

GATWICK AIRPORT LIMITED

SECTION 106 LEGAL AGREEMENT ANNUAL MONITORING REPORT 2021

FINAL REPORT

Date of issue: 10 June 2022

SECTION A

ABOUT THIS REPORT

In 2001, Gatwick Airport Limited (GAL) signed a Section 106 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 seven 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, and in 2022 reviewed and extended a further three years until the end of 2024.

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

The S106 Legal Agreement includes an Obligation for the Airport and the two lead Local Authorities to report on their respective progress in meeting the Obligations in the Agreement in the Annual Monitoring Report (AMR); and for independent verification of a selection of the Airport's Obligations at years 2022 and 2023. For these years, the verification findings will be incorporated into the AMR. It has been agreed by all parties that, for the 2021 reporting year, no external verification of S106 reported progress will be required due to the continued impact of COVID-19 on the airport's operation.

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 (WSCC) – the Local Highway Authority
- Crawley Borough Council (CBC) – the Local Planning Authority.

As the reporting organisations, GAL works closely with WSCC and CBC regarding the activities specified within the S106 and on the AMR and, at times relevant, its verification.

WSCC and CBC also represent the interests of the neighbouring authorities via the Joint Local Authorities and Gatwick Officers Group (GOG) and 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.

REPORTING FORMAT USED IN THIS DOCUMENT

Obligation Number (with embedded link to the text of the Obligation in Annex Three)

GAL STATUS

Performance status reported by GAL, which for 2021 is described as below:

ON TRACK – The obligation specifies annual or ongoing activity which has been maintained in 2021; or the obligation requires periodic non-annual activity which did not fall due in 2021.

PARTIALLY ON TRACK – The obligation specifies annual or ongoing activity which has been slowed or reduced in 2021 due to COVID-19.

NOT ON TRACK – The obligation specifies activity due in 2021 that has been paused indefinitely due to COVID-19.

2021 Progress update

A summary of GAL actions taken in 2021 (Section B).

SECTION B

GAL REPORTED PROGRESS

INTRODUCTION

The continued impact of COVID-19 across the globe made 2021 both challenging and unpredictable. At Gatwick, our top priorities have remained that of the health and wellbeing of our passengers and staff, protecting the business and the preservation of jobs. Nevertheless, throughout 2021 GAL continued to implement the S106 Obligations; and also maintained core noise, air quality, water quality and biodiversity monitoring, COVID-safe waste handling and recycling, coordination with surface access stakeholders, and comprehensive stakeholder engagement.

Over the following pages we report our performance on the Obligations of the S106 Legal Agreement during the year ended 31st December 2021.

This section provides GAL's report on fulfilment during 2021 of the S106 Obligations on Climate Change; Air Quality; Noise; Surface Access to the Airport; Development; Community and the Economy; and on Action Planning, Monitoring and Reporting.

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

A summary of reported progress is provided below.

Of the 22 Obligations for which GAL is responsible:

19 Obligations were **on track** during 2021.

Three Obligations were **partially on track** during 2021.

No Obligations were **not on track** during 2021.

CLIMATE CHANGE

Obligation 2

GAL STATUS: Partially on track

2021 Progress Update

GAL is participating in Defra's third round of Climate Change Adaptation reporting, through which reports were due to Defra by the end of 2021. Although Obligation 2 required the report to be published by 30 June 2021, GAL's report was provided to Defra on 23 December 2021, as required by Defra. Hence, GAL has described this as 'partially on track', given the report was submitted in 2021. In line with Defra guidance for third round reporting, the report uses UKCP18 climate projections for 2020-2049 and 2050-2079 for updating the strategic assessment of operational and infrastructure risks in the medium and longer-term and provides an update on GAL's climate change adaptation programmes. The report is available on the Gatwick Airport Sustainability [Webpage](#).

AIR QUALITY

Obligation 3.1

GAL STATUS: On track

2021 Progress Update

GAL continues to provide Fixed Electrical Ground Power (FEGP) supply to all new and refurbished aircraft stands. All stands at Gatwick currently have FEGP supply. However, a small number of stands are large enough to accommodate two aircraft at once, but due to space constraints, these stands do not have two FEGP units to service both aircraft concurrently.

During 2021, no new or refurbished aircraft stands were introduced to service. The relevant Gatwick Airport Directives on the use of FEGP and on restricted use of Ground Power Units (GPU) remained in place throughout 2021, remaining effective until the start of 2023. These procedures are incorporated in daily aircraft turnaround audits conducted by GAL's Airside Compliance team which, among other matters, monitor FEGP and GPU compliance; and in regular stand safety audits which include thrice-monthly randomised spot-checks on GPU usage (along with Auxiliary Power Unit usage).

In July 2020, an additional Gatwick Airport Notice was issued to conform with European Aviation Safety Agency advice that exceptional APU usage should be permitted during summer operations to run aircraft air-conditioning units at full power as part of COVID-safety measures. This notice continued to apply throughout 2021 with an effective expiry set for June 2023. Three APU dispensations were applied in this year due to COVID-related safety measures.

Throughout 2021, the South Terminal remained closed and hence the corresponding stands were withdrawn from operational use. For example, with the temporary closure of South Terminal for the winter months, FEGP units on Piers 1 and 2 were isolated and stood down from service from early November 2020 until 31 March 2021.

Previously FEGP usage was supplied for North Terminal, South Terminal and Remote stands. In October 2021, the reporting of remote stand usage was assimilated into the North Terminal and South Terminal figures.

Obligation 3.2

GAL STATUS: On track

2021 Progress Update

During 2021, GAL maintained dialogue on air quality monitoring with Reigate and Banstead Borough Council (RBBC) – the lead authority for local air quality, and with Crawley Borough Council (CBC), by email and telephone.

On 30 April 2021, we provided the ratified LGW3 data set for 2020; and in June 2021, we provided input on the Joint RBBC-GAL Report to the Gatwick Airport Consultative Committee (GATCOM) Steering Group on Local Air Quality monitoring during 2020.

During 2021, we also responded to RBBC requests for an update on progress with the GRIDSERVE works and the timing of Metrobus' hydrogen fuel cell buses coming into service.

On 17 December 2021 GAL attended the Gatwick Joint Authorities Annual Air Quality Meeting. This meeting, conducted via Microsoft Teams, brought together officers from multiple local authorities from areas around the airport as well as the Chief Planning Officer, the Sustainability Reporting and Emissions Manager and the Airspace and Environmental Performance Manager from GAL. Updates were provided relating to air quality both local to the airport and further away, including any relevant activities designed to improve the levels of air quality in a given area. An overview of operations at the airport and the ongoing impacts of the COVID-19 pandemic was provided to attendees together with the impacts locally in terms of job losses and economic hardships. In addition, attendees heard how the slot waiver as introduced by the UK Government was affecting Gatwick Airport to a greater extent than other airports.

GAL provided updates relating to:

- The continual on-airport air quality monitoring programme at the 'LGW3' site, located on Perimeter Road East adjacent to the A23.
- The payment of monies as required by the S106 Legal Agreement to the Reigate and Banstead Borough Council in support of the Air Quality Monitoring Programme in Horley.
- The activities on the airfield designed to prevent unnecessary emissions such as the use of Fixed Electrical Ground Power and restrictions on the use of aircraft Auxiliary Power Units.

In addition, updates were provided of other activities and initiatives taking place on or around the airport that are expected to create air quality benefits, in particular:

- The support via the Sustainable Transport Fund for the introduction of fuel-cell buses for the Metrobus Fastway routes.
- The redevelopment of the Gatwick Rail Station which is due for completion in March 2023.
- The installation of the first all-electric charging station at a UK airport in partnership with GRIDSERVE.
- The installation of EV chargers in the Valet Return service areas.
- The EV pilot in Staff car park B, where an initial 12 charge-points were installed Summer 2021.

These updates were subsequently provided to CBC (the lead authority for this meeting) for inclusion in the meeting minutes.

Obligation 3.3

GAL STATUS: On track

2021 Progress Update

GAL's purchase order of £68,000.00 for the annual funding contribution was raised on 8 March 2021 and following submission of RBBC's invoice (receipted 15 March 2021), the payment was made by GAL on 31 March 2021. There were no payments towards other equipment upgrades required by S106 terms. The commissioning by RBBC of the RG1 replacement equipment, to which GAL contributed in 2020, was still ongoing during 2021.

Obligation 3.4

GAL STATUS: Partially on track

2021 Progress Update

The next modelling study year in the five-year programme is due to use 2020 monitoring data, however due to COVID-19 we have not yet commissioned this study and are reflecting on the appropriateness of 2020 as a modelling study year or whether a different year should be chosen. In addition, GAL plans to supplement the previous modelling study conducted by ARUP in 2017-2018 (using 2015 monitoring data) with additional work on the aircraft methodology to ensure comparability with the 2010 and 2005 modelling done previously by Ricardo Energy & Environment. This would be a joint piece of work by Ricardo and ARUP.

NOISE

Obligation 4.1

GAL STATUS: On track

2021 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 2021, no new requirements regarding the measurement of noise by aircraft on departure from Gatwick Airport were implemented by the Department for Transport.

The airport's extant END Noise Action Plan covers the period 2019-2024 and contains a number of action plan actions that continue to incentivise airlines to reduce the noise impact of departing aircraft.

Obligation 4.2

GAL STATUS: On track

2021 Progress Update

GAL continues to maintain differentials in aeronautical charges to incentivise the use of quieter aircraft at Gatwick Airport. During 2021, no new requirements regarding the measurement of noise by aircraft on departure from Gatwick Airport were implemented by the Department for Transport.

During the period January to March 2021, the 2020/2021 Charging Schedule was in place. The 2021/2022 aeronautical charges came into effect on 1 April 2021 and are promulgated in the Gatwick Airport Conditions of Use document. Under the 2021/2022 Charging Schedule, 65% of the noise aspect of aeronautical charges at Gatwick Airport results from air traffic movements that take place at night. This figure is an increase from 60% in the 2020/21 Charging Schedule, marking the final increase in a series of planned and consulted annual incremental increases.

Obligation 4.3

GAL STATUS: On track

2021 Progress Update

During 2021, GAL continued to engage with airlines, NATS, Air Navigation Solutions (Air Traffic Control provider at Gatwick) among others through the Flight Operations, Performance and Safety Committee (FLOPSC).

Meetings of FLOPSC took place on 27 January 2021, 31 March 2021, 26 May 2021, 28 July 2021, 29 September 2021 and 24 November 2021.

The Airspace and Noise Office provided the FLOPSC an update at each meeting on detailed airline noise performance through the Airline Noise Performance Table, including adherence to key noise abatement metrics such as departure track-keeping, Continuous Descent Operations and operations at night.

Bilateral meetings between GAL and individual airlines, where specific and enhanced feedback could be provided, continued throughout 2021. Meetings with Wizz Air, Vueling, Turkish Airlines, Air Baltic and Air Arabia took place on 28 January 2021, 15 April 2021, 29 April 2021, 10 May 2021 and 7 July 2021 respectively.

Obligation 4.4

GAL STATUS: On track

2021 Progress Update

Aircraft engine testing is strictly controlled, updates of which are promulgated to the Gatwick Airport Community by means of Gatwick Airport Directives.

The monthly 'rolling average' of aircraft engine tests that were undertaken at Gatwick Airport, as of the end of December 2021 and included in GAL's reporting to the February 2022 NaTMAG meeting, was 22 (rolling average for 12 months; or 19 for the 6 months to end of December 2021) with the six-month total figure recorded of 129.

An absolute total of 265 aircraft engine tests were completed during the year; the total durations of which were for 4964 minutes at Ground Idle thrust, 2427 minutes at Flight Idle thrust and 3291 minutes at thrust levels in excess of Flight Idle.

These figures are 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 4 February 2021, 13 May 2021, 5 August 2021 and 4 November 2021.

At all meetings, the Ground Noise Summary and Commentary (which includes the number of aircraft engine tests) was provided to members in advance and any arising issues were discussed at the meeting under 'Matters Arising'. Minutes from NaTMAG are available for public viewing on the Gatwick Airport Noise and Airspace Webpages.

Obligation 4.5

GAL STATUS: On track

2021 Progress Update

During 2021, despite the challenges and impacts of the COVID-19 pandemic, GAL maintained a functioning noise management governance and engagement structure. Meetings were held virtually - across the full range of engagement platforms. Focussed on noise management, monitoring and reporting, meetings of the Noise Management Board (NMB) Community Forum, Delivery Group and Executive Committee; the Gatwick Noise Monitoring Group; and the Noise and Track Monitoring Advisory Group were held. The Airspace team also contributed on airspace and noise management related issues at the GATCOM and the GATCOM Steering Group.

The chairs of the NMB Community Forum and the NMB Executive Committee hosted bi-lateral surgery events with NMB members. A number of noise management project and subject specific meetings and briefings were held; a benefit of virtual meetings was that technical project meetings normally attended only by industry experts could be open to view by NMB local community representatives to help improve transparency and understanding. Finally, the 2021 NMB and GAL Airspace and Noise annual public meeting took place on Thursday 2 December as a virtual event.

Specifically in relation to airspace change, GAL hosted several bespoke engagement events and workshops in support of its airspace modernisation project which re-started from May 2021 having been paused due to the pandemic.

SURFACE ACCESS TO THE AIRPORT

Obligation 5.1

GAL STATUS: On track

2021 Progress Update

Due to the continued impact of the COVID-19 pandemic, the 2021 annual Transport Forum was again conducted as an online event. The event took place on 1 October 2021 and was hosted by GAL's Chief Commercial Officer Jonathan Pollard. Approximately 96 people attended this year's event. The session included the following:

- Update from GAL CEO Stewart Wingate on the business and impact of COVID-19 on the airport and the industry, air traffic and Gatwick's Master Plan.
- Update from GAL's Chief Commercial Officer Jonathan Pollard on airlines, retail and the Airport Surface Access Strategy.
- Update from GAL's Chief Planning Officer Tim Norwood on GAL's plans for the Northern Runway¹, the consultation process and GAL's Second Decade of Change sustainability policy.
- Update from Stephen MacCallaugh, General Manager, Gatwick Express on the GTR business, the Gatwick Station Project and what the future looks like for the rail industry. Update from John Boughton, Commercial Director National Express Coach/Bus, on how the Bus and Coach industry is working to re-build passenger confidence and what the road to recovery looks like.

¹ Gatwick Airport Ltd's plans to bring the existing Northern Runway into routine use.

- Update from Jerry Stokes, Executive Chairman of GRIDSERVE, on their ambition to build over 100 Electric Forecourts® across the UK to solve Electric Vehicle (EV) charging concerns and the EV Forecourt charging project at Gatwick Airport.

The Transport Forum Steering Group continued its quarterly meetings with sessions held online in March, June, September, and December 2021.

Obligation 5.2

GAL STATUS: Partially on track

2021 Progress Update

The existing Airport Surface Access Strategy has been maintained. An updated Airport Surface Access Strategy is in preparation, taking into account feedback received following the consultation on the Northern Runway Project (which took place during autumn 2021) and engagement with the Transport Forum Steering Group and other stakeholders will take place in the summer / autumn of 2022.

Obligation 5.3

GAL STATUS: On track

2021 Progress Update

During 2021, there was a continued reduction in Sustainable Transport Fund (STF) contributions to local bus services in line with the reduction in service frequency due to COVID-19 and low passenger numbers. All services have now been reinstated and the contributions are kept under review on an ongoing basis.

The STF provided £250,000 to Metrobus in December 2021 to help fund Metrobus's Hydrogen fuel project. This project will allow Metrobus to run zero emission buses through Gatwick supporting Gatwick's low emission targets. Metrobus Hydrogen fuel buses are expected to be in service in summer 2022.

The annual Sustainable Transport Fund statement for 2020 was provided to CBC and WSCC prior to 30 June 2021, in accordance with Obligation 5.3.3.3.

For airport staff car parks, the number of staff passes on issue valid for entry in 2021 was similar to previous years, albeit at much reduced levels of use.

Obligation 5.4

GAL STATUS: On track

2021 Progress Update

Construction works on the Gatwick Railway Station redevelopment continued during 2021 with completion remaining on track for 2023.

Key activities during 2021 included:

- Enabling works on the new Back of House accommodation block and the erection of primary steelwork.
- Significant progress on the track and signalling re-alignment activities, itself facilitated by various weekend track possessions.

- The refurbishment of the Southern Network Rail overbridge.
- The reconfiguration and subsequent re-flooring of the main station concourse.
- The replacement of flooring and wall cladding in the linkspan between South Terminal arrivals and the station concourse.
- The construction of the station utility services core.
- Completion of the piling for the new Airport Entrance concourse in readiness for the steelwork erection phase.

Some of these works fall under the scope of the Brighton Mainline Upgrade project and have been incorporated into the station redevelopment project in order to remove the need for further disruption once the redevelopment project has concluded.

Obligation 5.5

GAL STATUS: On track

2021 Progress Update

GAL continued to restrict access via Povey Cross in line with the terms set out in this Obligation. In 2021, the number of permitted staff car park holders with access through Povey Cross was 100 while a further 777 airport ID holders may access Povey Cross when required for operational or emergency 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 or roadside utilities incidents. In such situations GAL liaises closely with the highway authorities, utilities companies and local councils. During 2021, Gatwick Control Centre have not logged or recorded any incidents were to open the Povey Cross barriers.

Obligation 5.6

GAL STATUS: On track

2021 Progress Update

In view of the impact of COVID-19 on airport operations, GAL and CBC agreed that the annual assessment of the number of public car park spaces be based on public car parking spaces available for use as counted on 10 September 2021. This reflects the fact that since March 2020, Gatwick has operated from one terminal, with several public car parks completely removed from sale and operation. The September 2021 assessment showed 13,941 spaces available for use (MSCP NT: 2,099 spaces; MSCP ST: 2,764 spaces; NT Long Stay: 6,279 spaces; NT Valet: 2,799).

Obligation 5.7

GAL STATUS: On track

2021 Progress Update

Gatwick Airport Ltd has continued to engage with National Highways on a monthly basis to progress the discussions relating to the planned improvements to the North and South Terminal roundabouts. These works are not required to take place until after 2025 therefore discussions during 2021 focused on the need and high-level designs. As the project progresses GAL will then undertake wider stakeholder engagement activities.

DEVELOPMENT

Obligation 6

GAL STATUS: On track

2021 Progress Update

As a result of COVID-19 and due to the airport's capital investment programme being paused in 2020, only one proposal for airport development was made during 2021 by GAL to Crawley Borough Council under Class F of Part 8 of Schedule 2 of the Town & Country Planning (General Permitted Development (England) Order 2015 ("GPDO"). The GPDO consultation related to an Electrical Vehicle Charging Forecourt at South Terminal.

In September 2021, GAL consulted on proposals to bring the existing Northern Runway into routine use under s42, 47 and 48 of the Planning Act 2008, for a 12-week period ending 1 December 2021. The Project is an Environmental Impact Assessment ("EIA") development and accordingly a Preliminary Environmental Information Report (PEIR) was produced and included as part of the consultation materials. The PEIR set out the preliminary findings of the EIA undertaken to date. A non-technical summary of the PEIR was also prepared. GAL will carry out an EIA and submit a full Environmental Statement and non-technical summary as part of its Development Consent Order (DCO) application.

In bringing forward proposals, GAL takes into account both national and local planning policy. GAL also consistently follows Best Planning Practice for airport developments within the airport boundary considering a range of environmental matters including, where necessary, visual, landscape and design matters and impacts on biodiversity, noise, air quality, water quality and flooding risk. GAL proactively engages with the local planning authorities including Crawley BC and undertakes pre application discussions to ensure collaborative working in order to bring forward sustainable forms of airport related development.

We also participate positively in local planning processes to shape local planning policy to facilitate both economic development and environmental mitigation. This included making representations to the draft submission Crawley Borough Local Plan 2021 – 2037 (Regulation 19 Consultation) in June 2021.

COMMUNITY AND THE ECONOMY

Obligation 7.1

GAL STATUS: On track

2021 Progress Update

Julie Ayres and Liz McDermid continued their appointments as GAL's representatives on the Board of Trustees of the Community Trust and their commitment to assessing grant applications in areas where people are directly affected continues to be appreciated. GAL's contribution to the Trust increased to £236,000 in 2021 and was paid before 31 March 2021 as required. The Trust received no money in 2021 through noise fines as no noise infringements occurred.

Obligation 7.2

GAL STATUS: On track

2021 Progress Update

GAL has continued to meet its Obligations in 2021 and its contribution to the partnership for 2021-22 amounted to £3,488.77 calculated by reference to the 20% of the support provided by the local authorities. GAL also provided in-kind support to the Gatwick Greenspace Partnership by supplying a vehicle and funding the associated running costs. In addition to the core funding, the extended financial support of the People and Wildlife Officer on a full-time basis has continued, which still delivers significant benefits to the airport and the local community despite the pandemic.

ACTION PLANNING

Obligation 8

GAL STATUS: On track

2021 Progress Update

The action plans listed in Obligation 8 were extended in May 2019 and published on the GAL website.² The Action Plans were extended without material alteration. Accordingly, and combined with the continued impact of COVID-19, it was not necessary to undertake a fit for purpose review.

MONITORING AND REPORTING

Obligation 9

GAL STATUS: On track

2021 Progress Update

On 4 May 2022, our draft Annual Monitoring Report (AMR) for 2021 incorporating reporting on the Obligations was provided to the Borough and County Councils.

The 2021 draft AMR provided GAL's report on progress with Obligations, and the environment indicators were included prior to finalisation and publication of the AMR.

The County Council and the Borough Council reporting for 2021 on their Obligations was provided to GAL on 11 May 2022. This was also incorporated into the 2021 AMR.

The finalised 2021 AMR was provided to CBC and WSCC and posted on the Gatwick Airport website.³

² https://www.gatwickairport.com/globalassets/publicationfiles/business_and_community/all_public_publications/sustainability/s106/gal-action-plans-consolidated-set.pdf

³ <https://www.gatwickairport.com/business-community/community-sustainability/sustainability/s106-agreement-and-action-plans/>

SECTION C

CRAWLEY BOROUGH COUNCIL AND WEST SUSSEX COUNTY COUNCIL REPORTED PROGRESS

CRAWLEY BOROUGH COUNCIL

Obligation 10.1

CBC STATUS: On track

2021 Progress Update

Meetings took place in 2021 to discuss long-term airport parking. The Gatwick Parking Survey was undertaken 10 September 2021. CBC liaised individually with the Gatwick Local Authorities and GAL in preparing for the survey and collating results. A post-survey meeting was arranged for 24 November 2021, though needed to be cancelled for reasons of officer availability. CBC updated on the parking survey at GOG and Transport Forum Steering Group meetings. The final 2021 parking survey was agreed by exchange of emails between local authorities and GAL.

GAL, Local Authorities and West Sussex County Council will continue to be invited to meetings with the other local authorities to discuss long term parking.

Obligation 10.2

CBC STATUS: On track

2021 Progress Update

The Borough Council met with GAL on three occasions in 2021 (4 March, 6 July and 26 August) in relation to the Legal Agreement and issues raised through GOG/ Gatwick Joint Local Authorities Meetings (GJLAM). Meetings will continue to scheduled and matters discussed as required.

Obligation 10.3

CBC STATUS: On track

2021 Progress Update

The Gatwick Officers Group (GOG) met on ten occasions during 2021 as follows:

- 20 January 2021
- 20 April 2021
- 18 May 2021
- 22 June 2021
- 17 August 2021
- 28 September 2021
- 15 October 2021 (special meeting)
- 26 October 2021
- 9 November 2021
- 18 November 2021 (special meeting)

The Gatwick Joint Local Authorities took place by way of an electronic update circulated 2 November 2021. Only one GJLA update was sent as member level discussions have been taking place through Leader and Chief Executives meetings. The Borough Council will continue to arrange GOG and GJLA meetings.

Obligation 10.4

CBC STATUS: On track

2021 Progress Update

Local Authorities are consulted on planning applications. Major development proposals are discussed at GOG/GJLAM. The Borough Council will continue liaison with other local authorities in line with current arrangements.

Obligation 10.5

CBC STATUS: On track

2021 Progress Update

There are currently no proposals for road user charging. No actions are proposed as there are currently no proposals for road user charging in the area.

Obligation 10.6

CBC STATUS: On track

2021 Progress Update

The Gatwick Joint Authorities Air Quality meeting took place on 17 December 2021 by way of a virtual meeting. The Borough Council will hold the meeting in 2022.

Obligation 10.7

CBC STATUS: On track

2021 Progress Update

The Borough Council has been kept informed of the Company's progress on redevelopment of the rail station, including through the Transport Forum Steering Group. The Borough Council will continue work with Network Rail/GAL on redevelopment of the rail station and to improve the intermodal interchange.

Obligation 10.8

CBC STATUS: On track

2021 Progress Update

The Borough Council continues to liaise with the Company regarding its investment plans through the Company's Planning Manager. The Borough Council will maintain liaison with the Company through meetings with management and planning representatives.

Obligation 10.9

CBC STATUS: On track

2021 Progress Update

The Borough Council provided information on compliance with its obligations at the S106 management meetings and contributed to the preparation of the 2021 AMR. AMR meetings were held between GAL/CBC/WSCC and the independent consultants Ricardo Energy and Environment on 6 July and 26 August 2021. The Borough Council will continue to review compliance and provide results to GAL for the Monitoring Report.

Obligation 10.10

CBC STATUS: On track

2021 Progress Update

The Borough Council has paid its contribution to the costs of the Environmental Consultant for the verification of the 2020 AMR. The Borough Council will continue to contribute its share of the costs of the Environmental Consultant.

WEST SUSSEX COUNTY COUNCIL

Obligation 11.1

WSSC STATUS: On track

2021 Progress Update

The County Council met with GAL on two occasions in 2022 (6 July and 26 August) 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

WSSC STATUS: On track

2021 Progress Update

There are currently no proposals for road user charging.

Obligation 11.3

WSSC STATUS: On track

2021 Progress Update

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

Obligation 11.4

WSSC STATUS: On track

2021 Progress Update

The County Council is being kept informed of the redevelopment of the rail station through the Transport Forum Steering Group meetings.

Obligation 11.5

WSSC STATUS: On track

2021 Progress Update

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

Obligation 11.6

WSCC STATUS: On track

2021 Progress Update

The County Council provided information on compliance with its obligations at the S106 management meetings and contributed to the preparation of the 2020 AMR. AMR meetings were held between GAL/CBC/WSCC and the independent consultants Ricardo Energy and Environment on 6 July and 26 August 2021. The County Council will continue to review compliance and provide results to GAL for the Monitoring Report.

Obligation 11.7

WSCC STATUS: On track

2021 Progress Update

The County Council paid its contribution to the costs of the Environmental Consultant for the verification of the 2020 AMR.

ANNEX ONE – GATWICK AIRPORT ENVIRONMENTAL 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 Airport Airspace & Noise portal.

www.gatwickairport.com/sustainabilityreport

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	2020	2021
Nitrogen Dioxide: NO ₂ annual average (µg m ³) 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	13.1	15.4
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	14.6	13.8
Residential Site RG3	20.5	17.8	23.2	19.3	17.5	14.0	16.7	13.9	15.5	15.1	9.7	9.7
Airport Site LGW3	36.8	32.3	33.4	32.0	30.6	28.0	30.0	29.5	29.8	29.0	16.6	17.8
Particulate Matter: PM ₁₀ annual average (µg m ³), VCM corrected 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	16.7	15.2
Airport Site LGW3	22.0	24.0	22.0	23.0	23.6	22.0	20.0	18.5	19.0	14.4	13.6	13.7
Benzene: annual average concentration (µg m ⁻³) 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	0.7	0.6
Airport Site LGW3	--	0.51	0.4	0.7	0.5	0.46	0.51	0.6	0.6	0.7	0.5	0.45

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 2021 AIRCRAFT ENGINE TESTING AND FEGP AVAILABILITY

Air Traffic Movements 2021				
Quarter 1	Quarter 2	Quarter 3	Quarter 4	Total
3,116	5,368	21,258	25,483	55,225
Aircraft Engine Tests 2021				
Quarter 1	Quarter 2	Quarter 3	Quarter 4	Total
56	80	68	61	265
All took place within the defined hours, as specified in the Gatwick Airport Directive. The total number of aircraft engine tests remains below the Legal Agreement limit.				
Fixed Electrical Ground Power (FEGP) Availability During Core Hours				
FEGP availability is measured between the following agreed core hours: 00:00-11:00 and 19:00-00:00. Target measure is 99%. This measure forms part of the Gatwick Airport Ltd Core Service Standards. Core Service Standards measures are defined and targets set in agreement with the airlines and endorsed by the Civil Aviation Authority (CAA).				
2021 annual	Quarter 1	Quarter 2	Quarter 3	Quarter 4
99.94%	99.99%	99.99%	99.91%	99.85%
2021 FEGP availability (monthly by Terminal)				
2021	North Terminal		South Terminal*	
Jan-21	99.98%		100.00%	
Feb-21	100.00%		100.00%	
Mar-21	99.99%		100.00%	
Apr-21	100.00%		100.00%	

May-21	99.98%	100.00%
Jun-21	100.00%	100.00%
Jul-21	100.00%	100.00%
Aug-21	99.72%	100.00%
Sep-21	100.00%	100.00%
Oct-21	99.84%	100.00%
Nov-21	99.77%	100.00%
Dec-21	99.94%	100.00%

*FEGP Availability 100% for 2021, due to the closure of the South Terminal during the COVID-19 pandemic

% Runway Direction in Use 2021

Westerly (RWY 26) – 68.33%

Easterly (RWY 08) – 31.67%

GROUND NOISE COMPLIANCE INDICATORS

Month	Number of Engine Tests	Engine Tests (6 month rolling average)	Engine Tests (6 month totals)	APU non-compliances ¹	Operations Duty Team audits ²	Operations Duty Team non-compliances	FEGP ³ Availability NT	FEGP Availability ST ⁵	GPU dispensations ⁴	GPU Used Without Dispensation
Jan-21	18	19	114	0	26	0	99.98%	100.00%	2	0
Feb-21	19	18	110	0	23	0	100.00%	100.00%	0	0
Mar-21	19	18	107	0	27	0	99.99%	100.00%	1	0
Apr-21	15	17	103	0	25	0	100.00%	100.00%	0	0
May-21	39	21	127	0	30	0	99.98%	100.00%	1	0
Jun-21	26	23	136	0	30	0	100.00%	100.00%	2	0
Jul-21	25	24	143	1	30	0	100.00%	100.00%	7	0
Aug-21	23	25	147	0	29	1	99.72%	100.00%	0	0
Sep-21	20	25	148	1	27	0	100.00%	100.00%	1	0
Oct-21	21	26	154	0	28	0	99.84%	100.00%	1	0
Nov-21	21	23	136	0	24	0	99.77%	100.00%	0	0
Dec-21	19	22	129	0	29	0	99.94%	100.00%	0	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.

5 Remote Stand usage from October 21 no longer included due to a change in CSS

SURFACE ACCESS INDICATORS

NB. CAA data not available for 2020, and only partial data (June-December) available for 2021 due to COVID-19 impact on CAA survey activity.

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	2020	2021
Non-transfer passengers	38,940,710	41,207,473	41,574,396	40,841,028		6,244,528
Passenger public transport use (%) (combined rail, bus/coach use)	44	44	44	47.4		42.4
Private car (%)	38.5	37.9	36.8	33.7		40.2
Rail	37.5	38.0	38.0	41.3		39.9
Bus/ Coach	6.0	5.7	5.8	6.1		2.5
Hire car	1.3	1.1	1.8	1.7		1.1
Taxi/ Minicab/Uber	15.5	16.2	16.6	16.0		15.1
Other	0.3	0.2	0.3	0.4		1.1

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). 2021 data covers the period June-December, due to the impact of COVID-19 on CAA survey activity. 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	2020	2021
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	137,190,187	136,854,239
Total energy consumption by user												
Total GAL usage ***	177,303,302	163,146,169	166,700,587	161,887,777	142,383,499	145,448,117	152,656,677	154,058,267	157,015,858	152,363,338	101,864,471	106,169,026
Total 3rd party usage	60,652,406	57,297,032	54,759,313	55,535,305	57,501,854	54,692,816	55,923,104	55,226,098	58,376,382	59,543,661	35,325,716	30,685,213
Total energy consumption by fuel												
Gas - consumption (kWh)	75,333,903	59,208,775	62,661,214	64,488,858	50,278,095	55,290,305	59,186,586	57,810,912	61,179,865	61,018,238	40,276,941	47,745,640
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	96,913,246	89,108,599

* 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	2020	2021
River Mole – Biological Monitoring												
Upstream yearly average BOD (mg/l)	2.75	3.42	3.99	2.94	5.22	2.48	2.81	3.06	3.75	2.94	2.76	3.03
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	3.41	4.13
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	5.62	5.36
Days per year when 10mg/l exceeded	16	2	77	63	9	2	9	33	3	3	1	2
D pond discharge - days per year of non-compliance with EA consents	None											

MATERIALS MANAGEMENT	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021
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	3,781	1,935
Operational & commercial waste recycled/reused* (%)	41%	54.6%	40%	38.7%	40%	49.0%	52%	58%	64%	70.9%	67%	53%
Operational & commercial waste recovered for energy (%)	not known	15%	50%	52%	39.6%	46.6%	48.0%	42.0%	36%	29.1%	33%	47%
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%	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%	0.37	0.31

ANNEX TWO – 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.

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.

NO₂ Nitrogen Dioxide, one of a group of highly reactive gases known as oxides of nitrogen or nitrogen oxides (NO_x).

NO_x In atmospheric chemistry, NO_x is a generic term for the nitrogen oxides that are most relevant for air pollution, namely nitric oxide (NO) and nitrogen dioxide (NO₂). NO_x gases are usually produced from the reaction among nitrogen and oxygen during combustion of fuels, such as hydrocarbons, in air; especially at high temperatures.

PM₁₀ / PM_{2.5}

PM₁₀ is particulate matter 10 micrometres or less in diameter, PM_{2.5} is particulate matter 2.5 micrometres or less in diameter. PM_{2.5} 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

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

ANNEX THREE – TEXT OF THE OBJECTIVES AND ASSOCIATED OBLIGATIONS CONTAINED WITHIN THE SECTION 106 LEGAL AGREEMENT BETWEEN GATWICK AIRPORT LTD, CRAWLEY BOROUGH COUNCIL AND WEST SUSSEX COUNTY COUNCIL.

OBJECTIVES AND OBLIGATIONS RELATING TO GATWICK AIRPORT LIMITED

CLIMATE CHANGE

The Company's Objectives:

To reduce the Company's climate impact and help to reduce the impacts of the aviation industry as a whole.

To manage the Company's assets and activities to mitigate the Airport's impact on the water environment.

The Company's Obligation:

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.

AIR QUALITY

The Company's Objective:

In operating and growing the Airport, to take reasonable steps to manage emissions to air from airport activities, driving compliance with prevailing air quality standards and seeking, where practicable, to improve on those standards.

The Company's Obligations:

Obligation 3.1

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

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 NO₂.
- 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.

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.

Obligation 3.4

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

NOISE

The Company's Objective:

The Company will employ all reasonably practicable means of minimising the aircraft noise impacts associated with maximum use of Gatwick Airport's runway capacity, within the framework established by Government.

The Company's Obligations:

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.

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.

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.

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.

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

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

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.

SURFACE ACCESS TO THE AIRPORT

The Company's Objective:

To ensure that the Airport's passengers and employees have access to a range of travel options that meet their particular needs and in so doing to:

- reduce the rate of growth of trips by private car and taxi to and from the airport by encouraging greater use of public transport;
- ease congestion by better traffic management and implementing strategic road improvements; and
- manage on-site traffic emissions.

The Company's Obligations:

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.

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.

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.

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.

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.

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.

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.

DEVELOPMENT

The Company's Objective:

To develop the Airport in a manner that achieves efficiencies in the use of land and resources whilst seeking to minimise adverse visual and environmental impacts

The Company's Obligation:

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.

COMMUNITY AND THE ECONOMY

The Company's Objective:

To make a positive contribution to the economy and quality of life in and beyond the Gatwick Diamond area.

The Company's Obligations:

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

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).

ACTION PLANNING

The Company's Objectives:

To secure the appropriate and timely compilation, scrutiny, and implementation of the Company's Action Plans.

The Company's Obligation:

Obligation 8

- 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.
 - Energy management.
- 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.
- 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.
- 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.
- 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.

MONITORING AND REPORTING

The Company's Objective:

To ensure appropriate monitoring and reporting of the Company's activities in relation to its Obligations and Commitments.

The Company's Obligation:

Obligation 9

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.

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.

9.2.3 as a minimum, the following environmental indicators:

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

- Company with discharge consents;
- the average biological oxygen demand discharged at the Outfall; and
- the energy consumption of infrastructure within the Company's control.

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

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.

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.

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.

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.

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.

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 31 August in the year following the year being reported.

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

OBJECTIVES AND OBLIGATIONS RELATING TO CRAWLEY BOROUGH COUNCIL

The Borough Council's Obligations:

Obligation 10.1

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

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 Obligations and Commitments.

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 Master Plan, S106 Agreement, Action Plans referred to in this Agreement, 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.

Obligation 10.4

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

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.

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.

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 the multi-modal interchangeability of the Airport.

Obligation 10.8

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

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.

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.

OBJECTIVES AND OBLIGATIONS RELATING TO WEST SUSSEX COUNTY COUNCIL

The County Council's Obligations:

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 Obligations and Commitments.

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.

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.

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 the multi-modal interchangeability of the Airport.

Obligation 11.5

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

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.

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.

Issued by Gatwick Airport Limited

Gatwick Airport Ltd - Sustainability Department
Corporate Affairs, Planning and Sustainability
7th Floor Destinations Place
Gatwick Airport
West Sussex
RH6 0NP

www.gatwickairport.com/sustainability

© Gatwick Airport Ltd 2022. All rights reserved. No part of this publication may be reproduced, stored in a retrieval system or transmitted, in any form or by any means, electronic, mechanical, photocopying, recording or otherwise without the prior written permission of Gatwick Airport Ltd.

GATWICK AIRPORT LIMITED. REGISTERED IN ENGLAND 1991018. REGISTERED OFFICE: DESTINATIONS PLACE, GATWICK AIRPORT, WEST SUSSEX, RH6 0NP

