

YOUR LONDON AIRPORT  
*Gatwick*



**Gatwick Airport Ltd**  
**Section 106 Annual Monitoring Report 2019**  
**FINAL REPORT INCLUDING VERIFICATION STATEMENTS**

Date of issue: 28 August 2020



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# SECTION A

## 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 Legal 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 original S106 Legal Agreement was renewed for a further 7 years in 2008 and in December 2015 it was extended again until the end of 2018. In April 2019 it 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 additional Commitments; and fulfils Obligation upon the airport to publish this in an Annual Monitoring Report (AMR).

In line with the terms of the S106 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.

## REPORT STRUCTURE AND APPROACH

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

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

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

GAL works closely with WSSCC and CBC regarding the activities specified within the S106 and on the AMR and its verification. WSSCC and CBC also review our progress with the Joint Local Authorities (JLA).

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, GAL and the other signatories of the agreement (WSSCC 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 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 Monitoring Report.
- The Annual Monitoring Report is required to be reviewed by an Environmental Consultant appointed by the signatories of the S106. The text below explains how we report our performance against the Obligations and Commitments, and the outcome of the independent verification process.

## REPORTING FORMAT USED IN THIS DOCUMENT

### Obligation / Commitment

The detail of the Obligation or Commitment is listed here.

### GAL STATUS

The performance status reported by GAL as below:

**ON TRACK**- The obligation / commitment is on track

**PARTIALLY ON TRACK** - The obligation / commitment is partially on track

**NOT ON TRACK** - The obligation / commitment is not on track

### 2019 Progress update

A summary of actions undertaken in 2019.

### Verification findings

This section details the findings of the verification process (if the item has been selected for verification).

### Verification Recommendations and Commentary

This section details any recommendations and commentary suggestions made by the External Consultant, including required amendments or additions to the reported progress.

### GAL Response

The GAL response to the verification commentary will also be included.

## VERIFICATION APPROACH AND METHODOLOGY

The S106 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 the reported 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 for incorporation within the updated AMR which is externally published.

# 2019 SECTION 106 ANNUAL MONITORING REPORT (AMR) VERIFICATION PROCEDURE

## Step 1: Report review and selection of Obligations and Commitments for verification

Ricardo Energy & Environment ('Ricardo') was commissioned by GAL, CBC and WSCC to undertake the verification of the GAL 2019 AMR. The External Consultant from Ricardo reviewed the draft AMR to select the 10 Obligations and Commitments for verification. The selection process considered:

- Those Obligations/Commitments that had not been verified recently;
- Obligations/ Commitments which required or specified action by 31 December 2019; and
- The results of previous verifications.

## Step 2: Selection of Obligations and Commitments for verification

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

## Step 3: Evidence gathering and analysis

The External Consultant produced an evidence log detailing the information to be provided by GAL for the Obligations and Commitments selected for verification. This was provided to GAL for the relevant GAL staff 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 then respond to. The External Consultant then reviewed these responses. Additional responses or targeted Q&A sessions were not required following this as all of the External Consultant's questions were addressed.

The aim of this was to review the quality of evidence and statements made to assure that the information collection process is robust, to review information transposition/manipulation 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 recommended changes to the draft AMR, general feedback on the verification process, and their 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 written comments that had been raised.

For consistency with the previous AMR verification, each of the 10 items verified 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**

## Obligations and Commitments selected for 2019 AMR verification

The Obligations and Commitments selected by Ricardo are as follows:

- Climate Change Obligation 2
- Air Quality Obligation 3.1
- Air Quality Commitment 2
- Noise Obligation 4.2
- Noise Commitment 3
- Surface Access Obligation 5.6
- Surface Access Commitment 1
- Development Obligation 6.1
- Water Management Commitment 1
- Waste Management Commitment 1

## Verification conclusions

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

**Ten** out of ten Obligations/Commitments verified 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 the wording of progress reported by GAL which for 2019 relate to the Obligations on Climate Change, Air Quality, Noise and Surface Access. These recommendations are specific to the individual Obligations/Commitments and are for incorporation into the final GAL 2019 AMR. In addition, a recommendation is made for GAL to consider regarding the next airport staff travel survey.

## Assumptions and exclusions

The verification was limited to actions that took place during 2019. Historic years and future planned actions were outside the scope of this verification. The verification included GAL's reported progress in the draft AMR. The alignment of any figures quoted, and their sources, were checked. 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.

## SECTION B – GAL REPORTED PROGRESS

Over the following pages we report our performance on the Obligations of the S106 Legal Agreement and our additional Commitments during the year ended 31st December 2019.

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.

In addition, this section also covers GAL's Obligations on Action Planning, Monitoring and Reporting.

### CLIMATE CHANGE

#### Obligation 2

The Company will, by 30 June 2021, update and publish its report on the Airport and climate change; and thereafter continue an ongoing dialogue on climate change initiatives with local authorities and other key stakeholders.

GAL STATUS: **ON TRACK**

#### 2019 Progress Update

GAL has accepted Defra's invitation to participate in the third round of Climate Change Adaptation Reporting (CCAR) by operators of major infrastructure. These reports are due by the end of 2021. For the third round, the reporting UK airports are collaborating on a sectoral overview, as well as preparing company reports.

In 2019 GAL continued preparations for the third CCAR reporting round, by undertaking initial analytical work utilising the latest UK climate projections (UKCP18) and participating in several airport sector workshops on UKCP18, airport sector risks and impacts, common reporting methods and interdependencies with other sectors. These sector workshops will continue in 2020.

In June 2019, Gatwick signed the Airports Council Europe pledge to reach Net Zero for direct emissions from ground operations before 2050. Gatwick also participated throughout 2019 in the UK Sustainable Aviation coalition's technical and strategic work to update its roadmap to show how UK aviation could achieve net zero carbon for aircraft emissions. In addition, [GAL's Decade of Change reporting for 2018](#), published in mid-2019, included an overview of our approach to carbon and climate change.

Dialogue with stakeholders during 2019 included the reporting of Gatwick's Decade of Change performance and accreditations to GATCOM; and participating in Sustainable Aviation meetings on carbon and climate change with the Department for Transport and the Committee on Climate Change. GAL also made a presentation on the topic at the 2019 annual Gatwick Transport Forum.

## **RICARDO VERIFICATION RESULT - OBLIGATION 2**

### **Ricardo Verification Summary**

GAL has accepted Defra's invitation to participate in the third round of Climate Change Adaptation Reporting (CCAR) and has provided evidence of this. This involves the preparation of a company report which supports the Obligation. Gatwick has also maintained its annual reporting on climate change through their Decade of Change reporting.

In 2019, GAL has continued to prepare for the third CCAR reporting round. Taking a collaborative approach to stakeholder engagement, GAL has participated in a number of airport sector workshops, including several workshops on UKCP18; substantiated through workshop agendas detailing participants.

Collaboration has also been prevalent with both government and non-government officials including the Department for Transport and, Committee on Climate Change, which has included dialogue during Sustainable Aviation meetings on carbon and climate change.

It is also clear that GAL is proactive and serious about addressing the impacts of climate change. GAL has provided evidence of its pledge to reach Net Zero for direct emissions from ground operations before 2050. Moreover, GAL has already clearly defined its approach to carbon and climate change as stated in GAL's Decade of Change reporting for 2018, published in 2019.

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

 The Obligation is on track

### **Ricardo's required amendments to GAL AMR before publication**

In the draft AMR report, GAL referenced the Department for Business, Energy & Industrial Strategy as participants during its Sustainable Aviation meetings however, BEIS were not recorded within the meeting participant list as they did not participate directly in formal SA climate/cleaner working group meetings. It is therefore suggested that reference to BEIS should be removed from the AMR report.

### **Evidence Reviewed**

- Defra invitation and GAL response
- Agendas of AOA workshops on sector CCAR coordination
- Evidence of preparatory analysis using UKCP18
- GATCOM meeting summary and extracts
- Presentation on Sustainability and net zero transport, Gatwick Transport Forum, December 2019
- Agendas and participants in Sustainable Aviation Climate Change working group, 2019

### **Ricardo's commentary and recommendations**

GAL has been proactively participating in government and sector activities on climate change as well as maintaining their company report which will put them in good stead for updating and publishing their report on the Airport and climate change for 30 June 2021.

### **GAL Response**

The wording revision to the AMR will be made.

# AIR QUALITY

## **Obligation 3.1.1:**

The Company will provide a Fixed Electrical Ground Power supply to any new Aircraft Stand.

## **Obligation 3.1.2:**

The Company will 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; or

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.

**GAL STATUS: ON TRACK**

### 2019 Progress Update

GAL continues to provide Fixed Electrical Ground Power (FEGP) supply to all new and refurbished aircraft stands; and FEGP is presently available on all 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.

To promote awareness of GAL requirements, each year ahead of the summer period GAL issues the Gatwick Airport Directive "Limitations on the use of aircraft Auxiliary Power Units" which details when Fixed Electrical Ground Power should be used. The 2019 GAD was issued on 28 June 2019 covering the period to June 2020. In 2019, FEGP availability during the agreed core hours (00:00-11:00 and 19:00-00:00) was an average of 99.95% at both the South and North Terminals.

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, amongst other matters, GPU usage and related status of FEGP 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.

## **RICARDO VERIFICATION RESULT - OBLIGATIONS 3.1.1 & 3.1.2**

### **Ricardo Verification Summary**

GAL has provided a range of evidence to substantiate its progress in the delivery of Fixed Electrical Ground (FEGP) to all new and refurbished aircraft stands and has provided records of the FEGP units to this affect. GAL has also evidenced the measures it takes to promote FEGP usage as part of Gatwick Airport operating requirements and broader awareness of GAL's sustainability requirements.

In this case, GAL has provided the Gatwick Airport Directive on the Limitations on the use of Aircraft Auxiliary Power Units (APU's) which details when FEGP should be used. Moreover, the airport conducts random spot checks as part of the APU/GPU usage monitoring programme; underpinned by GAL's restriction of Ground Power Units via the Gatwick Airport Directive on the restrictions on the use of GPU at airport stands.

GAL has clearly regulated and reported its approach to prioritising FEGP. The Quarterly Ground Noise Report documents and summarises GPU approval requests made by airlines; FEGP availability; and the results of Auxiliary Power Unit (APU) spot checks that are made. With marginal difficulty in delivering multiple FEGP to aircraft stands where multiple occupancy is possible, GAL has successfully implemented FEGP at all stands and has FEGP available for 99% of the core hours.

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

 The Obligation is **on track**

### **Ricardo's required amendments to GAL AMR before publication**

The wording in relation to the AMR/end of 3rd paragraph about daily aircraft turnaround audits might be perceived as too general and it is recommended to change it to "..the daily turnaround audits where, amongst other matters, GPU usage and related status of FEGP is monitored and recorded."

### **Evidence Reviewed**

- LGW FEGP survey April 2019
- Gatwick Airport Directive on Restrictions on use of Ground Power Units
- Gatwick Airport Directive on Restrictions on use of Aircraft Auxiliary Power
- Quarterly reports, which include reporting on FEGP provision and GPU usage.

### **Ricardo's Commentary and Recommendations**

GAL provide Fixed Electrical Ground Power at all stands, which goes beyond the Obligation requirements of implementing FEGP at new stands. Measures are in place to reduce use of GPUs in line with the Obligation, such as GAL directives and internal audits, and there were no uses of GPUs during 2019 without dispensations.

### **GAL Response**

The wording revision to the AMR will be made.

### **Obligation 3.2**

The Company will participate actively with the County Council, Borough Council and Adjoining Authorities:

3.2.1 to avoid breaching the EU Limit value for NO<sub>2</sub>.

3.2.2 to ensure that all other relevant air quality standards continue to be met.

3.2.3 to develop and implement any local Air Quality Management Area (AQMA) action plan that may be required to address air quality in the vicinity of the Airport where evidence demonstrates 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.

3.2.5 to attend the Annual Gatwick Air Quality Joint Authorities Meeting.

**GAL STATUS: ON TRACK**

#### 2019 Progress Update

GAL has maintained dialogue and regular contact with Reigate and Banstead Borough Council and Crawley Borough Council during 2019 on air quality matters including monitoring, data sharing and current and potential initiatives. This took the form of telephone conversations, email correspondence and both formal and informal face to face conversations.

In May 2019, the ratified 2018 data captured by the on-airport Air Quality Monitoring Station (referred to as LGW3) was provided to Reigate and Banstead Borough Council and Crawley Borough Council. The 2018 ratified data from LGW3 showed that all applicable Air Quality Strategy (AQS) objectives were met at Gatwick during 2018 for 1-hour mean and annual mean NO<sub>2</sub> concentrations, daily mean and annual mean PM10 concentrations (VCM – Volatile Correction Model – corrected), and annual mean benzene concentration.

GAL maintained dialogue and collaboration with Reigate and Banstead Borough Council on the preparation of the annual Air Quality Monitoring Joint Report which was tabled at the GATCOM Steering Group meeting on 27 June 2019 and reported to GATCOM in July 2019.

During 2019 GAL continued to support local air quality initiatives in the vicinity of the airport. In March 2019 GAL made a further contribution of £8,500 to the Reigate and Banstead Borough Council Horley Gardens Electric Vehicle charge-point programme. In addition, GAL donated surplus analyser hardware from its on-airport Air Quality Monitoring Station (LGW3) to Reigate and Banstead Borough Council for use in their Air Quality monitoring sites in August 2019.

GAL contributed to the sponsorship of Crawley Borough Council's Air Quality event on Electric Vehicles, held at Crawley Town Football Club in June 2019, and provided a speaker for the event and electric vehicles for the exhibition segment of the event. GAL also provided a funding contribution to CBC for the replacement-upgrade of the NO<sub>x</sub> analyser at CBC's 'Gatwick East' continuous monitoring site.

In December 2019, GAL 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 monitoring data for the first three quarters of 2019, and on Gatwick's ongoing initiatives to manage and reduce air emissions from airport operations and surface transport.

There are presently no standards for monitoring of ultra-fine particles (UFP). Nevertheless during 2019 we maintained dialogue with RBBC on UFP research and policy developments. This included provision of Air

Traffic Movement data to RBBC for use in an academic research study on aircraft UFP and noise conducted near the airport by Kings and Imperial Colleges, London. In June 2019 as this study was concluding, RBBC requested funding from GAL in order to extend the study. GAL offered a contribution to the costs quoted by RBBC but the offer was not taken up.

GAL is also working with other airports and aviation industry partners to develop a research-focused project on aviation-derived UFP to contribute to the scientific knowledge base on monitoring of UFP. This includes evaluation of appropriate equipment for onsite UFP research.

### **Obligation 3.3**

The Company will, during the period of this Agreement, provide Reigate and Banstead 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 eight thousand pounds (£68,000) on or before 30 April in each calendar year 2019 to 2021 inclusive.

3.3.2 purchasing in accordance with a specification and programme set by Reigate and Banstead 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 up to £60,000 in 2020 for site RG1.

3.3.3 the Company will arrange twice-yearly meetings with Reigate and Banstead 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.

GAL STATUS: **ON TRACK**

#### 2019 Progress Update

GAL has continued to provide the specified funds to RBBC for air quality activities in the vicinity of the airport. In agreement with RBBC, GAL issued a Purchase Order for £68,000 to RBBC in May 2019 and council subsequently issued an invoice which was received and paid. No payments were due in 2019 for equipment replacement.

Regular telephone and email contact was maintained with RBBC during 2019 regarding LGW3 data, airport initiatives and air quality studies. In addition, GAL met with RBBC's air quality manager at Gatwick in August 2019 and following the annual Air Quality meeting in December 2019.

### **Obligation 3.4**

The Company will undertake a programme of studies of NO<sub>x</sub>/NO<sub>2</sub>, PM<sub>10</sub> and PM<sub>2.5</sub> attributable to activity at the Airport as detailed in the Air Quality Action Plan.

GAL STATUS: **ON TRACK**

#### 2019 Progress Update

During 2019 GAL reviewed the methodology used by ARUP in the five yearly retrospective air quality assessment (emissions inventory and dispersion modelling) for 2015. The review showed that comparability could be improved so GAL commissioned Ricardo AEA Ltd to work with ARUP to develop an integrated approach. GAL aims to produce a revised assessment during 2020.

During 2019 the roadside diffusion tube monitoring programmes that GAL in agreement with RBBC commissioned ARUP in 2016 to put in place on the Brighton Road, and in agreement with CBC to put in place on the Hazelwick roundabout area of Crawley, were both continued. The analysis report with annualised data are shared with CBC and RBC to supplement their monitoring. GAL will continue this monitoring in 2020.

## 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.

GAL STATUS: **ON TRACK**

### 2019 Progress Update

As reported in 2018, the main focus in this regard is GAL's electric vehicle infrastructure plan. During 2019, we developed and issued the Gatwick Electric Vehicle Infrastructure Policy which summarises our intentions and expectations in developing the infrastructure to support further electrification of airport operational vehicles, construction equipment and surface transport to the airport. During 2019, several further EV infrastructure projects were developed and commenced, including to install electric charge-points in the Airport's valet parking return areas, to expand airside charge-point provision on Pier 3, and to evaluate power requirements for charge-points in staff car parks.

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.

GAL STATUS: **ON TRACK**

### 2019 Progress Update

In 2019, GAL continued to participate in Sustainable Aviation's Cleaner working group, which includes information-sharing on air quality matters. The focus in 2019 was coordination of input to Sustainable Aviation's response to the Aviation Strategy Green Paper; and discussion of a potential research focused project on aviation-derived ultra fine particles. GAL also participated in two meetings of the ACI Europe Environment Strategy Committee, in which developments in European and national regulation and technology innovations were discussed.

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.

GAL STATUS: **ON TRACK**

### 2019 Progress Update

GAL has continued to incorporate the CAEP NO<sub>x</sub> metric, developed in 2017, into the annual Decade of Change report. We have also collected indicative data on reduced engine taxiing at Gatwick from several airlines and are presently assessing how this could be developed into a reportable metric.

## **RICARDO VERIFICATION RESULT - AIR QUALITY COMMITMENT 3**

### **Ricardo Verification Summary**

As GAL works towards implementing new technologies and techniques to improve local air quality, the airport has engaged with a number of UK-based airlines and other industry partners across the UK and Internationally. In 2019, for example, GAL demonstrated dialogue on air quality matters, participating in two meetings of the ACI Europe Environmental Strategy Committee where developments in innovative technologies and regulation were discussed; substantiated through workshop agendas detailing participants.

GAL has continued to participate in Sustainable Aviation's Cleaner working group, supporting the coordination of SA's written response on air quality to the Aviation Strategy Green Paper. This evidence was found to be sufficient to substantiate GAL's reported progress and the actions taken are sufficient to meet the Commitment.



The Commitment is **on track**

### **Ricardo's required amendments to GAL AMR before publication**

None.

### **Evidence Reviewed**

- Agendas and participants in Sustainable Aviation Climate Change working group 2019.
- Evidence on input to Air Quality section of SA response to Aviation 2050 Green Paper
- Agendas of ACI Europe Environment Strategy Committee meetings, April and October 2019

### **Ricardo's Commentary and Recommendations**

GAL has continued to work with Sustainable Aviation and the ACI Europe Environment Strategy Committee, discussing best practice on new technologies and techniques to improve local air quality.

### **GAL Response**

No comments.

# 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, the Company will 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.

GAL STATUS: **ON TRACK**

### 2019 Progress Update

Gatwick Airport is a designated airport for the purposes of the Civil Aviation Act of 1982 and 2006 and as such these Acts grant the Government, delegated to the Department for Transport, powers to introduce noise control measures to limit or mitigate the effect of noise and vibration connected with taking off or landing aircraft at the airport. During 2019, no new requirements regarding the measurement of noise by aircraft on departure from Gatwick Airport were implemented by the Department for Transport.

In February 2019, the END Noise Action Plan 2019-2024 for Gatwick Airport was formally 'adopted' by the Parliamentary Under-Secretary of State for the Environment. Within the Noise Action Plan, GAL has included a number of action plan actions that continue to incentivise airlines to reduce the noise impact of departing aircraft. These are:

- We will maintain a charging differential in our published airport charges which incentivises the use of aircraft with the best in class noise performance.
- We will continue to apply and report upon charging penalties to those aircraft operators of Airbus A320 family aircraft that have not had the Fuel Over Pressure Protector (FOPP) modification retrofitted.
- We will review the landing fee differential at least every five years
- Gatwick Airport Ltd will consult with its airline partners annually regarding the Airport Charges Structure. The Noise Management Board will also be asked for its feedback
- We will continue to fine aircraft in breach of the Department for Transport departure noise limits with all such monies passed to the Gatwick Airport Community Trust.
- We will review and increase the fines currently levelled against airlines which breach departure noise limits with all such monies passed to the Gatwick Airport Community Trust (GACT).
- Through engagement with the Department for Transport, Aircraft Noise Management Advisory Committee and/or through unilateral action review our departure noise limits

In March 2019, once the Noise Action Plan was formally adopted, GAL commissioned Helios Technology Ltd to undertake a review of the departure Noise limits at Gatwick Airport; this being an Action Plan Action contained within the Noise Action Plan. This review entailed an appraisal of current Department for Transport policy, benchmarking with other comparable airports, an analysis of current departure noise levels at Gatwick, consultation with airlines and deliverable and considerations for implementing new departure noise limits.

## Obligation 4.2

The Company will 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.

GAL STATUS: **ON TRACK**

### 2019 Progress Update

GAL continues to maintain differentials in aeronautical charges so as to incentivise the use of quiet aircraft at Gatwick Airport.

During 2019, no new requirements regarding the measurement of noise by aircraft on departure from Gatwick Airport were implemented by the Department of Transport.

During the period January to March 2019, the '2018/2019' Charging Schedule was in place. The 2019/2020 aeronautical charges came into effect on 1 April 2019 and are promulgated in the Gatwick Airport Conditions of Use<sup>1</sup> document.

From April 2019 onwards GAL increased the proportion of noise charges that result from operations during the night time period. This results in 55% of all noise charges at Gatwick Airport being collected from flights at night. From 2020 onwards, 60% of the noise aspect of aeronautical charges at Gatwick Airport will result from air traffic movements that take place at night, and this figure will increase to 65% by 2021 when the current charging structure expires.

An annual meeting takes place between GAL and airlines to negotiate future aeronautical charging structures and this took place on 11 September 2019. No changes have been made to the current charging structure currently in place. This is because a charging structure that was consulted on in 2018-2019 which subsequently came into effect increases the noise aspect of the overall aeronautical charge during the night period. Other aspects of the aeronautical charging structure remain unaffected, for example congestion charges. The expected outcome from this charging structure is to continue to incentivise the use of quiet aircraft during the night time period and therefore influence airline future fleet utilisation strategies.

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<sup>1</sup> [https://www.gatwickairport.com/globalassets/publicationfiles/business\\_and\\_community/all\\_public\\_publications/2019/2019-20-conditions-of-use---final---25jan19.pdf](https://www.gatwickairport.com/globalassets/publicationfiles/business_and_community/all_public_publications/2019/2019-20-conditions-of-use---final---25jan19.pdf)

## RICARDO VERIFICATION RESULT - OBLIGATION 4.2

### Ricardo Verification Summary

GAL continues to maintain differentials in aeronautical charges to incentivise the use of quiet aircraft at the airport, which are captured in the GAL published 2019/20 Conditions of Use report which incorporates Charging Schedules.

GAL continued to conduct annual meetings between the airport and airlines to negotiate future aeronautical charging structures, with the Airport Charges Group meeting in September and December. GAL has confirmed that no changes have been made to the current charging structure currently in place. GAL has increased the proportion of noise charges that result from operations during the night-time period and provided supplementary forecasting information regarding the percentage of noise charges being collected from flights at night-time

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



The Commitment is **on track**

### Ricardo's required amendments to GAL AMR before publication

The Obligation states the charges will be maintained *subject to any requirements of the Company's appropriate regulator*. Since there were no new requirements it is recommended that GAL change the Reported Progress wording to clarify this, by adding "During 2019, no new requirements regarding the measurement of noise by aircraft on departure from Gatwick Airport were implemented by the Department of Transport."

### Evidence Reviewed

- Gatwick Airport Conditions of Use 2018/19 and Gatwick Airport Conditions of Use 2019/20
- Extract from Tariff Decision Final which provides a breakdown of Noise charges split by day and night, for 2019/20 and for 2020/21.
- Calendar extracts showing September and December 2019 meetings of Airport Charges Group.

### Ricardo's Commentary and Recommendations

GAL maintain charging differentials with lower chargers for quieter and cleaner aircraft so as to encourage their use. There were no changes in regulatory requirements this year to be considered.

### GAL Response

The wording revision to the AMR will be made.

### **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, the Company will engage with airlines, ANS, NATS, and other relevant parties through the Flight Operations Performance and Safety Committee and, or by other appropriate means, 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.

GAL STATUS: **ON TRACK**

#### 2019 Progress Update

During 2019, GAL continued to engage with airlines, NATS, Air Navigation Solutions (ATC provider at Gatwick) among others through the Flight Operations, Performance and Safety Committee.

Meetings of FLOPSC took place on 30 January 2019, 27 March 2019, 29 May 2019, 30 July 2019, 25 September 2019 and 27 November 2019.

At all meetings of FLOPSC there was an update from consultants appointed by GAL who were working on the Noise Management Board workplan as well as reports issued by the Airspace and Noise Office (formerly the Flight Performance Team) detailing airline performance with key noise abatement metrics including departure track-keeping, Continuous Descent Operations and operations at night. Other aircraft noise issues discussed during 2019 included the Reduced Night Noise Trial and updates to the Gatwick Operator Briefing Pack.

In addition, the initiative that GAL is undertaking in conjunction with Sustainable Aviation, the Low Noise Approach Metric continues to be discussed at FLOPSC as well as the proposed Reduced Night Noise trial that is intended to be conducted in 2020, in conjunction with the Noise Management Board work activities.

### **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 six 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.

GAL STATUS: **ON TRACK**

#### 2019 Progress Update

Aircraft engine testing is subject to strict controls as promulgated to the Gatwick Airport Community in Gatwick Airport Directive "GAD F49 17 Procedure for Aircraft Engine Testing 2019-12-11." The monthly 'rolling average' of aircraft engine tests that were undertaken at Gatwick Airport, as of December 2019 and reported to the February 2020 NATMAG meeting was 18 with the six-month total figure recorded of 110.

An absolute total of 211 aircraft engine tests were completed during the year; the total durations of which were for 3,515 minutes at Ground Idle thrust, 736 minutes at Flight Idle thrust and 2,265 minutes at thrust levels in excess of Flight Idle. This figure is below that set out in the S106 Legal Agreement therefore the activities as set out in the sub-clauses are not applicable for implementation. Statistics relating to the number of aircraft engine tests undertaken on the airfield at Gatwick Airport are provided in the Ground Noise Summary and Commentary to the quarterly meetings of the Noise and Track Monitoring Advisory Group (NATMAG). NATMAG met on 7 February 2019, 9 May 2019, 8 August 2019 and 7 November 2019.

At all meetings, the Ground Noise Summary and Commentary (includes the number of aircraft engine tests) was provided to members in advance and any issues to be discussed in the full meeting are discussed, where appropriate, under 'Matters Arising'. Minutes from NATMAG are available for public viewing on the Gatwick Airport Noise and Airspace Webpages<sup>2</sup>.

#### **Obligation 4.5**

4.5.1 The Company will undertake an annual programme of engagement including a number of localised seminars to explain and educate local authority members, members of GATCOM, and other invited guests about noise issues and airspace change at the Airport.

4.5.2 To fund and support the continued existence of the Noise Management Executive Board, including holding an annual meeting, unless the Chair of the Noise Management Executive Board decides to recommend to the Airport to disband the Board, for whatever reason.

**GAL STATUS: ON TRACK**

#### 2019 Progress Update

During 2019 GAL has engaged extensively with local authority members, members of GATCOM and other stakeholders about noise issues and airspace change at the Airport:

- Local Environmental Health Officers at the Gatwick Noise Monitoring Group meetings regarding the enhancements to the airport Noise and Track Keeping system and associated noise monitoring hardware.
- Route 4 Airspace Change Process and Future Airspace Strategy Implementation –South: members of the community, elected representatives of the people, GATCOM and NATMAG representatives, industry stakeholders and local authority officers consulted regarding the creation of design principles for the two airspace changes and a number of workshops were held during the year; details are available on the CAA Airspace Change website.<sup>3</sup>
- GATCOM – update on the new Noise and Track Keeping System, Noise Insulation Scheme and noise metrics
- In addition to the NATMAG meetings that took place on a quarterly basis throughout 2019, a separate workshop was held on 6 November to evaluate the Phase 2 implementation of the airport Noise and Track Keeping system.
- Discover Gatwick. This is a regular engagement event (held monthly in the off-peak season) that GAL holds for local community representatives, providing a behind the scenes view of the operation of Gatwick. This entails a tour of the airfield and the opportunity to meet members of the Gatwick team to discuss the issues that are most important to local people, including aircraft noise and airspace issues.

The annual combined Airspace Seminar / public Noise Management Board meeting took place on 3 December 2019, this provided the opportunity for interested parties to hear about the progress of the Noise Management Board in transitioning to its new structure as well as its plans for the future, and how GAL and its industry and community partners continue to work together to manage aviation noise.

<sup>2</sup> <https://www.gatwickairport.com/business-community/aircraft-noise-airspace/engagement/gatcom--natmag/>

<sup>3</sup> <https://airspacechange.caa.co.uk/PublicProposalArea?pid=54>

In common with previous years, this event had an educational aspect to it and allowed participants to experience first-hand specialist interactive aviation tutorials including an opportunity to engage with noise experts, see the new Noise and Track Keeping in action as well as to experience virtual reality audio headsets, and to hear from Airline Pilots and Air Traffic Controllers. Participants were also provided with the opportunity to ask questions of our airspace and noise discussion panel made up of key industry decision makers as well as to engage with the newly established Independent Commission on Civil Aviation Noise (ICCAN) and heard their vision for the future.

A number of ad-hoc engagement sessions took place during 2019 including:

- 2 July 2019 - Participation in a Sustainable Aviation Parliamentary Event (local MPs team attended the GAL stand)
- 11 July 2019 - Meeting with Sam Gyimah, former MP for East Surrey and Nutfield Parish Council to discuss departure Route 3
- 24 July 2019 - Update to Noise Management Board on 2019 Workplan
- 24 July 2019 - Update to a community noise protest group interested in departure Route 4
- 13 September 2019 - Update to a further community noise group regarding departure Route 4

GAL continued to support the existence of the Noise Management Board during 2019. In anticipation of the end of the first term of the Noise Management Board, a review of it was initiated in 2018 and while the initial report of it was published on 28 November 2018, the final report and proposed next steps were communicated by the Chair on 1 May 2019 and discussed at NMB/14 on 8 May 2019.

The review of the Noise Management Board highlighted a number of opportunities regarding improved governance and also the practical aspects of a proposed transition to a second term. The Committee recommended preliminary changes to the Noise Management Board Terms of Reference to take account of statutory consultation obligations for airspace matters, policy and escalation, and to introduce a vision and mission statement for the Noise Management Board.

Based on feedback received during the review, a dual structure is to be introduced to the NMB - an Executive Board and a Community Forum. This structure will enable the inclusion of a greater number of community action groups as well as representation from local elected representatives.

The main area of support the airport gave to the Board was supporting the review and subsequent transition to the second term of it and associated new structure. This review and transition involved personnel from the airport. Recruitment for the Chairpersons roles of the two main committees that will constitute the Noise Management Board commenced in August 2019 and the Chairs were introduced formally at the Annual Airspace and NMB Public Meeting that took place on 3 December 2019.

## NOISE COMMITMENTS

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

GAL STATUS: **ON TRACK**

### 2019 Progress Update

"Fly Quiet & Clean" is a longstanding GAL phrase (also used by Sustainable Aviation) for ongoing coordination with airlines on noise matters, some of which also has emission efficiency co-benefits. This covers issues such as the aeronautical charges system to incentivise quieter and cleaner aircraft as well as operational matters such as Departure Track-Keeping, Continuous Descent Operations; as well as restrictions on engine testing and APU use on the ground.

Meetings of the Flight Operations Performance and Safety Committee (FLOPSC) are scheduled on a bi-monthly basis and meetings took place in January, March, May, July, September and November. Airspace Office personnel attends FLOPSC and continuously discusses adherence with the various noise reduction measures in place at Gatwick Airport including but not limited to Continuous Descents, Departure Track Keeping, Noise Infringements and night flying. Additional matters discussed at FLOPSC that fall within the 'Fly Quiet and Clean' categories are:

- Collaborative Environmental Management
- Runway Performance (go-around reduction aspect)
- Production of an airline 'noise' league table
- Aircraft operator briefing back (sets out the noise reduction requirements at Gatwick, among other things)
- Reduced Night Noise Trial (proposed)
- Low Noise Arrival Metric

The Airspace Office at Gatwick Airport has a programme of airline engagement in conjunction with colleagues within Airfield Operations to support airlines and encourage operational performance improvements. In arranging such meetings, preference is given to airlines who did not have a substantial staffing presence at Gatwick Airport or who had performance below that of the leading airlines. The Airspace Office engaged with Emirates via a teleconference on 20 August 2019 and with Air Baltic via a teleconference on 12 September 2019.

In addition, GAL has facilitated the timely sharing of noise performance data with key airlines via the 'PerformTrak' tool. The main airlines at Gatwick Airport are provided with their own access to this tool which enables them to see their own performance with a range of noise abatement processes in place. In addition, airlines are notified in real time of any non-conformance with the noise abatement procedures in place thus allowing the airline to identify the flight crew and to establish the underlying cause for such events and identify areas for improving performance.

Undertake independent benchmarking with comparable airports of our performance on operational noise management and communications. This benchmarking will be conducted every three years.

GAL STATUS: **ON TRACK**

#### 2019 Progress Update

During 2018 GAL commissioned an independent benchmarking report that provided useful input to the ongoing Airspace Office Improvement Programme. It is anticipated that further benchmarking report will be undertaken in 2021 in order to permit comparisons between the pre and post improvement programme and to foster an ethos of continual improvement.

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

GAL STATUS: **ON TRACK**

#### 2019 Progress Update

During 2019, the meetings of the Gatwick Noise Monitoring Group, the membership of which comprises of local Environmental Health Officers, took place on 30 January 2019, 10 April 2019, 10 July 2019 and 16 October 2019. During 2019, GAL in consultation with the Gatwick Noise Monitoring Group introduced an updated airport Noise and Track Keeping system and associated fixed and aircraft noise monitoring terminals, as well as an increase in the number of mobile aircraft noise monitors that can be deployed in local communities. The data from these monitors is available for public viewing on the airport noise website.

Members of the Gatwick Noise Monitoring Group were also provided with an update of the Phase 2 stage of the Airspace Office Improvement Programme. In particular:

- All 23 planned new noise monitoring terminals have now been deployed.
- Additional sites are being identified as part of the Reduced Night Noise Trial.
- A demonstration of the Phase 2 dedicated airspace and noise information portal was given, highlighting the new capabilities for noise reporting, videos and data dashboards available (<https://aircraftnoise.gatwickairport.com>).

The Gatwick Noise Monitoring Group was advised that work on the new format of the airspace office noise reports was ongoing and once approved, it is anticipated that all locations within which mobile community noise monitoring takes place will benefit from such a report. In addition, in November the detailed noise study for Oakwood Hill was circulated to members in draft format for comment and feedback prior to the report being finalised.

### **RICARDO VERIFICATION RESULT – NOISE COMMITMENT 3**

#### **Ricardo Verification Summary**

GAL has continued to take sufficient steps in maintaining programme of community noise monitoring and engaging with local environment and health officers.

GAL has participated in quarterly meetings of the Gatwick Noise and Track Monitoring Advisory Group which includes local Environmental Health Officers as part of the membership. In addition to maintaining their programme of noise monitoring GAL has taken steps to improve it and has gone live with an updated airport Noise and Track Keeping system and associated fixed and aircraft noise monitoring system on their online website, which is available for public viewing.

Members of the Gatwick Noise and Track Monitoring Advisory Group were also provided with an update of the Phase 2 stage of the Airspace Office Improvement Programme, for example, ‘all 23 planned new noise monitoring terminals have now been deployed’. These updates were substantiated through evidence such as reference to the maintenance support schedule and summary status report of sites.

This evidence was found to be sufficient to substantiate GAL’s reported progress and the actions taken are sufficient to meet the Commitment.

 The Commitment is **on track**

#### **Evidence Reviewed**

- Gatwick Noise and Track Monitoring Advisory Group attendance and agendas
- Letter on the replacement of the Gatwick Noise and Track Keeping System
- Location of current and historic noise monitors
- Noise monitoring equipment status sheets (extracted April 2020)
- Feedback received on Oakwood Hill draft report

#### **Ricardo’s Commentary and Recommendations**

GAL has maintained its programme of noise monitoring and taken steps to improve it. The Gatwick Noise and Track Monitoring Group, which includes local environment and health officers and discusses noise and airspace issues, met more than twice in the year.

#### **GAL Response**

No comments.

# SURFACE ACCESS TO THE AIRPORT

## Obligation 5.1

The Company will hold an annual meeting of the Gatwick Area Transport Forum and meetings of the Transport Forum Steering Group at quarterly intervals unless agreed otherwise by the Steering Group.

GAL STATUS: **ON TRACK**

### 2019 Progress Update

The Gatwick Airport Transport Forum took place on Friday 11 October 2019. The event aims to inform stakeholders on Gatwick's surface access over the previous year and to promote an integrated approach to transport provision across the region. Approximately 150 transport service providers and manufacturers, local authority transport officers and community representatives attended. The keynote speech was delivered by former Shadow Chancellor Ed Balls.

Forum participants heard from Gatwick's CEO, Chief Technical Officer and Head of Surface Access Strategy. Participants also received updates on Gatwick's sustainability policy and Master Plan; and heard how Gatwick works with partners on major projects including the M23 Smart Motorway upgrade and the upcoming redevelopment of Gatwick's train station. Finally, the outgoing chair of Gatwick's Passenger Advisory Group (PAG), Peter Hall reviewed his time at Gatwick and the role that PAG plays for passengers.

The quarterly meetings of the Transport forum Steering Group took place on 21 March 2019, 20 June 2019, 19 September 2019 and 12 December 2019.

## Obligation 5.2:

The Company will maintain an Airport Surface Access Strategy and will review the Strategy alongside the publication of a new Master Plan.

GAL STATUS: **ON TRACK**

### 2019 Progress Update

In October 2018 the Gatwick Airport Draft Masterplan was published for consultation and the Final Masterplan was published on 18 July 2019. In conjunction with the master-planning process, the draft updated Airport Surface Access Strategy (ASAS) was circulated to the Transport Forum Steering Group in May 2018. Feedback and comments were sought from the Transport Forum Steering Group and these were incorporated into an updated ASAS in late Spring 2019. An updated ASAS will be published on GAL's website in due course and will form part of the suite of documents associated with the Northern Runway Project planning application.

### **Obligation 5.3**

5.3.1 The Company will bring forward initiatives (to be the subject of consultation with the Transport Forum Steering Group and with the Councils) that promote, in accordance with the Airport Surface Access Strategy, the use by passengers and staff travelling overland to and from the Airport by 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 Company will set aside funds (to be known as the 'Sustainable Transport Fund' - STF) to be used for the initiatives referred to in paragraph 5.3.1 above in each calendar year from 2019 to 2021. Such funds 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; and

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:

£31.00 in 2019

£31.75 in 2020; and

£32.50 in 2021

5.3.2.3 any sums brought forward from previous years.

5.3.3 Unless otherwise agreed with the Councils, the Company will:

5.3.3.1 each year, invest in the chosen initiatives referred to in Paragraph 5.3.1 a substantial proportion being no less than 50% of the STF in that 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 Residual Funds 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; and

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

In clause 5.3.3, 'Residual Funds' shall mean the funds to be provided by the Company as calculated in accordance with clause 5.3.2 less the sums paid by the Company in the relevant year towards the funding of works at Gatwick Airport Railway Station, which shall be no more than 75% of the STF in that year. 'Works at Gatwick Airport Railway Station' includes those provided for in the agreement of 19 July 2011 and those provided for in planning application CR/2018/0273/FUL, which Crawley Borough Council resolved to permit on 11 February 2019.

**GAL STATUS: ON TRACK**

#### 2019 Progress Update

For the calendar year 2019, there were:

- 40,807 public spaces subject to a £31.00 levy which equates to £1,265,017.
- 19,488 staff allocation subject to a £10.00 levy which equates to £194,880.

The annual statement of funds for the Sustainable Transport Fund (formerly 'Public Transport Levy') created by GAL in accordance with this obligation was provided to Crawley Borough Council on 25 June 2019; receipt of which was acknowledged by the Council on 26 June 2019. An update was made to the

Transport Forum Steering Group on 19 September 2019; and meetings of the STF Funding Group were held through the year on 19 February, 23 May, 19 September and 12 December 2019.

Initiatives were discussed and confirmed at meetings of the STF Funding Group throughout the year. As of the meeting on 12 December 2019, the expected spend for the 2019/20 financial year is as follows:

- Out of the total funding available for the 2019/2020 Financial Year of £2,059,708 (consisting of monies brought forward from 18/19, the public car park and staff parking levies), a total of £2,057,000, was committed to proposed initiatives.
- The percentage breakdown of the committed spend provided to this meeting illustrated that the mode-spend was Rail 38%, Bus and Coach 37%, Cycling and Walking 18% and Other 7%.

#### **Obligation 5.4:**

The Company will work with Network Rail and other stakeholders including the Councils to assist the planning and implementation of a project to redevelop the railway station serving the Airport including potential use of funds from the STF 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.

GAL STATUS: **ON TRACK**

#### 2019 Progress Update

During 2019 GAL continued to work with Network Rail and the Department for Transport regarding the redevelopment project for the Gatwick Airport train station. On 8 July 2019 the Government announced a public / private partnership to invest £150 million to upgrade the Gatwick Airport train station. The renovation will be managed by Network Rail, in partnership with the Department for Transport. GAL and Coast to Capital Local Enterprise Partnership are co-funding the project with £37 million and £10 million respectively.

GAL will continue to play a supporting role in the delivery and integration of this project with the overall Gatwick operation as a key stakeholder, guiding the necessary enabling works and participating in detailed design workstreams.

#### **Obligation 5.5**

The Company will restrict the use of the Airport entrance/exit at Povey Cross to buses, emergency service vehicles, Airport operational users and a maximum of 350 staff car park pass holders, subject to these users satisfying the criteria specified in Appendix A 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.

GAL STATUS: **ON TRACK**

#### 2019 Progress Update

GAL continues to restrict access via Povey Cross in line with the terms set out in the S106 Legal Agreement. In 2019, the number of permitted staff car park holders was 318, while a further 1,120 airport ID holders may access Povey Cross when required for operational reasons only. Periodically the barriers at Povey Cross may be raised exceptionally to ease congestion on local roads arising from planned highways works or from road safety incidents. In such situations GAL liaises closely with the highway authorities and local councils. During 2019 there were no such major instances.

## **Obligation 5.6:**

Having regard to the Company's Car Parking Strategy, the Company will:

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 48% of non-transfer passengers choosing to use public transport for their journeys to and from the airport by 2022.

5.6.2 Provide sufficient but no more Company-managed on-airport staff car parking spaces than is consistent with achieving 42% of staff journeys to work by sustainable modes by 2022, and subject to working with stakeholders to revise the local bus target in line with agreed service enhancements.

GAL STATUS: **ON TRACK**

### 2019 Progress Update

GAL continues to manage its car parking strategy to ensure there are sufficient car parking spaces while managing demand in line with the ASAS mode share target of 48% of non-transfer passengers choosing to use public transport for their journeys to and from the airport by 2022. According to the CAA's mode share data, in 2019, 47% of non-transfer passengers used public transport to get to Gatwick, compared with 44% in 2018. Private car mode share in 2019 was 33.7% compared to 36.8% in 2018, this is a 3% decrease (and a 10% decrease compared to 2010). In 2019 there were 40,807 available public car parking spaces on the airport estate compared with 39,000 in 2018.

Staff car parking provision at the airport has remained broadly static. Annualised year-to-year figures show that in December 2019 there were 18,313 staff car parking allocations compared with 18,166 in 2018. The Faxi car-pooling system remained in place during 2019; it is being reviewed to identify ways to increase further uptake. The previous and latest ASAS includes a goal of increasing bus usage and demonstrating measurable value for money from STF funding.

In July 2019 GAL announced its five year Capital Investment Plan which includes an additional North Terminal Multi Storey Car Park providing both additional short-stay and mid-stay car parking spaces. A consultation for permitted development was submitted to CBC. It will be constructed on land currently set aside for staff parking and displaced staff have been accommodated in the existing staff car parking estate.

## **RICARDO VERIFICATION RESULT**

### **Ricardo Verification Summary**

GAL has taken proactive steps to manage its car parking strategy to ensure that there are sufficient but no more than necessary car parking spaces to comply with the Obligation. GAL has promoted the use of alternative forms of travel including public transport and car sharing as part of this and its other surface access Obligations.

GAL has evidenced, as part of their verified Decade of Change carbon footprint, that 44% of non-transfer passengers used public transport to get to Gatwick in 2018, increasing to 47% in 2019. GAL is planning to build a new multi storey car park (MSCP7) but has stated in the GDO that the new car park will not materially increase the number of passengers coming to the airport by car as most of those using MSCP7 would be expected to come to the airport by car but park elsewhere at the airport or at off-airport parking sites if the proposed development is not implemented.

GAL's annual end of year records show that on 31 December 2019 there were 18,313 staff car parking allocations compared with 18,166 on 31 December 2018. The latter number was revised during 2019 to reflect returned passes by Monarch and Omniserve staff some of which were reallocated during 2019 as GAL seeks to use its existing car park portfolio more efficiently and where possible close spaces, such as was done in 2019 with the closure of staff car park M to accommodate the new MSCP7. GAL continues to encourage car sharing.

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

 The Obligation is **on track**

### **Ricardo's required amendments to GAL AMR before publication**

In the draft AMR, the number of staff car parking allocations in 2018 is stated as 18,932; as noted above this figure was subsequently revised to 18,166 so the AMR should be amended to reflect this.

In addition to this, following a review of the verification report with GAL, Crawley Council and West Sussex Council; West Sussex Council noted that staff car parking allocations had been highlighted and compared within the AMR report for both 2018 and 2019 however, the AMR does not give the number of public car parking spaces for both years. West Sussex recommended that for consistency GAL should include public car parking spaces figures within the AMR report. Ricardo agrees with this recommendation.

### **Evidence Reviewed**

- CBC's Gatwick Parking Monitoring Report 2019 and results sheet.
- GAL staff car parking control sheet.
- GAL Capital investment programme including information on Car Parking.
- GDO consultation document on MSCP7.
- Indicative list of meetings on car sharing.

### **Ricardo's Commentary and Recommendations**

This verification clearly indicates that GAL Car Parking strategy is showing due regard to the Obligation's requirements on car parking spaces and that Gatwick are taking proactive measures to encourage alternative means of transport.

The last GAL staff travel survey (FY16/17) showed 38% of staff traveling by public transport, bike / walking or car share. GAL was due to undertake an updated survey in 2020. This is recommendable in order to obtain more recent figures for assessment of the effectiveness of the measures undertaken to encourage staff to use alternative travel modes but may need to be postponed until normal working patterns have returned post Covid 19 impact to obtain a representative picture of normal operations. In doing so, it would be recommendable to distinguish electric cars from combustion engine cars as these would be considered sustainable.

### **GAL Response**

The wording revision and figures on passenger car parking spaces will be added. We will consider the right timing for the next airport staff travel survey in light of the covid situation.

## 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 Prior to the commencement of the calendar year in which the works are to be carried out, the Company will use reasonable endeavours to enter into appropriate agreements with the relevant Local Highway Authority for the works concerned.

GAL STATUS: **ON TRACK**

### 2019 Progress Update

GAL continued to engage with the local highway authorities during 2019 with the following key activities:

- Ongoing engagement regarding the Smart Motorway programme and delivery of works with a view to reducing disruption to the airport and local communities.
- Major focus on the 36 hour closure of westbound Gatwick Spur Road over 17-19 May 2019 which was delivered successfully
- Monthly Smart Motorway stakeholder meetings which brought together the Kier delivery team, Highways England, local highways authorities, police and emergency services as well as other planned and ad hoc meetings.

In conjunction with Highways England, GAL developed early proposals for infrastructure changes at North and South Terminal roundabouts and engaged local highways authorities to seek early feedback. Detailed design will take place in 2020, subject to a funding decision from Highways England, with construction currently anticipated in 2021.

## SURFACE ACCESS COMMITMENTS

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

GAL STATUS: **ON TRACK**

### 2019 Progress Update

GAL and Govia Thameslink Railway (GTR) continued to work together through our official partnership in 2019 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 regularly and provides a forum for collaboration, reporting and information sharing. After a hiatus during the summer peak, the partnership was reviewed and relaunched in late 2019 to ensure it is fit-for-purpose during the station project delivery.

In addition, the STF Funding Group approved a £200,000 contribution towards infrastructure upgrades on the North Downs Line to enable the future introduction an additional hourly train service between Gatwick and Reading, Legal discussions were undertaken during Q4 and are due to be finalised in early 2020.

Network Rail have been undertaking works since late spring 2019, with a view to introducing the additional GWR service at a future timetable change.

GAL responded to the Williams Rail Review consultation which closed on 31 May 2019.

## **RICARDO VERIFICATION RESULT – SURFACE ACCESS COMMITMENT 1**

### **Ricardo Verification Summary**

GAL has continued to maintain quarterly meetings with principal rail operators and respond to relevant government and industry consultations.

GAL has continued to work with Govia Thameslink Railway (GTR) in 2019 through its official partnership. This includes participating in the Gatwick Airport Transport Forum Steering Group, which meets quarterly and provides a forum for collaboration, reporting and information sharing between a wide range of stakeholders. In addition, the Gatwick-GTR partnership has been reviewed and relaunched in late 2019 to ensure it is fit for purpose during the station project delivery, and the presentation from the December meeting including the importance of the partnership in the context of the relaunch was provided. GAL has held a range of other meetings with GTR over the year including partnership review meetings, strategy meetings, and quarterly meetings of the Passenger Advisory Group (PAG) Surface Access Group – Rail. GAL responded to the government Williams Rail Review consultation and has provided evidence of this response.

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

 The Commitment is **on track**

### **Ricardo's required amendments to GAL AMR before publication**

None.

### **Evidence Reviewed**

- Indicative list of 2019 meetings GAL and GTR.
- Extract from March 2019 partnership meeting notes showing participants, agenda and four working groups.
- Presentation from December 2019 meeting of GAL-GTR partnership.
- Draft Funding Agreement North Downs Line.
- GAL response to Williams Review.

### **Ricardo's Commentary and Recommendations**

GAL has maintained quarterly meetings with principal rail operators and respond to relevant government and industry consultations, in this case the government Williams Rail review.

### **GAL Response**

No comments.

Work with Forum partners to review and identify opportunities to improve local bus and express coach services at Gatwick.

GAL STATUS: **ON TRACK**

#### 2019 Progress Update

On 12 August 2019, the Zeelo travel service launched a trial route aimed at airport staff that ran from Crawley direct to work locations at Atlantic House and Jubilee House, servicing areas such as Broadfield, Southgate, Crawley Town Centre and West Green. The services initially ran every 30 mins between 05:30 - 09:30 and again between 15:30 and 19:00. After 3 months' operation and adaptation to improve uptake, the service ceased due to low numbers.

On 6 February 2019 it was announced that Metrobus had secured £4.36 million under the government's Ultra-Low Emission Bus Scheme towards 20 zero-emission hydrogen fuel cell buses for Gatwick, Crawley and Manor Royal Business District. A contribution from the STF of £250,000 was agreed by the Funding Group on 19 February 2019. Following delays due to the bus manufacturer entering administration, the first buses are anticipated to come into service in Q1 2021.

In addition, Gatwick worked with Metrobus to explore opportunities to support an additional morning and evening service on Route 22 for commuters between Charlwood and Gatwick. This issue has been raised through GATCOM periodically, so the airport is keen to find a solution to support the local community. This work was concluded at a cost of £12,000, funded through the STF on a trial basis. GAL will be monitoring the performance of this additional service and will review whether usage is sufficient to justify ongoing support.

GAL engaged transport consultants, Peter Brett, to review our bus and coach service provision, our financial contribution to Metrobus services from the STF and to identify potential new routes for service enhancements. Metrobus and National Express were engaged through this process. The review outcomes were presented to the Transport Forum Steering Group on 12 December 2019 and the detailed report and draft bus strategy will be shared with stakeholders in 2020.

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

GAL STATUS: **ON TRACK**

#### 2019 Progress Update

The next Staff Travel Survey being due by 2021, GAL decided to run an interim survey to support development of travel options with more recent data. The results will need to be treated separately from previous surveys as methodology and sample size were considerably different as this was not run alongside the census-style Employer Survey. Nevertheless, data will be useful to help inform decision-making on staff travel initiatives. The survey was opened in November 2019 and ran until 17 January 2020. The survey was open to all who work on the airport site and covered journey frequency and duration, mode/s used and views on current and potential staff travel options and incentives.

Provisional data from the survey is expected to be available in mid-2020.

# 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.

GAL STATUS: **ON TRACK**

### 2019 Progress Update

During 2019, GAL continued to ensure that all planning applications submitted have conformed with the Town & Country Planning Act and National Planning Policy Framework. GAL submissions under the airport's permitted development rights have fully conformed to national planning legislation under Class F of Part 8 of Schedule 2 of the Town & Country Planning (General Permitted Development (England) Order 2015 ("GPDO"). All planning submission made by GAL are consistent with the requirements set out in the Local Plans of planning authorities which surround the airport.

During 2019, a number of permitted development consents and planning applications were lodged with the planning authority by GAL or by airport tenants:

- The 'Echo Romeo' Rapid Exit Taxiway (GAL)
- Multi-storey Car Park 7 (GAL)
- Bloc Hotel Extension (BLOC Hotels Ltd)
- easyJet Hangar Extension (GAL / easyJet airline Co. Ltd)
- North West Zone Boeing Hangar (GAL / Boeing)
- Pier 6 Western Extension (GAL)
- Knights Acre Cesspit (GAL)

GAL has consistently followed Best Planning Practice when considering developments within the Airport boundary. When preparing development proposals and applications the GAL Planning Team considers visual, landscape and environmental matters such as impacts 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. We participate positively in local planning processes to shape local planning policy to facilitate both economic development and environmental protection in the local region.

The required planning elements are also incorporated in GAL internal project systems such as the Sustainability Assessment Forms One and Two (SA1/SA2) that are used by the Environment Team at Project design phases.

## **RICARDO VERIFICATION RESULT - OBLIGATION 6.1**

### **Ricardo Verification Summary**

As GAL continues to devise and bring forward proposals for airport development, it has considered the relevant national and local planning policies applicable to them.

GAL ensures that all planning applications submitted have conformed with the Town & Country Planning Act and National Planning Policy Framework. GAL has demonstrated a systematic approach for determining when GAL projects require Planning Consent. For example, GAL has developed its own Corporate Affairs Planning and Sustainability internal procedure, the proof of which has been substantiated by the various permitted development consents which have been lodged with the planning authority by GAL or by airport tenants.

GAL places emphasis on the importance of sustainability, considering visual, landscape and environmental matters that adhere to the proper regulation, which can be seen in their permitted development consents and internal policies for submitting these.

GAL has provided evidence of proactive engagement with local authorities regarding sustainable development and engagement with local planning policy to encourage economic development and environmental protection on the local region.

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

 The Obligation is **on track**

### **Ricardo's required amendments to GAL AMR before publication**

None.

### **Evidence Reviewed**

- BLOC Hotel extension: Planning Statement.
- GAL GDO consultation documents provided for RET (June 2019), Pier 6 western extension (June 2019), MSCP7 (December 2019).
- GAL (CAPS Planning team) internal procedure summary.
- GAL response to Crawley Borough Council on Crawley 2035 Local Plan Review.

### **Ricardo's Commentary and Recommendations**

GAL has provided example planning consents showing how relevant national and local planning policies and guidance were considered and their internal procedure for considering planning policies. GAL go beyond the requirement by engaging with the local authorities on their planning policy.

### **GAL Response**

No comments.

# COMMUNITY

## Obligation 7.1

7.1.1 The Company will 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 The Company will 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 The Company will pay to the Community Trust no later than 31 March in the years 2019 to 2021 inclusive:

- £224,000 in 2019
- £230,000 in 2020
- £236,000 in 2021

GAL STATUS: **ON TRACK**

### 2019 Progress Update

During 2019, the representatives nominated by GAL in 2018 (Julie Ayres and Liz McDermid) continued to sit on the Board of Trustees of the Gatwick Airport Community Trust. The payment of £224,000 was paid to the Gatwick Airport Community Trust on 28 March 2019.

One departure noise infringement occurred on 11 May 2019 at 10.29am. The aircraft was a Boeing 747-400 operated by Virgin Atlantic and the airline was notified of the infringement and in the absence of any mitigating circumstances was invoiced on 16 July 2019. This invoice was settled by the airline and the monies forwarded to the Gatwick Airport Community Trust accordingly.

## Obligation 7.2

In each calendar year up to and including 2021, the Company will support the Gatwick 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 by local authorities to the said Partnership for the purposes of its activities in the twelve months ending 31 March in the year in question; 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).

GAL STATUS: **ON TRACK**

### 2019 Progress Update

The Gatwick Greenspace Partnership invoiced GAL in October 2018 in respect of the 2018/2019 contribution which amounted to £6,125 and again in September 2019 in respect of the 2019/2020 contribution which amounted to £5,055. These figures reduced when compared to previous years due to the reduction in funding by the other parties.

In addition to the required support, GAL provides in-kind support to the Gatwick Greenspace Partnership by supplying a vehicle and funding the associated running costs.

# WATER MANAGEMENT COMMITMENTS

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

GAL STATUS: **ON TRACK**

## 2019 Progress Update

During 2019, GAL has continued to maintain the operational performance of the airport's surface water systems. The surface water infrastructure incorporates monitoring equipment that automatically alerts duty engineering teams if there are any issues with the operation of the infrastructure or the pollutants in the water being processed. This allows a swift response to take place thus preventing adverse discharges to the local watercourses.

During 2019, there have been no actions or reports made by the Environment Agency for non-compliance with Surface Water Discharge Consents.

The airport continues to analyse campus wide water samples conducting around 5,500 specific tests in the year for a range of pollutants and indicators. Results indicate the airport is operating well within the permit constraints and our own targets. GAL's long-term river biological sampling programme confirms that the Airport is not imposing any detrimental effect on the local rivers.

## **RICARDO VERIFICATION RESULT – WATER MANAGEMENT COMMITMENT 1**

### **Ricardo Verification Summary**

The evidence provided shows that GAL has continued to successfully maintain, monitor and report on operational performance of the drainage ponds systems to ensure compliance with discharge consents. During 2019, there have been no actions or reports made by the Environment Agency for non-compliance with Surface Water Discharge Consents. This is due to a combination of monitoring equipment e.g. providing the ability to alert engineers of potential operation issues, and reaction time from the duty engineering teams that address the issue.

The evidence provided has demonstrated that GAL is operating well within the permit constraints of its own targets, substantiated by GAL's commitment to monitoring and analysing the data. Moreover, the long-term river biological sampling programme confirms that the Airport is not imposing any detrimental effects on the local rivers.

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

 The Commitment is **on track**

### **Ricardo's required amendments to GAL AMR before publication**

None.

### **Evidence Reviewed**

- Surface Water Management presentation, May 2020 including screenshots of monitoring system.
- Current permits.
- Gatwick Bio Monitoring Report 2019 (Summary extract).

### **GAL Response**

No comments.

Continue to implement and improve performance monitoring processes (e.g. leak detection, water consumption map) to inform water efficiency action planning.

GAL STATUS: **ON TRACK**

#### 2019 Progress Update

During 2019, GAL continued to develop performance monitoring processes and the airport continues to report and monitor the percentage of water use that is not accounted for by sub-metering. In support of this an internal dashboard for water (and energy) consumption was developed and implemented in 2018/19. This system continues to be enhanced to support timely and efficient monitoring and accounting for consumption.

During 2019 GAL carried out two network leakage surveys on the Povey Cross and East of Railway water networks, with no major leaks found. GAL also surveyed South Terminal water systems to understand where additional water metering might be installed to improve water monitoring and accounting. Technical input was provided to GAL's Pier 6 Western Extension project team on water metering and rainwater harvesting.

# UTILITIES MANAGEMENT COMMITMENTS

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

GAL STATUS: **ON TRACK**

## 2019 Progress Update

During 2019, GAL completed a full mechanical, electrical and controls refurbishment of the airport fire station; the energy efficiency improvements included the installation of high efficiency gas boilers, HVAC plant, LED lighting and controls. In 2019, funding was approved for the replacement of four large ventilation fans with higher efficiency equivalents; the work will complete in March 2020.

During 2019, as part of the airport's ongoing programme of lighting upgrade, approximately 2,500 light fittings have been replaced with energy efficient Light Emitting Diode (LED) technology. Locations where the light fittings have been replaced include South and North Terminals public and back of house areas. Additionally, new LED lighting and associated controls have been installed in two large back of house baggage areas in North Terminal – the main Baggage Hall and the Transfer Baggage Facility.

In 2019, GAL also completed a site-wide energy efficiency audit to help us understand future energy saving investment opportunities.

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.

GAL STATUS: **ON TRACK**

## 2019 Progress Update

In support of this commitment, GAL continues to use and review company technical standards to improve energy efficiency including engagement with airport third parties.

During 2019, the Commercial Fit-out Standard was issued, which:

- Increased the minimum efficiency of lighting installations on the airport to 100lm/W compared to a minimum Building Regulation target of 60lm/W
- Reinforces Gatwick Airport's requirement for Energy Strategies for each development; and requests that this also includes measures to eliminate the single-use plastic waste
- New requirement for low Global Warming Potential refrigerants in all systems <1000kgCO<sub>2</sub>e

The Technical Standard for the Building Management Systems was reviewed during 2019 to ensure that the cooling hierarchy is applied, ensuring that free cooling is applied in advance of active cooling solutions and the stakeholder review of the Building Management System Technical Standard was completed, this reflects the importance of a correct control strategy in realising operational energy efficiency. The latest revision has greater focus on demand-based control systems to ensure that systems only operate when required. This Technical Standard was issued in December 2019.

# WASTE MANAGEMENT COMMITMENTS

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

GAL STATUS: **ON TRACK**

## 2019 Progress Update

GAL continues to maximise waste hierarchy management and performance from its operations. As of 31 December 2019, GAL achieved an annual recycling/reuse rate of 71%. This is largely due to the introduction of the Materials Recycling Facility (MRF) in 2016 and the optimisation of systems and processes thereafter time resulting in less waste going off-site for processing and more being handled on-airport through the MRF thus resulting in incremental improvements.

A key focus in 2019 was capturing liquid waste arising from the current on-airport waste management processes. Once captured, this is liquid is removed off-airport for recycling and this is measured in weight and thus a 'new' recycling stream created that will increase the airport's reported recycling rate.

In late December 2018 and continuing in 2019, the food outlet Nando's in conjunction with City Harvest (an organisation that redistributes food to organisations that feed the hungry) commenced a trial of redistributing surplus frozen chicken from its Gatwick restaurant. As this material would otherwise enter the food waste stream, its redistribution is classified as recycling.

## **RICARDO VERIFICATION RESULT – WASTE MANAGEMENT COMMITMENT ONE**

### **Ricardo Verification Summary**

GAL has demonstrated that it continues to maximise waste hierarchy management and performance from its operations. In 2019, for example, GAL achieved an annual recycling/reuse rate of 71%. This percentage has been increasing annually and has largely been a result of GAL's Materials Recycling Facility (MRF) introduced in 2016 and the optimisation of systems and processes thereafter.

GAL has demonstrated its innovative approach to waste management through the implementation of new recycling waste streams, for example to capture and separate liquid waste arising from the current on-airport waste management processes. Moreover, GAL has engaged with food outlet Nando's to support its pilot initiative with City Harvest to redistribute surplus frozen chicken from their airport operation, as it would otherwise enter the food waste stream, and thus increasing its recycling contribution.

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



The Commitment is **on track**

### **Ricardo's required amendments to GAL AMR before publication**

None.

## Evidence Reviewed

- Gatwick Airport Directives on Airport Waste and Recycling Management and on Aircraft Cabin and Catering waste
- Evidence of recycling/reuse performance
- Sample waste transfer notes on liquid waste stream
- Sample monthly collection of Nando's frozen chicken
- Photograph of Gatwick MRF line.

## Ricardo's Commentary and Recommendations

GAL has been maximising reuse and recycling and implementing new measures. The Gatwick Airport Directives demonstrate that waste hierarchy is a core part of procedures in support of GAL's sustainability ambitions.

## GAL Response

No comments.

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

GAL STATUS: **ON TRACK**

## 2019 Progress Update

GAL continues to engage with its retail, airline and construction partners to improve waste management processes, recycling and compliance with all appropriate legislation. GAL requires every company producing or handling waste on the airport site to:

- Follow the waste hierarchy (reduce, reuse, recycle, recover and responsible disposal)
- Set up processes/disposal methods (e.g. bins) to segregate different types of waste to maximise recycling opportunities. This must include streams for: dry mixed recycling (packaging etc), food (including coffee grounds), glass, cardboard, coffee cups and general/wet waste (non-recyclable waste)
- Ensure that waste is securely contained to minimise risk of litter, foreign object debris and spills;

During 2019 the airport has continued to work with retailers regarding segregation of waste at source. In support of this a new Gatwick Airport Directive (GAD/F:39/19) has been issued, the purpose of which is to advise all companies operating at Gatwick Airport of the waste and recycling facilities available on the airport, the correct use of the facilities and restrictions of their use. This GAD sets out the process to be followed when non-compliances with the waste management process has been identified thus providing the mechanism for corrective action to be taken where necessary. In addition, the airport continues to monitor waste receiving locations to better understand who uses them.

During 2019, the Gatwick Recycling Champions forum met in January and September. This initiative is a collaboration with our retail partners, cleaning provider and waste contractor. The Champions network shares best practices to reduce avoidable waste, segregate more recyclables and create a culture where airport staff and passengers have better opportunities to recycle.

During 2019, GAL presented on waste management and recycling at the quarterly EHS Construction Forum meetings in May, July, September and November 2019 to improve construction data returns on diversion from landfill.

In June, GAL and DHL facilitated a reusable cup trial by Starbucks and the charity Hubbub. Over a four week period, customers at the Starbucks south terminal store had the opportunity to borrow and return a reusable rigid cup with lid. GAL and DHL provided several collection points in the terminal and the logistics to collect, wash and return the cups to the Starbucks store for reuse. During the trial, on average 215 disposable cups a day were replaced with a re-usable cup, saving 4,425 single use cups overall. The trial gained worldwide media attention and created significant insights on customer needs and preferences in a travel context and the challenges of reducing single use products.

In September 2019 GAL undertook an engagement session with easyJet managers on the 'waste journey' at Gatwick Airport, specifically cabin waste to promote awareness of easyJet's role and opportunities for further collaboration on segregation and recycling.

## SECTION C

### DATA TABLES

The following data is provided in line with S106 obligation 9.2.3

GAL reports additional data in its annual Sustainability reports and on the Gatwick Noise portal.

[www.gatwickairport.com/sustainabilityreport](http://www.gatwickairport.com/sustainabilityreport)

<https://www.gatwickairport.com/business-community/aircraft-noise-airspace/noise-reports/>

#### AIR QUALITY INDICATORS

AIR QUALITY	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019
<b>Nitrogen Dioxide: NO<sub>2</sub> annual average (µg m<sup>3</sup>)</b> Legal standard: 40										
Residential Site RG1	28.9	21.1	22.7	21.7	21.8	21.1	20.3	20.4	18.8	19.1
Residential Site RG2 (RG6 since 2017)	31.2	28.8	31.2	28.5	28.5	26.4	28.6	26.7	24.9	24.2
Residential Site RG3	20.5	17.8	23.2	19.3	17.5	14.0	16.7	13.9	15.5	15.1
Airport Site LGW3	36.8	32.3	33.4	32.0	30.6	28.0	30.0	29.5	29.8	29.0
<b>Particulate Matter: PM<sub>10</sub> annual average (µg m<sup>3</sup>), VCM corrected</b> Legal standard: 40										
Residential Site RG1	19.7	21.7	19.4	20.1	18.7	19.2	16.5	16.2	17.1	15.9
Airport Site LGW3	22.0	24.0	22.0	23.0	23.6	22.0	20.0	18.5	19.0	14.4
<b>Benzene: annual average concentration (µg m<sup>-3</sup>)</b> Legal standard: 5										
Residential Site RB11	1.8	1.4	1.0	1.0	1.9	1.0	1.2	0.9	0.9	0.7
Airport Site LGW3	--	0.51	0.4	0.7	0.5	0.46	0.51	0.6	0.6	0.7

These 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. <http://www.gatcom.org.uk/key-issues/local-air-quality/>

## ANNUAL SUMMARY 2019 AIRCRAFT ENGINE TESTING AND FEGP AVAILABILITY

Air Traffic Movements 2019				
Q1	Q2	Q3	Q4	Total
62,378	76,625	81,845	63,888	284,736
Aircraft Engine Tests 2019				
Q1	Q2	Q3	Q4	Total
44	57	64	46	211
<p>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.</p>				
Fixed Electrical Ground Power (FEGP) Availability During Core Hours				
<p>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).</p>				
2019 annual	2019 Q1	2019 Q2	2019 Q3	2019 Q4
99.95%	99.89%	99.97%	99.98%	99.97%
2019 FEGP availability (monthly by Terminal)				
2019	North Terminal		South Terminal	
99.95%	99.95%		99.95%	
% Runway Direction in Use 2019				
Westerly (RWY 26) – 68% Easterly (RWY 08) – 32%				

## GROUND NOISE COMPLIANCE INDICATORS

Month	Number of Engine Tests	Engine Tests (6 month rolling average)	Engine Tests (6 month totals)	APU non-compliances <sup>1</sup>	Ops Duty Team audits <sup>2</sup>	Operations Duty Team non-compliances	FEGP <sup>3</sup> Availability NT	FEGP Availability ST	GPU dispensations <sup>4</sup>	GPU Used Without Dispensation
Jan-19	11	15	89	0	122	0	99.98%	99.97%	6	0
Feb-19	19	15	88	0	111	0	99.99%	99.67%	8	0
Mar-19	14	14	81	0	123	0	99.77%	99.98%	3	0
Apr-19	16	14	84	0	114	1	99.93%	99.97%	4	0
May-19	14	14	81	0	119	1	99.98%	99.97%	9	0
Jun-19	27	18	107	0	123	4	100.00%	99.98%	4	0
Jul-19	24	19	114	0	116	0	99.96%	100.00%	2	0
Aug-19	24	20	119	0	122	0	99.95%	99.99%	1	0
Sep-19	16	20	121	0	115	0	99.98%	99.99%	3	0
Oct-19	14	20	119	1	123	0	99.98%	99.96%	4	0
Nov-19	20	21	125	0	114	1	99.93%	100.00%	1	0
Dec-19	12	18	110	2	118	0	99.98%	99.95%	6	0

1 The operation of aircraft Auxiliary Power Units (APU) is restricted and their operation permitted only in certain circumstances.

2 This includes monitoring of aircraft auxiliary power unit usage.

3 FEGP – Fixed Electrical Ground Power (power supplied to aircraft from the electrical grid).

4 The operation of Ground Power Units (GPU) is only permitted in certain circumstances.

## 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	2019
Non-transfer passengers	38,940,710	41,207,473	41,574,396	40,841,028
Passenger public transport use (%) (combined rail, bus/coach use)	44	44	44	47.4
Private car (%)	38.5	37.9	36.8	33.7
Rail	37.5	38.0	38.0	41.3
Bus/ Coach	6.0	5.7	5.8	6.1
Hire car	1.3	1.1	1.8	1.7
Taxi/ Minicab/Uber	15.5	16.2	16.6	16.0
Other	0.3	0.2	0.3	0.4

Source: Civil Aviation Authority (CAA) data from Origins and Departures surveys. CAA data for 2019 was provided in March 2020. 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.

## ENERGY, WASTE and WATER QUALITY INDICATORS

ENERGY USAGE*	2010	2011	2012	2013	2014	2015 **	2016	2017	2018	2019
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	211,906,999
<b>Total energy consumption by user</b>										
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	152,363,338
Total 3 <sup>rd</sup> 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	59,543,661
<b>Total energy consumption by fuel</b>										
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	61,018,238
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	150,888,761

\* 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.

WATER QUALITY MANAGEMENT	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019
<b>River Mole – Biological Monitoring</b>										
Upstream yearly average BOD (mg/l)	2.75	3.42	3.99	2.94	5.22	2.48	2.81	3.06	3.75	2.94
Downstream yearly average BOD (mg/l)	3.39	2.69	4.01	4.95	2.61	2.44	3.19	4.15	9.19	3.25
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	5.68
Days per year when 10mg/l exceeded	16	2	77	63	9	2	9	33	3	3
D pond discharge - days per year of non-compliance with EA consents	None	None	None	None	None	None	None	None	None	None

MATERIALS MANAGEMENT	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019
Total operational & commercial waste collected (tonnes)	9,685	9,206	8,803	9,315	9,803	10,494	11,827	13,118	13,722	13,493
Operational & commercial waste recycled/reused* (%)	41%	54.6%	40%	38.7%	40%	49.0%	52%	58%	64%	70.9%
Operational & commercial waste recovered for energy (%)	not known	15%	50%	52%	39.6%	46.6%	48.0%	42.0%	36%	29.1%
Operational & commercial untreated waste sent to landfill (%) **	not known	30.4%	10%	9.3%	20.4%	4.3%	0.0%	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%	0.29%

## SECTION D

### ACTION PLANNING

#### Obligation 8.1

The Company will no later than 31 May 2019, extend its existing Action Plans as necessary, specifying its prioritised programme of activities to continue addressing the following issues in the period to 31 December 2021:

- Air quality
- Noise (for the purpose of this Agreement, the Company's Environmental Noise Directive Noise Action Plan as approved from time to time)
- Surface Access Action Plan (being the actions described in the Airport Surface Access Strategy)
- Water management
- Waste management and
- Energy management

GAL STATUS: **ON TRACK**

#### 2019 Progress Update

The above listed action plans were extended in May 2019 and published on the GAL website.<sup>4</sup>

#### Obligation 8.2

The Company will select actions within each of these Action Plans to constitute Commitments and will consult the County Council and the Borough Council on its selection.

GAL STATUS: **ON TRACK**

#### 2019 Progress Update

In March 2019, GAL selected 15 Commitments from its extended Action Plans and provided these to CBC and WSCC for feedback.

#### Obligation 8.3

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 materially altered Action Plan produced in the preceding calendar year in accordance with paragraphs 8.1 above but not one altered pursuant to paragraph 8.4 below, and shall submit to the Company and the Councils a report containing its views on:

8.3.1 whether the Action plan is fit for purpose, and

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

<sup>4</sup> [https://www.gatwickairport.com/globalassets/publicationfiles/business\\_and\\_community/all\\_public\\_publications/sustainability/s106/gal-action-plans-consolidated-set.pdf](https://www.gatwickairport.com/globalassets/publicationfiles/business_and_community/all_public_publications/sustainability/s106/gal-action-plans-consolidated-set.pdf)

GAL STATUS: **ON TRACK**

2019 Progress Update

Not applicable: Action Plans extended without material alteration.

**Obligation 8.4**

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

GAL STATUS: **ON TRACK**

2019 Progress Update

Not applicable: refer to obligation 8.3.

**Obligation 8.5**

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

The Environmental Consultant shall be required to invoice all parties separately.

GAL STATUS: **ON TRACK**

2019 Progress Update

Not applicable: refer to obligation 8.3.

# MONITORING AND REPORTING

## Obligation 9.1

To monitor compliance with the Obligations of the Company contained in this Agreement and the Commitments selected from the Action Plans (identified by the Company pursuant to paragraph 8.2) and to report the results to the County Council and the Borough Council annually in accordance with the following provisions.

GAL STATUS: **ON TRACK**

### 2019 Progress Update

In March 2019, our draft Annual Monitoring Report (AMR) for 2018 incorporating reporting on the Obligations and the selected Commitments was provided to the Borough and County Councils in accordance with the terms of the agreement. Following the verification process, the finalised 2018 AMR has been provided to the Borough and County Councils and published on the Gatwick Airport corporate website.<sup>5</sup>

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

GAL STATUS: **ON TRACK**

### 2019 Progress Update

This information was included in the 2018 AMR (the environment indicators are included following the verification, prior to finalisation of the AMR); and will be included in the 2019 AMR before publication.

<sup>5</sup> <https://www.gatwickairport.com/business-community/community-sustainability/sustainability/s106-agreement-and-action-plans/>

### **Obligation 9.3**

The Monitoring Report shall be prepared by the Company for each Calendar year 2018 to 2020 and shall be issued to the County Council the Borough Council and the Environmental Consultant by 31 March in the year next following.

GAL STATUS: **ON TRACK**

#### 2019 Progress Update

As noted above (Obligation 9.1), the 2018 AMR was prepared in early 2019 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.

GAL STATUS: **ON TRACK**

#### 2019 Progress Update

The County Council and the Borough Council reporting for 2018 on their Obligations was incorporated into the AMR for 2018 which was finalised in August 2019.

### **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.

GAL STATUS: **ON TRACK**

#### 2019 Progress Update

This was undertaken with regard to the 2018 AMR in April-May 2019 and the full details included in the 2018 AMR which was finalised in August 2019.

### **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

GAL STATUS: **ON TRACK**

#### 2019 Progress Update

This was undertaken with respect to the 2018 AMR and the full details were included in the report which was finalised in August 2019.

### **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 Obligation or Commitment and in the case of remedial actions the adequacy of the work that they propose.

GAL STATUS: **ON TRACK**

#### 2019 Progress Update

This was undertaken with respect to the 2018 AMR and the full details were included in the report which was finalised in August 2019.

### **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.

GAL STATUS: **ON TRACK**

#### 2019 Progress Update

This was undertaken with respect to the 2018 AMR and the full details were included in the report which was finalised in August 2019.

**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

GAL STATUS: **ON TRACK**

2019 Progress Update

The cost of the Environmental Consultant for the 2018 AMR verification, conducted in April-May 2019, was paid by GAL and re-charged back to WSCC and CBC accordingly.

## SECTION E

### CRAWLEY BOROUGH COUNCIL REPORTED PROGRESS

#### Obligation 10.1

To meet with the Company, the County Council and the Adjoining Authorities on at least two occasions a year, unless otherwise agreed by the Company and the Councils, 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.

CBC STATUS: **ON TRACK**

#### 2019 Progress Update

A number of meetings took place in 2019 to discuss long term airport parking. The Gatwick Parking Survey was undertaken 13 September 2019, and a post-survey meeting to discuss the survey was held 3 December 2019. This was attended by GAL and the Gatwick Local Authorities. Meeting also took place between CBC and GAL in relation to airport parking on 18 July 2019, 7 January 2020, and 30 January 2020.

#### Obligation 10.2

To meet with the Company (Chief Planning Officer and/or Planning Manager) on at least two occasions a year, unless agreed otherwise, 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

CBC STATUS: **ON TRACK**

#### 2019 Progress Update

The Borough Council met with GAL on a number of occasions in 2019 (9 April 2019, 23 May 2019, 16 September 2019 and 27 February 2020) 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.

CBC STATUS: **ON TRACK**

2019 Progress Update

The Gatwick Officers Group (GOG) met on four occasions in 2019/20 (5 June 2019, 10 July 2019, 16 September 2019, and 26 February 2020). The Gatwick Joint Local Authorities both took place by way of electronic updates circulated 7 August 2019 and 7 January 2020.

**Obligation 10.4**

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

CBC STATUS: **ON TRACK**

2019 Progress Update

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.

CBC STATUS: **ON TRACK**

2019 Progress Update

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.

CBC STATUS: **ON TRACK**

2019 Progress Update

The Gatwick Joint Authorities Air Quality meeting took place on 6 December 2019 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 that suits the needs of all users and where opportunities arise to improve multi modal interchangeability of the Airport.

CBC STATUS: **ON TRACK**

2019 Progress Update

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 .

CBC STATUS: **ON TRACK**

2019 Progress Update

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.

CBC STATUS: **ON TRACK**

2019 Progress Update

The Borough Council provided information on compliance with its obligations at the S106 management meetings and contributed to the preparation of the 2018 AMR. AMR meetings were held between GAL/CBC/WSCC and the independent consultants Ricardo Energy and Environment on 18 April 2019 and 26 June 2019.

**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.

CBC STATUS: **ON TRACK**

2019 Progress Update

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

# WEST SUSSEX COUNTY COUNCIL REPORTED PROGRESS

## Obligation 11.1

To meet with the Company (Chief Planning Officer and/or Planning Manager) on at least two occasions a year, unless agreed otherwise, 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

WSCC STATUS: **ON TRACK**

### 2019 Progress Update

The County Council met with GAL on a number of occasions in 2019 (23 May 2019, 16 September 2019 and 27 February 2020) 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.

WSCC STATUS: **ON TRACK**

### 2019 Progress Update

There are currently no proposals for road user charging.

## 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.

WSCC STATUS: **ON TRACK**

### 2019 Progress Update

Since October 2018, GAL has paid the money direct to Metrobus.

#### **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.

WSSC STATUS: **ON TRACK**

#### 2019 Progress Update

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.

#### **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.

WSSC STATUS: **ON TRACK**

#### 2019 Progress Update

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.

WSSC STATUS: **ON TRACK**

#### 2019 Progress Update

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

AMR meetings were held between GAL/CBC/WSSC and the independent consultants Ricardo Energy and Environment on 18 April 2019 and 26 June 2019.

**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.

WSSC STATUS:

**ON TRACK**

2019 Progress Update

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

# SECTION F

## GLOSSARY OF TERMS

### ACI EUROPE

ACI EUROPE is the European region of Airports Council International. ACI is the only worldwide professional association of airport operators. ACI EUROPE represents over 450 airports in 44 countries. Member airports handle 90% of commercial air traffic in Europe, welcoming over 1.5 billion passengers each year.

**AMR** Annual Monitoring Report that is completed annually by Gatwick Airport Ltd., Crawley Borough council and West Sussex County Council that details the performance against the S1096 Obligations and Commitments.

**ANS** Air Navigation Solutions Ltd, the provider of air navigation services at London Gatwick Airport.

**AQMA** Air Quality Management Area.

**ASAS** Airport Surface Access Strategy

**APU** Auxiliary Power Unit. A small engine located on an aircraft that provides power for essential aircraft systems while the aircraft is parked on the ground or when an aircraft is in the arrival or departure stage.

**CAA** Civil Aviation Authority.

**CAEP** The Committee on Aviation Environmental Protection (CAEP) is a technical committee of the ICAO Council established in 1983. CAEP assists the Council in formulating new policies and adopting new Standards and Recommended Practices (SARPs) related to aircraft noise and emissions, and more generally to aviation environmental impact.

**CBC** Crawley Borough Council, the local planning authority for London Gatwick Airport.

**CCAR** Climate Change Adaptation Reporting. The Climate Change Act 2008 allows Government to ask certain organisations to produce reports on the current and future predicted effects of climate change on their organisation and their proposals for adapting to climate change.

### DEFRA

Department for Environment Food and Rural Affairs (UK Government).

**DfT** Department for Transport (UK Government).

**DHL** DHL Supply Chain is the partner to Gatwick Airport Ltd in managing the waste process.

**FEGP** Fixed Electrical Ground Power. This allows aircraft parked on a stand to be connected to the airports power network thus removing the need for aircraft to keep their on-board Auxiliary Power Units operating.

### FLOPSC

Flight Operations Performance and Safety Committee, a committee comprising of representatives from airlines, air traffic control, Gatwick Airport Ltd, and the Civil Aviation Authority. This committee focusses on airside operations, safety, runway performance and noise issues.

**FOPP** Fuel Over Pressure Protector. Overpressure protectors are located in the vent surge, outer and inner wing tanks, and between the centre tank and the left inner tank. An overpressure burst disk ruptures if the internal and external pressure differential exceeds a predetermined level. This causes a tonal effect to be experienced on the ground during certain stages of landing and a retrofit to eliminate this has been introduced.

**GACT** Gatwick Airport Community Trust, the Trust is an independent charity run by a board of nine volunteer trustees. It awards grants annually to local community schemes which benefit parts of East and West Sussex, Surrey and Kent. Gatwick Airport Ltd funds the trust on an annual basis and in addition, fines levied against aircraft operators that breach the departure noise limits are also forwarded to the Trust.

**GAD** Gatwick Airport Directive. These are issued on behalf of the airport's chief operating officer and provide information and guidance on airport procedures

**GAL** Gatwick Airport Ltd, the owner and operator of London Gatwick Airport.

#### **GATCOM**

Gatwick Airport Consultative Committee. This is constituted to meet the requirements of Section 35 of the Civil Aviation Act 1982 for an airport "to provide adequate facilities for consultation with respect to any matter concerning the management or administration of the airport which affects the interests of users of the airport, local authorities and any other organisation representing the interests of persons concerned with the locality in which the airport is situated".

**GDPO** General Permitted Development Order. The Town and Country Planning (General Permitted Development) (England) Order 2015 (the "GPDO 2015") is a statutory instrument, applying in England, that grants planning permission for certain types of development (such development is then referred to as permitted development).

**GGP** Gatwick Greenspace Partnership, a community project that works to benefit people, wildlife and the countryside between Horsham, Crawley, Horley, Reigate and Dorking.

#### **GJLAM**

Gatwick Joint Local Authorities Members, a meeting of local authority members to discuss major issues relating to the airport. Works in conjunction with the 'GOG'.

**GNMG** Gatwick Noise Monitoring Group. Comprises local Environmental Health Officers and oversees the airport community noise monitoring programme and commissions reports on the noise climate in locations where noise monitoring takes place.

**GOG** Gatwick Officers Group, a meeting of local authority officers that meets at least 4 times a year in advance of the Joint Local Authority member meetings to discuss major issues relating to airport planning, master-planning, commitments, action plans and surface access.

**GPU** Ground power Units, these are generators used to provide power to an aircraft while it is parked. At Gatwick Airport, these are subject to restrictions on use and are typically operated when the Fixed Electrical Ground Power is not available.

**GTR** Govia Thameslink Railway, a rail operator serving London Gatwick Airport.

**HVAC** Heating, ventilation, and air conditioning, the technology of indoor and vehicular environmental comfort. Its goal is to provide thermal comfort and acceptable indoor air quality.

**ICCAN** Independent Commission on Civil Aviation Noise. This is a non-statutory, advisory body created to provide independent, impartial advice to government, regulators and the UK aviation industry.

**JLA** Joint Local Authorities, a group of local authorities who are affected by the operation of London Gatwick Airport who are subject to a Memorandum of Understanding regarding consultation in respect of development at the airport. Crawley Borough Council administers the meetings of the Joint Local Authorities.

**LGW3** A term used to refer to the on-airport air quality monitoring station.

**MRF** Materials Recycling Facility established at London Gatwick Airport as part of the waste management process.

## **NATMAG**

Noise and Track Monitoring Advisory Group. A technical group established to oversee the work of the Airspace Office and adherence to the noise abatement procedures in place at London Gatwick Airport. This group comprises members of the Gatwick Airport Consultative Committee, the Department for Transport, Air Navigation Solutions, NATS, Airport Operators Committee and Gatwick Airport Ltd.

**NATS** NATS plc, an air navigation services provider that manages the 'en-route' airspace as well as providing tower services at certain airports.

**NCF** Noise Management Board Community Forum.

**NDG** Noise Management Board Delivery Group.

**NEX** Noise Management Board Executive Committee.

**NMB** Noise Management Board. A group established to bring together representatives from all stakeholders in the management and mitigation of aircraft noise. The membership of the board comprises representatives from various aspects of the aviation industry the Department for Transport, elected representatives of the people and a number of local community noise action groups.

**NO<sub>2</sub>** Nitrogen Dioxide, one of a group of highly reactive gases known as oxides of nitrogen or nitrogen oxides (NO<sub>x</sub>).

**NO<sub>x</sub>** In atmospheric chemistry, NO<sub>x</sub> is a generic term for the nitrogen oxides that are most relevant for air pollution, namely nitric oxide (NO) and nitrogen dioxide (NO<sub>2</sub>). NO<sub>x</sub> gases are usually produced from the reaction among nitrogen and oxygen during combustion of fuels, such as hydrocarbons, in air; especially at high temperatures.

## **PM<sub>10</sub> / PM<sub>2.5</sub>**

PM<sub>10</sub> is particulate matter 10 micrometres or less in diameter, PM<sub>2.5</sub> is particulate matter 2.5 micrometres or less in diameter. PM<sub>2.5</sub> is generally described as fine particles.

**RBBC** Reigate and Bansted Borough Council, a neighbouring local authority that takes the lead on air quality issues on behalf of the Joint Local Authorities.

**S106** Section 106 Legal Agreement. These are legal agreements between Local Authorities and developers; these are linked to planning permissions and can also be known as planning obligations.

**STF** Sustainable Transport Fund. This is funded from a levy on car parking spaces at the airport and is intended to promote modes of transport to the airport other than the private car.

## **Sustainable Aviation**

Sustainable Aviation is a long-term strategy which sets out the collective approach of UK aviation to tackling the challenge of ensuring a cleaner, quieter, smarter future for the industry.

**UFP** Ultra-fine particles, particulate matter of nanoscale size (less than 0.1 µm or 100 nm in diameter).

**WSCC** West Sussex County Council, the local highway authority for London Gatwick Airport

# SECTION G

## 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 2019 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 2019 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 2019 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 verified;
- Obligations or Commitments which required completing by 31 December 2019; and
- Results of previous verifications.

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 verification, 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 2019 AMR.

For each selected Obligation and Commitment, Ricardo established if the progress stated in the AMR was accurate, if the Obligation or Commitment was on track and if the 2019 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 derive from its Action Plans which were extended in line with the 2019 extension of the s106 agreement. GAL's Commitments were communicated to CBC and WSCC in 2019 and have been used in the 2019 AMR.

### Verification Findings

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

**Ten** out of ten Obligations/Commitments verified 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**).

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