

Obligation 6

In devising and bringing forward proposals for Airport development, the Company will:

- 6.1 have due regard to relevant national and local planning policies and guidance.
- 6.2 attend to the visual impact of the development in terms of its urban design, landscaping, and relationship with its surroundings.
- 6.3 support its proposals with information about the management of any particularly significant ongoing impacts that would be attributable to the development in question, e.g. ground noise, light pollution, flood risk, and energy consumption.
- 6.4 replace or otherwise compensate for any loss of trees as a consequence of the development.
- 6.5 have regard to the impact of flooding, and design such development and, where necessary, include mitigation measures to avoid any harmful impact on surrounding communities.

Reported Progress 2018

Status: On Track

During 2018 GAL submitted a number of proposals under the airport's general permitted development rights for proposed schemes which involved the construction of an operational building and operational works. These projects included planning proposals for the Provision of Replacement Baggage Reclaim Facility at Pier 1, (22nd February 2018), North Terminal, Reconfiguration to a Code F stand at Pier 5, (10th May 2018), Realignment of Quebec Taxi-way, North Terminal (21st June 2018), and a Robotic Car Park Pilot Project, South Terminal (21st December 2018).

In these planning submissions, we continued to conform to the national planning requirements of the National Planning Policy Framework, as well as the local planning policy adopted by the local planning authorities surrounding the Airport. GAL has consistently adopted Best Planning Practice when considering developments within the Airport boundary.

When preparing development proposals and applications, GAL's Planning team considers all visual, landscape and environmental matters such as biodiversity, noise nuisance, air quality, water quality and flooding risk. GAL proactively engages with the local planning authorities to encourage collaborative working in order to bring forward sustainable forms of airport related development and to positively shape the local planning policy which encourages both economic development and environmental protection in the local region.

The projects covered by the GAL 2018 planning consultations did not require any significant environmental mitigation. The Pier 5 Code F Stand Reconfiguration and the Provision of Replacement Baggage Reclaim Facility projects both incorporated passive active energy-saving measures, contributing to Gatwick's broader sustainability agenda.

Verification Result

Ricardo Verification Summary

At the initial design concept stages of a new development, GAL reviews the location of the proposed scheme to see where it falls within the Environment Agency Flood Risk Zones to identify the potential risk for flooding. Where possible GAL aims to avoid development in Flood Risk Zone 2 and 3 but if a

scheme were to be determined as being within a high-risk flood zone then a Flood Risk Assessment would be undertaken. Flood mitigation measures are required if a flood risk is identified. This is not the case for any of the 2018 projects as they were not located in a high flood risk zone. Appropriate drainage systems are incorporated into proposals to ensure that the surface water flows do not give rise to additional standing surface water levels.

The evidence provided consisted of the general permitted development order (GDO) consultation documents and explanation showing that the impact of flooding was considered and mitigated where applicable in the design to the level where there was no significant impact.

This evidence was found to be sufficient to substantiate GAL's reported progress and the actions taken are sufficient to meet the obligation / commitment.



The obligation / commitment is **on track**

Ricardo's required amendments to GAL AMR before publication

None

Evidence Reviewed

That flooding was considered in all projects – GDO consultation 2018:

- Realignment of Quebec Taxiway.
- Replacement Baggage Reclaim Facility pier 1.
- Code F A380 Stand.
- Robotic Car Park Pilot project.

Ricardo's Commentary and Recommendations

Of the proposals submitted in 2018 the only scheme which required the loss of a small area of grassed surface was the Realignment of the Quebec Taxiway. The scheme was designed to ensure there were no adverse impacts upon surface water drainage. As such, no significant mitigation measures were required.

GAL Response

No comments.

E. COMMUNITY AND ECONOMY

Obligation 7.1

7.1.1 To nominate (in accordance with the terms of the Gatwick Community Trust deed) two persons to be considered for appointment as trustees by the board of the Community Trust;

7.1.2 To pay to the Community Trust all revenue received by the Company as a result of infringements by aircraft of departure noise thresholds imposed by the Government

7.1.3 To pay to the Community Trust no later than 31st January in the years 2016 to 2018 inclusive:

- £206,000 in 2016
- £212,000 in 2017
- £218,000 in 2018

Reported Progress 2018

Status: On Track

During 2018, Julie Ayres continued her appointment as GAL's representative on the Board of Trustees of the Community Trust and took an active role in the workings of the Trust. Following the tender of his resignation in late 2017, Mike Roberts retired as Chairman and Trustee at the end of the 2018 grant application process after devoting 17 years to the Trust as a volunteer Trustee and more recently as Chairman. His successor as Chair is Joanna Rettie, who runs the Gatwick Airport Airline Consultative Committee and the Airline Operators Committee. Prior to this she worked for British Airways in a number of operational and managerial roles.

During a period of significant transformation and growth at Gatwick, the Trust welcomes Liz McDermid as a Trustee following a nomination process.

GAL's contributions to the Trust increase each year so as to provide protection against inflation and in 2018 this rose to £218,000. The Trust received no money in 2018 through noise fines as no noise infringements occurred.

Verification Result

Ricardo Verification Summary

The GACT had meetings in April 2017, February 2018 and April 2018 relating to trustee nominations. The minutes from these chronicles the nomination and acceptance of Joanna Rettie following the resignation of Mike Roberts. They also show the continuing role of Julie Ayres and the joining of Liz McDermid. GAL provided the role description of the trustees used during the nomination process.

There were no noise infringements in 2018 (screenshot provided from GAL NTK system showing this). As such there were no noise infringement revenues to be paid to the community trust.

The payment of £218,000 was made to the community trust on 31st January 2018 as required.

Evidence of payment was provided by GAL and screenshot proof to verify that no noise infringement by aircraft had occurred. Minutes and associated documents covering the trustee nominations were provided.

This evidence was found to be sufficient to substantiate GAL's reported progress and the actions taken are sufficient to meet the obligation / commitment.



The obligation / commitment is **on track**

Ricardo's required amendments to GAL AMR before publication
None
Evidence Reviewed
<ul style="list-style-type: none"> • Proof of GAL payment. • Gatwick Airport Community Trust (GACT) minutes detailing the nomination and acceptance of new Trustee. • Proof from GAL Noise and track keeping (NTK) system showing no noise infringements in 2018.
Ricardo's Commentary and Recommendations
As there were no noise infringements there were no revenues from this to be paid to the community trust.
GAL Response
No comments.

Obligation 7.2

In each calendar year up to and including 2018 to support the Greenspace Partnership either financially or in value terms to a figure that is the lesser of:

7.2.1 20% of the total sums paid to the said Partnership for the purposes of its activities in the twelve months ending 31st March in the year in question by local authorities; and

7.2.2 Twelve thousand five hundred pounds (£12,500)

SAVE that this Obligation shall determine absolutely if annual local authority support should reduce to a sum less than Twenty five thousand pounds (£25,000).

Reported Progress 2018

Status: On Track

GAL continued to meet these obligations in 2018 and the relationship with Gatwick Greenspace Partnership was further strengthened over the course of the year. In addition to the core funding, GAL continued to provide extended financial support for the People and Wildlife Officer on a full time basis. This has enabled provision of specific support to Gatwick to assist with the management of the Gatwick estate and to develop volunteer opportunities for the Airport community.

The Community Engagement Team continue to play an active role in the work of Gatwick Greenspace Partnership by attending their Members Steering Group and the Gatwick Biodiversity Quarterly Review meetings at which Gatwick Greenspace Partnership is represented.

We continue to meet our obligations to share with staff and the local community the work of Gatwick Greenspace Partnership particularly in and around Gatwick and promote their work both internally and externally.

F. ENERGY, WATER AND WASTE MANAGEMENT

Energy management commitments

Continue to evaluate and invest in energy efficient technologies for operational asset base.

Reported Progress 2018

Status: On Track

GAL's investment in energy efficiency is integrated into the airports' overall capital investment programme. The significant projects that have completed energy efficiency improvements in 2018 include:-

- Airfield Maintenance Office/Workshop building – Full upgrade to fabric, roof, HVAC and lighting
- Pier 2 Gate rooms – Commissioning of new lighting controls
- Atlantic House – Replacement air handling plant
- Jubilee House – Replacement chiller and air handling unit
- NT Security Search – Replacement air handling units

A number of GAL's energy efficiency plans include investment across multiple years to achieve the full outcome. As an example of this, the programme of South Terminal boiler decentralisation continued with the design of Phase 3 works – construction work is expected to start in 2019 with new plant operational during winter 2019-2020.

A number of projects are planned or have been designed/started in 2018 and these will complete during 2019. The significant energy efficiency related projects include:-

- ST Boiler Decentralisation – Phase 3 of the ST boiler plant replacement
- Fire Station Refurbishment – Upgrade of power, lighting, ventilation and air conditioning
- ST Baggage Hall – Replacement of air handling plants
- ST Ceilings Programme – Replacement of ceilings plus new lighting & controls
- NT Main building – Upgrade a number of air handling plants with energy efficient fans
- Engineering & Terminal areas – Upgrade lighting systems.

Verification Result

Ricardo Verification Summary

Investment in energy efficiency is integrated into the airport's Capital Investment Plan, i.e. GAL capital development/project programmes. There have been a range of projects conducted in 2018 and future projects are planned for the following years. Projects cover a range of energy efficient technologies such as building refurbishment, AHU replacement, Chiller replacement and Lighting improvements, and are spread across the GAL asset base.

The evidence provided shows proof that the projects listed as completed in 2018 were undertaken. This comprised of documentation, as detailed in evidence reviewed, taken from the project related information on Gatwick's live Document Management system 'Meridian'.

This evidence was found to be sufficient to substantiate GAL's reported progress and the actions taken are sufficient to meet the obligation / commitment.

 The obligation / commitment is on track
Ricardo's required amendments to GAL AMR before publication None.
Evidence Reviewed Documents, such as mechanical and electrical (M&E) scoping documents, handover operation and maintenance (O&M) files, provided for 2018 projects: <ul style="list-style-type: none"> • The M&E scoping document and a handover O&M file for lighting. • Record drawing of lighting control commissioning certificate. • AHU details. • Manufacturers literature for new chiller installed. • Handover O&M file, manufacturers literature for the two AHU plants installed.
Ricardo's Commentary and Recommendations Planned projects are included for information purposes and will fall into the scope of the verification year they are completed.
GAL Response No comments.

Continue to use and review GAL technical standards based on recognised best practice approaches to deliver energy efficient buildings and systems, and to use these technical standards to encourage third party airport occupants to improve their energy efficiency.

Reported Progress 2018

Status: On Track

In 2018, GAL's "Commercial Fit-out Technical Standard" was revised (rev 03) to increase the minimum expected lighting efficiency as well as the requirement for new refrigeration equipment to transition away from using high GWP refrigerants. Additionally, reflecting the rate of grid power decarbonisation, technical standards now encourage greater use of heat pumps for heating and cooling.

Also during 2018, GAL commenced the rollout of the new online 'tenant dashboard' for airport third party energy users to view their energy data. This will facilitate dialogue between GAL and airport tenants on energy usage and energy efficiency opportunities.

Water management commitments

Maintain operational performance of the drainage ponds and system to ensure compliance with discharge consents.

Reported Progress 2018

Status: On Track

During the period GAL has continued to maintain the operational performance of the Surface Water Systems. During 2018, there were no actions or reports made by the Environment Agency for non-compliance with Surface Water Discharge Consents. We continue to analyse campus wide water samples conducting around 5500 specific tests in the year for a range of pollutants and indicators. Results indicate we are well within both our permit constraints and self-imposed targets. Our long term river biological sampling programme confirms that the Airport is not imposing any detrimental effect on the local rivers.

During the unusually hot and dry summer in 2018, many rivers and lakes in the UK experienced low oxygen levels resulting in fish kills. In July the River Mole suffered such an incident. GAL provided assistance to the EA by arranging tankers of water to increase river flow and pumps to oxygenate the water. The EA's press release emphasised that this was a naturally occurring event and not a pollution incident or due to the airport. They praised the involvement of Gatwick Airport and Thames Water.

It was estimated that hundreds of fish may have perished in the incident however, many thousands were potentially saved by the interventions described above.

We continued to improve our automatic control and monitoring systems, installing new sensors for oil and pH at M Pond and E Pond. These provide automatic responses and action should a pollution incident occur preventing any adverse discharges to river.

Continue to implement and improve performance monitoring processes to inform our water efficiency action planning in line with our water management goals.

Reported Progress 2018

Status: On track

In 2018 we continued our planned approach maintaining water efficiency through water leakage surveys; two network areas were covered including an area on the Southside of the airport not previously surveyed. This work identified some minor leakage as well as other asset management issues which will be addressed through maintenance and work with the local water company. The new survey area provided important information to allow us to complete and update our 'master mains water schematic' drawings; these drawings are an essential tool in effectively managing and monitoring our water networks.

In 2017 we created a 'water consumption map' to help us understand where water is used and the percentage of water that can be accounted for by sub-metering across our buildings; this work identified various gaps in our metering and monitoring of water consumption/efficiency. In 2018, as a direct follow-up to this work, we completed the installation of circa 20 additional sub-meters across 10 buildings. Data from these new sub-meters is now being collected monthly and being used two fold, (i) as part of a refreshed version of the 'water consumption map' which can be used to compare annual water use by different / similar buildings and (ii) as part of regular monthly 'water consumption balance' reporting which can monitor detailed building and network water consumption/efficiency trends.

In FY 2018-19 we set an annual water target to maintain a 27% reduction in airport water consumption against a 2010 baseline. Performance against this target is monitored and reported monthly; final performance will be reported in May 2019, however the end January 2019 performance is better than target at 29% reduction.

Work has continued on an online portal 'Tenant dashboard' that will allow our third party water users to see their water consumption as well as the installation of some additional AMR (automated meter read) units.

Waste management commitments

Continue to maximise waste hierarchy management and performance from GAL Operations through equipment and technology innovations.

Reported Progress 2018

Status: On track

During 2018, Gatwick's recycling and re-use percentage increased by 10%, from 58% in 2017 to 64% in 2018. During 2018 we commenced Project "Assisi" focusing on General Waste to extract more value from this waste stream to be re-used or recycled. While the materials collected tonnage increased by 5% compared to 2017, we achieved a 3% reduction in general waste and an increase in our re-use/recycling streams. This is through more waste materials being re-used on site through our onsite dryer and biomass system and an increase in tonnage processed on our MRF line extracting more recyclables.

No notices regarding compliance were issued in 2018.

During 2018, Gatwick achieved the Carbon Trust's Zero Waste to Landfill certification, the first airport to do so. This is an annual certification which is presently being undertaken for the calendar year 2018.

Work with retail, airline and construction partners to improve recycling and waste management processes and ensure compliance with relevant legislation.

The second workstream in Project "Assisi", alongside the focus on the operational processes, is engagement. During 2018, we focused on retail and airline engagement as these business partners account for most of the operational and commercial waste, and we recognised the opportunity to harness increased passenger and staff interest in recycling. We also continued to liaise with Construction contractors to support their removal of waste materials for reuse and recycling, through efficient access to goods in/ waste away loading bays and provision of compounds for sorting and separating.

Together, GAL and DHL have engaged with GAL departments and airport businesses to promote better segregation and information on waste streams. Examples of these are listed below:

- Concessionaire (Retailers) Audits – DHL and GAL have produced a standard template to make sure that the back of house and shop areas of the concessions are set up correctly (matching the waste away locations) and auditing that this is done and correct processes are followed.
- Internally GAL has given each business unit (through EHS improvement plans) the challenge to understand their waste streams and look to improve behaviours. This has included talks from Rob Edmond, Waste manager, to inform and encourage best practices.
- Improved signage on all public-facing bins in the Terminals to encourage better recycling awareness and behaviour.
- Signage placed in all GAL kitchen areas to encourage better recycling behaviour.

- Training packs and monthly info graphics provided by DHL to external retailer concessions.
- Gatwick Recycling Champion initiative: In early 2019 Gatwick convened an event for external retailers and food outlets to set up a Recycling Champions forum. This brings together a staff member from each retail store to create a forum of people to champion the right recycling behaviours.
- Continuing work with Airlines and Cleaning Companies to increase the segregation of EU waste which can be recycled and CAT1 DMR waste. Held quarterly forums (with one on site at the Recycling facility). Data shows a reduction in Category 1 waste and an increase in EU waste recycling year-on-year by 20%.

Verification Result

Ricardo Verification Summary

Engagement with retailers was a particular focus in 2018. This engagement mainly occurred on site and at group sessions and included activities such as training and presentations. The first annual Recycling Champions event with retail staff was held in January 2019, building on work done throughout 2018. These activities have been conducted to further improve recycling and waste management processes while complying with relevant legislation. No changes in recycling regulation occurred in 2018.

Quarterly forums were held with the airlines at which recycling improvements were discussed.

The evidence provided includes presentations relating to training and information shared, along with action tracking and photos of bin labelling.

This evidence was found to be sufficient to substantiate GAL's reported progress and the actions taken are sufficient to meet the obligation / commitment.

 The obligation / commitment is **on track**

Ricardo's required amendments to GAL AMR before publication

GAL to clarify why retail was picked as a focus area for this year.

Evidence Reviewed

- Office and Team training presentation.
- Cabin Waste Training presentation.
- Retail Champions Initiative.
- Project Assisi action tracker.
- Poster and bin sticker examples.
- Materials from the Dec18 EU CAT1 Cleaning forum held with airlines

Ricardo's Commentary and Recommendations

Commitments are prioritised multi-year rather than annual so not all aspects are done each year. In this case construction was not focused on as an action area this year. Therefore, Ricardo recommends that GAL considers this sector with regards to waste management next year.

GAL Response

Additional text will be added to the AMR, as follows:

During 2018, we focused on retail and airline engagement as these business partners account for most of the operational and commercial waste, and we recognised the opportunity to harness increased passenger and staff interest in recycling. We also continued to liaise with Construction contractors to support their removal of waste materials for reuse and recycling, through efficient access to goods in/waste away loading bays and provision of compounds for sorting and separating.

ENERGY, WATER AND WASTE DATA

ENERGY MANAGEMENT INDICATORS

Energy consumption*

	2010	2011	2012	2013	2014	2015 **	2016	2017	2018
Total energy consumption (kWh)	237,955,708	220,443,201	221,459,900	217,423,082	199,885,353	200,140,933	208,579,781	209,284,365	215,392,240
Total energy consumption by user									
Total GAL usage ***	177,303,302	163,146,169	166,700,587	161,887,777	142,383,499	145,448,117	152,656,677	154,058,267	157,015,858
Total 3rd party usage	60,652,406	57,297,032	54,759,313	55,535,305	57,501,854	54,692,816	55,923,104	55,226,098	58,376,382
Total energy consumption by fuel									
Gas - consumption (kWh)	75,333,903	59,208,775	62,661,214	64,488,858	50,278,095	55,290,305	59,186,586	57,810,912	61,179,865
Electricity – consumption (kWh)	162,621,805	161,234,426	158,798,686	152,934,224	149,607,258	144,850,628	149,393,195	151,473,453	154,212,375

* Total consumption is Airport consumption.

** 2015 figures were restated in 2016 to rectify omission of 2,264 kWh of electricity consumption.

*** Energy used to run GAL operations including terminals, offices, airfield and operational systems.

Additional indicators (Decade of Change)

Decade of Change energy reduction goal

	2010	2011	2012	2013	2014	2015	2016	2017	2018
Total energy consumption - cumulative % change on 1990 baseline of 240m kWh (%)	-0.9%	-8.1%	-7.7%	-9.4%	-16.7%	-16.6%	-13.1%	-12.8%	-10.3%

Energy efficiency

	2010	2011	2012	2013	2014	2015	2016	2017	2018
Total passengers	31,353,547	33,660,146	34,222,461	35,447,009	38,127,690	40,267,938	43,136,800	45,561,700	46,075,400
Total energy consumption per passenger (kWh per passenger)	7.59	6.55	6.47	6.13	5.24	4.97	4.84	4.59	4.67
GAL energy consumption per passenger (kWh per passenger)	5.65	4.85	4.87	4.57	3.73	3.61	3.54	3.38	3.41

Renewable energy

	2010	2011	2012	2013	2014	2015	2016	2017	2018
Renewable energy generated onsite (kWh)	n/a	n/a	54,555	52,338	55,758	53,086	43,342	57,099	53,929
% of total energy purchased or generated from renewable sources	n/a	n/a	n/a	52.3%	74.8%	72.4%	71.6%	72.4%	71.6%

WATER MANAGEMENT INDICATORS

	2010	2011	2012	2013	2014	2015	2016	2017	2018
River Mole – Biological Monitoring									
Upstream yearly average BOD (mg/l)	2.75	3.42	3.99	2.94	5.22	2.48	2.81	3.06	3.75
Downstream yearly average BOD (mg/l)	3.39	2.69	4.01	4.95	2.61	2.44	3.19	4.15	9.19
D Pond outlet yearly average BOD (mg/l)	61.52	3.96	64.91	45.01	25.99	17.91	8.97	9.09	14.26
Days per year when 10mg/l exceeded	16	2	77	63	9	2	9	33	3
D pond discharge - days per year of non-compliance with EA consents	None	None	None	None	None	None	None	None	None

Water Quality *	2010/11	2011/12	2012/13	2013/14	2014/15	2015/16	2016/17	2017/18	2018/19
Reported fuel spills									
Fuel spills (number of incidents)	40	44	32	26	21	24	16	25	21
Aircraft de-icer recovery									
Aircraft glycol application (Litres)	1,447,190	894,494	1,898,563	776,811	796,667	684,411	875,910	1,079,000	678,906
Aircraft de-icer recovery (glycol/water) (Litres)	295,000	183,500	311,404	120,600	217,100	128,000	180,000	241,500	218,373
% Aircraft de-icer recovery	20.38	20.51	16.40	15.53	27.25	18.70	20.55	22.3	32.16

* This data is reported on a seasonal basis (1 May to 30 April) to reflect winter use of de-icer.

Additional indicators (Decade of Change)

	2010	2011	2012	2013	2014	2015	2016	2017	2018
Total passengers	31,353,547	33,660,146	34,222,461	35,447,009	38,127,690	40,267,938	43,136,800	45,561,700	46,075,400
Water consumption									
Total water consumption m ³ **	974,067	762,453	727,537	716,063	671,428	689,922	736,722	729,833	688,497
% change on 2010 baseline (974,067m ³) **	--	-21.7%	-25.3%	-26.5%	-31.1%	-29.2%	-24.4%	-25.1%	-29.3%
Total water consumption per passenger (litres)	31.07	22.65	21.26	20.20	17.61	17.13	17.08	16.02	14.94

Water consumption figures do not include rainwater harvesting.

** During 2016, the resolution of a multi-year Water invoicing issue, in which a small volume of water was incorrectly invoiced by the supplier, required restatement of annual Total Water Consumption from 2010 to 2015, thus also requiring restatement of the 2010 baseline (from 956,493m³ to 974,067m³).

WASTE MANAGEMENT INDICATORS

MATERIALS MANAGEMENT	2010	2011	2012	2013	2014	2015	2016	2017	2018
Total operational & commercial waste collected (tonnes)	9,685	9,206	8,803	9,315	9,803	10,494	11,827	13,118	13,722
Operational & commercial waste recycled/reused* (%)	41%	54.6%	40%	38.7%	40%	49.0%	52%	58%	64%
Operational & commercial waste recovered for energy (%)	not known	15%	50%	52%	39.6%	46.6%	48.0%	42.0%	36%
Operational & commercial untreated waste sent to landfill (%) **	not known	30.4%	10%	9.3%	20.4%	4.3%	0.0%	0.0%	0.0%
Operational & commercial waste per passenger (kg)	0.31	0.27	0.26	0.26	0.26	0.26	0.27	0.29	0.3%

G. ACTION PLANNING

Obligation 8.1

The Company will no later than 31 December 2017 review and update Action Plans specifying its prioritised programme of activities to address the following issues:

- Air quality
- Noise (for the purpose of this Agreement the Company's Environmental Noise Directive Noise Action Plan as approved from time to time)
- Water quality and drainage
- Waste management and
- Utility management

Reported Progress 2018

Not applicable: Obligation completed in 2016.

Obligation 8.2

The County Council and the Borough Council will be consulted on drafts of the Action Plans.

Reported Progress 2018

Not applicable: Obligation completed in 2016.

Obligation 8.3

The Company in consultation with the Transport Forum Steering Group will as and when it publishes an updated Surface Access Strategy to replace the 2012-2030 version produce a Surface Access Action Plan containing a prioritised programme of activities pursuant to such Strategy.

Reported Progress 2018

Status: On Track

Gatwick's updated Surface Access Strategy to 2030 was updated in May 2018 with associated Surface Access Strategy Action Plan. In addition, we have included a summary Surface Access Action Plan within the setup of the ten Section 106 / Decade of Change Action Plans.

Obligation 8.4

The Environmental Consultant appointed to review the Monitoring Report referred to in Obligation 9.2 in accordance with Obligation 9 shall coincident with that review separately scrutinise any new or materially altered Action Plan produced in the preceding calendar year in accordance with paragraphs 8.1 and 8.3 above but not one altered pursuant to paragraph 8.5 below and shall submit to the Company and the Councils a report containing its views on:

8.4.1 whether the Action plan is fit for purpose, and

8.4.2 whether and in what manner and to what end the Company should consider revisions to the Action Plan

Reported Progress 2018

Not applicable: Obligation completed in 2016.

Obligation 8.5

The Company shall consider the Environmental Consultant's report and consult the Councils on its intended response to the Environmental Consultants report and shall make such changes as are reasonably appropriate.

Reported Progress 2018

Not applicable: Obligation completed in 2016.

Obligation 8.6

The cost of the Environmental Consultant shall be paid in the following proportions:

- 50% by the Company
- 25% by the County Council
- 25% by the Borough Council

Reported Progress 2018**Status: On Track**

The cost of the Environmental Consultant for the 2017 AMR verification was paid by Gatwick Airport Ltd in full and re-charged back to WSCC and CBC accordingly.

H. MONITORING AND REPORTING**Obligation 9.1**

To monitor compliance with the Obligations of the Company contained in this Agreement and the Commitments contained in the Commitments Document and to report the results to the County Council and the Borough Council annually in accordance with the following provisions.

Reported Progress 2018**Status: On Track**

In March 2018, our draft Annual Monitoring Report (AMR) for 2017 incorporating reporting on the Obligations and Action Plans was provided to the Borough and County Councils in accordance with the terms of the agreement. Following the verification process, the finalised AMR was provided to the Borough and County Councils in August 2018 and published on the Gatwick corporate website.

Obligation 9.2

The report ("the Monitoring Report") shall list:

9.2.1 each Obligation and Commitment;

9.2.2 the Company's assessment of whether the Obligation or Commitment has been met or the progress made towards the Obligation or Commitment including any remedial action proposed in the Monitoring Report for the preceding year; and

9.2.3 as a minimum the following environmental indicators:

- the results of both its continuous and random monitoring of the air quality impact of the operation of the Airport with regard to the levels of carbon monoxide PM10, oxides of nitrogen/nitrogen dioxide and periodic monitoring of benzene, 1,3-butadiene and other hydro-carbons;
- the availability and serviceability of Fixed Electrical Ground Power;
- engine testing (including time place duration and need);
- complaints related to the impact of ground noise;
- waste collected by the Company's contractor and the proportions recovered and disposed to landfill;
- the number of reports made by the Environment Agency on non-compliance by the Company with discharge consents;
- the average biological oxygen demand discharged at the Outfall; and
- the energy consumption of infrastructure within the Company's control

9.2.4 any proposed remedial action where the Obligation or Commitment has not been met together with an appropriate timescale or where no remedial action is proposed the reasons why the Company considers remedial action is not appropriate

Reported Progress 2018

Status: On Track

This information was included in the 2017 AMR (the environment indicators are included following external audit, prior to finalisation of the AMR).

Obligation 9.3

The Monitoring Report shall be prepared by the Company for each Calendar year 2015 to 2017 and shall be issued to the County Council the Borough Council and the Environmental Consultant by 31 March in the year next following.

Reported Progress 2018

Status: On Track

As noted above (Obligation 9.1), the 2017 AMR was prepared and issued to the Borough and County Councils and the Environmental Consultant within the agreed timescales.

Obligation 9.4

The County Council and the Borough Council shall each produce in a format similar to that of the Company a Monitoring Report relating to their Obligations.

Reported Progress 2018

Status: On Track

The County Council and the Borough Council reporting for 2017 on their Obligations was incorporated into the AMR for 2017 which was finalised in August 2018.

Obligation 9.5

The Monitoring Reports shall be reviewed by the Environmental Consultant who subject to the provisions of paragraph 9.6 will select a sample of ten of the Company's Obligations and Commitments.

Reported Progress 2018**Status: On Track**

This was undertaken with regard to the 2017 AMR in April-May 2018 and the full details included in the 2017 AMR which was finalised in August 2018.

Obligation 9.6

In selecting those of the Company's Obligations and Commitments for review the Environmental Consultant shall:

- 9.6.1 each year include no fewer than two relating to each of:
- surface access
 - aircraft noise and
 - air quality
- 9.6.2 in any two year period include at least one relating to each of:
- climate change and utility management
 - community and economy
 - land use development and biodiversity
 - water quality and drainage; and
 - waste management

Reported Progress 2018**Status: On Track**

This was undertaken with respect to the 2017 AMR and the full details were included in the report which was finalised in August 2018.

Obligation 9.7

In reviewing and reporting on the selected Obligations and Commitments the Environmental Consultant shall:

- 9.7.1 Seek to verify the accuracy of the information included in the Monitoring Report; and
- 9.7.2 Comment on the adequacy of the work undertaken pursuant to the Commitment or Obligation and in the case of remedial actions the adequacy of the work that they propose.

Reported Progress 2018**Status: On Track**

This was undertaken with respect to the 2017 AMR and the full details were included in the report which was finalised in August 2018.

Obligation 9.8

The Company will compile into the Monitoring Report the Environmental Consultant's recommendations and conclusions and its own response to such recommendations and issue the combined document to the County Council and the Borough Council by 31st August in the year following the year being reported.

Reported Progress 2018**Status: On Track**

This was undertaken with respect to the 2017 AMR and the full details were included in the report which was finalised in August 2018.

Obligation 9.9

The cost of the Environmental Consultant shall be paid in the following proportions:

50% by the Company

25% by the County Council

25% by the Borough Council

Reported Progress 2018**Status: On Track**

The cost of the Environmental Consultant for the 2017 AMR verification was paid by Gatwick Airport Ltd in full and re-charged back to WSCC and CBC accordingly.

7. CRAWLEY BOROUGH COUNCIL 2018 REPORT

The Borough Council's Obligations:

Obligation 10.1

To meet with the Company, the County Council and the Adjoining Authorities on at least two occasions a year in order to discuss issues relating to long term Airport parking both on and off Airport in order to minimise the level of unauthorised parking.

Reported Progress 2018

Status: On Track

Two meetings took place in 2018 to discuss long term airport parking. These were held on 14 September 2018 and 14 November 2018. The Gatwick Parking Survey was undertaken 14 September 2018. Anthony Masson of CBC was shown around the Gatwick Airport on-site car parks on 20 September 2018. In addition, a number of meetings took place in relation to the going off-airport parking inquiries that took place in 2018/19.

Obligation 10.2

To meet with the Company on at least two occasions a year in order to provide feedback on issues being raised through the Gatwick Joint Local Authorities meetings and Gatwick Officers Group and to consider:-

- any emerging planning, transport or environmental policies or issues of relevance to the operation and development of the Airport;
- employment trends and other matters bearing on the economy of the sub-region; and
- progress on the implementation of Commitments and Obligations.

Reported Progress 2018

Status: On Track

The Borough Council met with GAL on a number of occasions in 2018 (24 May 2018, 25 September 2018, 15 February 2019) in relation to the Legal Agreement and issues raised through GOG/GJLAM.

Obligation 10.3

To run a Gatwick Officers Group comprising officers from the Borough Council, the County Council and the Adjoining Authorities, charged with discussing and considering amongst other things:-

- Implementation of the Gatwick Master Plan, S106 Agreement, GAL Commitments and Action Plans, and the Gatwick Supplementary Planning Document;
- Current and emerging issues related to the operation, growth and development of the Airport including future forecasts and topics;
- To invite the Company as appropriate to discuss the above
- Preparing reports and issues to be discussed by Councillors at the Gatwick Joint Local Authorities meeting.

Reported Progress 2018**Status: On Track**

The Gatwick Officers Group (GOG) met on four occasions in 2018/19 (21 May 2018, 11 September 2018, 13 November 2018 and 27 March 2019). The September meeting included an airport tour arranged with GAL.

The Gatwick Joint Local Authorities meeting took place on 26 September 2018. An electronic update was circulated 12 June 2018.

Obligation 10.4

To maintain appropriate mechanisms to consult with the County Council and Adjoining Authorities on any proposals for Development at the Airport.

Reported Progress 2018**Status: On Track**

Local Authorities are consulted on planning applications. Major development proposals are discussed at GOG/GJLAM.

Obligation 10.5

To consult the Company on any future Council proposals for road user charges that would apply to staff or passengers travelling to or from the Airport and to give fair consideration to the Company's response on the appropriateness and use of such charges.

Reported Progress 2018**Status: On Track**

There are currently no proposals for road user charging.

Obligation 10.6

To hold an annual meeting with other relevant local authorities and the Company on issues relating to air quality impact of operations at the Airport and to exchange all relevant data/information at the time.

Reported Progress 2018**Status: On Track**

The Gatwick Joint Authorities Air Quality meeting took place on 13 December 2018 at Crawley Borough Council.

Obligation 10.7

To use reasonable endeavours to work with Network Rail and/or the Company regarding the redevelopment of the railway station serving the Airport in order to provide the Airport with an efficient railway interchange which suits the needs of all users and where opportunities arise to improve multi modal interchangeability of the Airport.

Reported Progress 2018**Status: On Track**

The Borough Council has been kept informed of the Company's proposals for redevelopment of the rail station. Planning Application CR/2018/0273/FUL has been approved.

Obligation 10.8

To work with the Company on the implementation of its investment plans and in particular those directed at the enhancement of the Airport's Terminals forecourt areas.

Reported Progress 2018**Status: On Track**

The Borough Council continues to liaise with the Company regarding its investment plans through the Company's Planning Manager.

Obligation 10.9

To monitor compliance with the Obligations of the Borough Council and to provide the results of that monitoring to the Company for inclusion in the Monitoring Report to be prepared by the Company in accordance with the timetable and requirements set out in Schedule 9.

Reported Progress 2018**Status: On Track**

The Borough Council provided information on compliance with its obligations at the S106 management meetings and contribute to the preparation of the 2018 AMR.

Obligation 10.10

To pay an equal contribution with the County Council towards the 50% cost of the Environmental Consultant to be appointed pursuant to Schedule 9.

Reported Progress 2018**Status: On Track**

The Borough Council has paid its contribution to the costs of the Environmental Consultant for the verification of the 2017 AMR.

8. WEST SUSSEX COUNTY COUNCIL 2018 REPORT

The County Council's Obligations:

Obligation 11.1

To meet with the Company on at least two occasions a year in order to provide feedback on issues being raised through the Gatwick Joint Local Authorities meetings and Gatwick Officers Group and to consider:

- any emerging planning, transport or environmental policies or issues of relevance to the operation and development of the Airport.
- employment trends and other matters bearing on the economy of the sub-region
- progress on the implementation of Commitments and Obligations.

Reported Progress 2018

Status: On Track

The County Council met with GAL on a number of occasions in 2018 (24 May 2018, 25 September 2018) in relation to the Legal Agreement and issues raised through GOG/GJLAM. The Transport Forum Steering Group has also met quarterly to discuss surface access issues and related obligations.

Obligation 11.2

To consult the Company on any future County Council proposals for road user charges that would apply to staff or passengers travelling to or from the Airport and to give fair consideration to the Company's response on the appropriateness and use of such charges.

Reported Progress 2018

Status: On Track

No such proposals were raised during the monitoring year.

Obligation 11.3

To use all monies received by the County Council from the Company pursuant to Obligation 5.7.2 strictly towards the cost of the transport or highway scheme in respect of which the payment or payments were made provided that the payment to a relevant Highway Authority for such purpose will release the County Council from any further Obligation in respect thereof.

Reported Progress 2018

Status: On Track

Financial contributions towards Metrobus routes 200, 400 and 460 were made by GAL. Up to September 2018, GAL paid the money to the County Council, who then paid Metrobus. From October 2018 onwards, GAL paid the money direct to Metrobus (and this arrangement will continue in future years).

Obligation 11.4

To use reasonable endeavours to work with Network Rail and/or the Company regarding the redevelopment of the railway station serving the Airport in order to provide the Airport with an efficient railway interchange which suits the needs of all users and where opportunities arise to improve multi modal interchangeability of the Airport.

Reported Progress 2018**Status: On Track**

The County Council has been kept informed of the Company's proposals for redevelopment of the rail station through the Transport Forum Steering Group meetings. In September 2018 the County Council worked with Transport for the South East to provide a letter of support for the planning application.

Obligation 11.5

To work with the Company on the implementation of its investment plans and in particular those directed at the enhancement of the Airport's Terminals forecourt areas.

Reported Progress 2018**Status: On Track**

The County Council continues to liaise with the Company's Director of Planning regarding its investment plans.

Obligation 11.6

To monitor compliance with the Obligations of the County Council and to provide the results of that monitoring to the Company for inclusion in the Monitoring Report to be prepared by the Company in accordance with the timetable and requirements set out in Schedule 9.

Reported Progress 2018**Status: On Track**

The County Council provided information on compliance with the obligations at the S106 management meetings and contributed to the preparation of the 2018 AMR.

Obligation 11.7

To pay an equal contribution with the Borough Council towards the 50% cost of the Environmental Consultant to be appointed pursuant to Schedule 9.

Reported Progress 2018**Status: On Track**

The County Council paid its contribution to the costs of the Environmental Consultant for the verification of the 2018 AMR.

9. VERIFICATION STATEMENT BY RICARDO ENERGY AND ENVIRONMENT

Verification Statement

The intended users of this verification statement are Gatwick Airport Limited (GAL), West Sussex County Council (WSCC), Crawley Borough Council (CBC) and associated stakeholders.

Responsibilities

The information and presentation of data within the 2018 Annual Monitoring Report (AMR) is the responsibility of GAL, WSCC and CBC. This statement is the responsibility of Ricardo and represents our independent opinion and is intended to be read in its entirety by readers of the GAL 2018 AMR.

Reporting Organisations

The reporting organisations are the signatories to the Section 106 (hereafter S106) legal agreement. These being:

- GAL – the Airport Operator at Gatwick;
- WSCC – the Local Highway Authority; and
- CBC – the Local Authority.

Whilst WSCC and CBC are the reporting organisations, they also represent the interests of the neighbouring authorities as part of the S106 Steering Group.

Scope of the Verification

As part of the S106 legal agreement, GAL and the other signatories of the agreement (WSCC and CBC) are required to appoint an Environmental Consultant to review and verify their AMR. Ricardo was commissioned to review the 2018 AMR.

Under the S106 agreement the Environmental Consultant is required to:

- Select a sample of ten of GAL's Obligations or Commitments in line with the S106 agreement.
- In selecting the Obligations and Commitments, the annual verification must include at least two Obligations or Commitments relating to each of surface access, aircraft noise and air quality, and in any two years at least one relating to each of the following:
 - climate change and utility management;
 - community and economy;
 - land use development and biodiversity;
 - water quality and drainage; and
 - waste management.

The Environment Consultant's role is to review and report on the selected Obligations and Commitments, to:

- Verify the accuracy of the information included in the monitoring report; and
- Comment on the adequacy of the work undertaken including any proposed remedial action.

Methodology

Items for verification were selected from Obligations and Commitments taking into consideration:

- The requirements of the S106 legal agreement;
- Principles of the AA1000 Accountability Principles Standards (2008);
- Global Reporting Initiative Reporting Guidelines;
- Obligations that have not recently been audited;
- Obligations or Commitments which required completing by 31 December 2018; and
- Results of previous audits.

The verification was undertaken in May / June 2019 and was conducted via the exchange of an evidence log populated by the relevant AMR Obligations and GAL Action Plan owners. During the audit, evidence of progress was provided in the form of quantitative and qualitative data. These documents were reviewed to verify the accuracy of the information included in the 2018 AMR.

For each selected Obligation and Commitments, Ricardo established if the progress stated in the AMR was accurate, if the Obligation or Commitment was on track and if the 2018 actions were adequate. The findings are provided for each Obligation and Commitment selected in the main body of the AMR Verification report and are summarised within this verification statement.

Findings and Conclusions

Inclusivity, Materiality and Responsiveness

The S106 legal agreement defines what GAL, WSCC and CBC have to report against in the AMR. GAL, CBC and WSCC meet regularly during the year to discuss S106 reporting and monitoring matters.

GAL's Commitments were updated in 2017 and have been used in the 2018 AMR.

Audit Findings

The verification status for each of the 10 items audited is rated using the RAG (Red, Amber, and Green) rating.

Ten out of ten Obligations/Commitments audited were found to be **on track** (i.e. **GREEN**).

No Obligations/Commitments were found to be **partially on track** (i.e. **AMBER**).

No Obligations/Commitments were found to be **not on track** (i.e. **RED**).