
GATWICK AIRPORT LIMITED

SECTION 106 LEGAL AGREEMENT ANNUAL MONITORING REPORT 2023

FINAL REPORT INCLUDING VERIFICATION STATEMENTS

Date of issue: 09 July 2024

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.

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 (CBC) – the Local Planning Authority.

As the reporting organisations, GAL works closely with WSSCC and CBC regarding the activities specified within the S106 and on the AMR and, as necessary, its verification.

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

2023 Progress update

GAL Status

Performance status reported by GAL, which for 2023 is described as below:

ON TRACK – The obligation specifies annual or ongoing activity which has been maintained in 2023; or the obligation requires periodic non-annual activity which did not fall due in 2023.

PARTIALLY ON TRACK – The obligation / commitment is partially on track

NOT ON TRACK – The obligation / commitment is not on track

A summary of GAL actions taken in 2023 (Section B)

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 legal agreement requires the Environmental Consultant to select a sample of ten of GAL's Obligations for verification.

The selection of the Obligations for the annual verification must include at least two Obligations 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
- Community and economy
- Development

In reviewing and reporting on the selected Obligations, the Environment Consultant is required 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.

Step 1: Report review and selection of Obligations for verification

Ricardo reviewed the draft AMR to select the 10 Obligations for verification. The selection process considered:

- Those Obligations that had not been verified recently;
- Obligations which required or specified action by 31st December 2023; and
- The results of previous verifications.

Step 2: Selection of Obligations for verification

Ricardo communicated the Obligations for verification to GAL, WSCC and CBC via email and finalised the selection during a teleconference on 15th April 2024. Further details of the selection are included in Appendix 1.

Step 3: Evidence gathering and analysis

Ricardo produced an evidence log detailing the information to be provided by GAL for the Obligations selected for verification. This was provided to GAL for the relevant GAL personnel to populate and provide the evidence. Ricardo then reviewed this data and provided an updated evidence log with comments/ questions to GAL for response. Ricardo then reviewed the additional evidence and responses received.

The aim of this analysis 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, Ricardo produced a draft Verification Report including the Verification Statement, any recommended changes to the draft AMR, general feedback on the verification process, and our specific findings and recommendations in relation to each of the 10 selected Obligations.

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 (3rd July 2024). Following their review, Ricardo 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 Red, Amber, and Green (RAG) rating displayed below:

 The Obligation is **on track**

 The Obligation is **partially on track**

 The Obligation is **not on track**

OBLIGATIONS SELECTED FOR 2023 AMR VERIFICATION

The Obligations selected by Ricardo are as follows:

Obligation area	Obligation number	Obligation commitments
Climate change	2	Reduce climate impact
Air quality	3.2	Air quality management and action plan
Air quality	3.4	Studies of NO _x /NO ₂ , PM ₁₀ and PM _{2.5}
Noise	4.1	Noise impact of departing aircraft
Noise	4.3	Managing air noise
Surface access	5.2	Airport Surface Access strategy
Surface access	5.4	Assisting railway station redevelopment
Development	6.1	Regard to relevant national and local planning policies
Development	6.5	Impact of flooding
Community and economy	7.2	Greenspace partnership support

VERIFICATION CONCLUSIONS

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

10 out of ten Obligations verified were found to be **on track** (i.e., **GREEN**).

0 Obligations were found to be **partially on track** (i.e., **AMBER**).

0 Obligations were found to be **not on track** (i.e., **RED**).

No issues were identified during the review of the ten Obligations, but recommendations have been offered for Obligations 2 and 7.2.

Assumptions and exclusions

The verification was limited to actions that took place during 2023. 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 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 during the year ended 31st December 2023.

This section provides GAL's report on fulfilment during 2023 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:

22 Obligations were **on track** during 2023

0 Obligation was **partially on track** during 2023

0 Obligations were **not on track** during 2023

CLIMATE CHANGE

Obligation 2

2023 Progress Update

GAL Status: On Track

GAL participates in Defra's Climate Change Adaptation reporting. The third round of reports were due to Defra by the end of 2021; GAL's report was provided to Defra on 23 December 2021. The report is available on the Gatwick Airport Sustainability webpage¹. Round four of reporting will be submitted to Defra by the end of 2024.

GAL is focused on actions to mitigate climate change, set out the Second Decade of Change Sustainability Policy, which was published in June 2021. The second Decade of Change includes two goals relating to climate change and net zero; Goal 6 relating to airport emissions and goal 7 relating to aircraft and surface access emissions. In relation to airport emissions (goal 6) our aim is to reduce GAL Scope 1 and 2 emissions by a further 25% by 2030 (i.e. reach 80% under a 1990 baseline).

During 2023 we identified our key net zero workstreams. These include the decarbonisation of heat, reducing refrigerant leakage, and the replacing of vehicles with EV and delivery of the supporting charging infrastructure. In early 2023, we undertook a series of technical studies, resulting in a detailed strategy for each workstream being developed and endorsed by the business. Seven pathfinder projects have now been initiated, focusing on decarbonisation of heat and electrifying our vehicle fleet.

These projects will be used to understand the most suitable zero emission heating and vehicle technology options and learn best methods of delivery for future roll out across Gatwick.

In relation to goal 7 (aircraft and surface access emissions) and our target to increase surface access via zero and ultra-low emission modes to 60% by 2030, 2023 saw the opening of Gatwick's new station concourse. This was a collaborative effort between the airport, Network Rail, Govia Thameslink Railway, Costain and many others over the course of more than a decade to provide a station worthy of an international gateway as significant as London Gatwick.

We published our Carbon and Climate Change report, summarising commitments, and progress across Goal 6 and 7, in June 2024.²

Ricardo Verification Result

Ricardo Verification Summary – Obligation 2

Though the verification period for this report covers 2023, it is to be acknowledged that the report on the Airport and climate change has been published by GAL within the timeline required by Obligation 2 and is available publicly ([GAL Carbon and Climate Change 2024 Update.pdf \(gatwickairport.com\)](#)).

GAL has demonstrated a broad range of engagement on climate change initiatives with local authorities and other key stakeholders. GAL has shared the Climate Change Adaptation Progress Report submitted to Defra in December 2021 referred to in the AMR. As stated in the AMR, GAL has provided email evidence of communication (dated 29th January 2024) with the Defra climate change team to participate in the next round of Climate Change Reporting by the

¹ [Sustainability reports | London Gatwick LGW \(gatwickairport.com\)](#)

² [GAL Carbon and Climate Change Report](#)

end of 2024. CBC have provided confirmation that the 2024 draft of the report is being updated at the time of this verification exercise.

Evidence has been provided to demonstrate GAL's continual involvement with Sustainable Aviation by GAL's Carbon Policy Manager, The Airport Operators Association by GAL's Chief Planning Officer and the UK Jet Zero Council Sustainable Aviation Fuels Delivery Group (SAF DG) Commercialisation through GAL's Carbon Policy Manager.

A copy of the Second Decade of Change Sustainability Policy has been provided, which details Goal 6 & 7 on Airport Emissions and Aircraft & Surface Access Emissions as stated in the AMR.

GAL has evidenced the identification of net zero workstreams in the Engineering Sustainability Roadmap programme structure which lists the sponsor, SME leads, change manager and feasibility study provider for each workstream.

The technical study summaries provide sufficient evidence that the key net zero workstreams have been identified as stated in the AMR, including the decarbonisation of heat, reducing refrigerant leakage, the replacement of internal combustion engine vehicles with EVs and delivery of the supporting charging infrastructure. The evidence included the objectives and timeline for each initiative.

The sustainability strategy overview & programme "2024 Year Delivery Lookahead" evidences the implementation plans for the pathfinder projects outlined in the AMR.

The Obligation is on track

Ricardo's required amendments to GAL AMR before publication

None

Evidence reviewed

- Gatwick-Airport-CCAR-Dec-2021-Issue
- Email: Intent for next Climate Adaptation Reporting
- Second Decade of Change Policy
- Key Net Zero Workstreams
- Gatwick Station Opening – Media
- Email: s106 Obligation sch2 Climate Change (intent to publish the climate change report)
- Technical Study Summaries (including GAL's Fleet Transition Strategy and the Decarb of heat Building Tranches)
- Evidence of stakeholder engagement (including minutes from the Jet Zero Council SAF DG Commercialisation Sub-group Meeting, evidence of involvement with Sustainable Aviation and evidence of involvement with AoA)

Ricardo's commentary and recommendations

Evidence of GAL's intention to begin preparing the report on the Airport and climate change, to meet the S106 publication deadline of 30th June 2024 is not mentioned in the 2023 AMR, Ricardo recommends this intention could be clarified prior to publication. GAL shared an internal email (dated 24th April 2024) indicating their intention, this has been the evidence used for verification purposes - as noted in the verification summary the report has now be published.

GAL response

GAL have added a final sentence to the AMR confirming that the report has been published in the required timeframes.

AIR QUALITY

Obligation 3.1

2023 Progress Update

GAL Status: On track

GAL continues to commit to providing Fixed Electrical Ground Power (FEGP) supplies to all new and refurbished aircraft stands. All stands at Gatwick currently have FEGP supplies. A small number of stands are large enough to accommodate two aircraft at once, however due to space constraints, these stands do not have two FEGP units to enable both aircraft to be serviced concurrently.

During 2023, no new or refurbished aircraft stands were introduced into service. The relevant Gatwick Airport Directives on the use of FEGP, restricted use of Ground Power Units (GPU) and limitations on the use of Auxiliary Power Units (APUs) were all updated in 2023 and are valid throughout 2024. Monitoring of these procedures is incorporated in daily aircraft turnaround audits and inspections conducted by GAL's Airfield Operations team which, among other matters, monitor FEGP, APU and GPU compliance. Additionally, Aerodrome Compliance undertake thrice-monthly randomised spot-checks on APU usage.

FEGP usage continues to be reported separately for North Terminal and South Terminal, the figures for remote stands are assimilated into the North Terminal and South Terminal figures relative to the stand locations.

Obligation 3.2

2023 Progress Update

GAL Status: On track

During 2023, 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). This included email communication, telephone conversations, a virtual meeting on 27th July 2023 and attending the Gatwick Joint Authorities Annual Air Quality Meeting on 18th December 2023.

On 27th April 2023, we provided the ratified LGW3 data set for 2022 to RBBC and CBC; and in June and July 2023, we provided input on the Joint RBBC-GAL Report to the Gatwick Airport Consultative Committee (GATCOM) Steering Group on Local Air Quality monitoring during 2022.

On 18 December 2023 GAL attended the Gatwick Joint Authorities Annual Air Quality Meeting. This meeting, which was held at the Crawley Borough Council office, was attended by members of Crawley Borough Council, Reigate and Banstead Borough Council, and West Sussex County Council, as well as the Head of Sustainability, Carbon Policy Manager, and Decade of Change and Engagement 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.

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 including the payment of additional exceptional funding to RBBC to help towards increased utility costs for running air quality monitoring stations during 2023.
- 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:

- GAL's accelerated Net Zero commitment to 2030 and the initiatives set out to achieve this new target, including the transition to an electric vehicle fleet and the use of hydrogenated vegetable oil in the interim.
- The opening of the redeveloped Gatwick Rail Station on the 21st of November.
- An update on the construction of GRIDSERVE, due to open in January 2024.
- The launch of the Metrobus hydrogen fuel-cell fleet in June 2023, and continued financial support from GAL to enhance local provision.
- Launch of the EV valet car parking service
- The introduction of a new staff benefit option for EV cars
- The continued carbon incentive in the published tariff to give airline operators an added incentive to operate the most efficient aircraft in their fleets at Gatwick.

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

Ricardo Verification Result

Ricardo Verification Summary – Obligation 3.2

Sufficient evidence has been provided to demonstrate dialogue with the County Council, Borough Council and Adjoining Authorities pertaining to managing NO₂ limits and ensuring that other relevant air quality standards continue to be met:

- 3.2.1
 - Email evidence showing that 'LGW3 2022 annual ratified data summary and data sheets' were shared with Reigate and Banstead Borough Council (RBBC) and Crawley Borough Council (CBC) on 27th April 2023.
- 3.2.2
 - The Air Quality Monitoring: Joint Report by RBBC and GAL for 2022 was provided, which evidences GAL's input on the report on Local Air Quality monitoring during 2022. Further evidence of an email from the Air Quality Monitoring Officer (RBCC) confirms the report was produced in 2023.
 - Continued active participation with RBBC and CBC relating to air quality standards is confirmed by minutes demonstrating GAL's attendance at the virtual meeting on 27th July 2023 between GAL, RBBC and CBC.
- 3.2.3
 - GAL shared the AQMA action plan, providing evidence that this was developed as required under the Obligation.

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- 3.2.4
 - As the necessary UK standards are not yet in place, the S106 agreement signatories have not yet been able to participate in a project to quantify residential exposure within the Horley AQMA to aviation derived ultrafine particles.
 - 3.2.5
 - To confirm the attendees at the Gatwick Joint Authorities Annual Air Quality Meeting (18th December 2023), a follow up email dated 20th December 2023 was provided. This evidences attendees from Crawley Borough Council, Reigate and Banstead Borough Council, and West Sussex County Council.
 - A dated update from GAL for presentation at the Gatwick Joint Authorities Annual Air Quality Meeting annual meeting demonstrates that GAL attended as required under this Obligation.

The meeting minutes from the Gatwick Joint Authorities Annual Air Quality Meeting (18th December 2023), stated that S106 funding for 2023 related to RBBC monitoring in Horley Gardens was processed in May 2023. An additional payment was also made to RBBC to cover increased energy costs between 2022 and 2023. This confirms participation in quantification of residential exposure within the Horley AQMA, and provision of funding as required under this Obligation. Evidence of payment to RBBC was provided with an invoice dated 18th May 2023.

 **The Obligation is on track**

Ricardo's required amendments to GAL AMR before publication

None

Evidence reviewed

- Air Quality Monitoring: Joint Report by RBBC and GAL for 2022.
- Air Quality Action Plan (S106)
- Update from GAL for the Gatwick Joint Authorities Annual Air Quality Meeting, 18 December 2023
- Minutes from Air Quality GAL, RBBC, CBC meeting, 27 July 2023
- Email: Gatwick LGW3 ratified 2022 data
- Email from Air Quality Monitoring Officer at RBBC
- Joint Authorities AQ Meeting follow up
- Invoice - Reigate & Banstead Borough Council

Ricardo's commentary and recommendations

No recommendations made.

GAL response

None

Obligation 3.3

2023 Progress Update

GAL Status: On track

GAL's purchase order of £68,000.00 for the annual funding contribution was raised on 21 April 2023 and following submission of RBBC's invoice the payment was made by GAL on 31st May 2023. Additional exceptional funding contribution to RBBC processed on the 14th July 2023 to help towards increased utility costs for running air quality monitoring stations during 2023 of £6,617.04.

GAL maintained dialogue on air quality monitoring with Reigate and Banstead Borough Council – the lead authority for local air quality, and with Crawley Borough Council. This included a summer meeting on 27th July 2023 and the Gatwick Joint Authorities Annual Air Quality Meeting on 18th December 2023.

Obligation 3.4

2023 Progress Update

GAL Status: On Track

The next modelling study year in the programme was due to use 2020 monitoring data, however due to COVID-19 and the significant drop in air traffic levels GAL did not commission this study during this period. Gatwick appointed Ricardo AEA, working with ARUP, to prepare an updated air quality emissions inventory to cover NO_x, NO₂, PM₁₀ and PM_{2.5} for the 2023 data year. Following discussion with RBBC and CBC, the 2023 modelling year was agreed.

Ricardo Verification Result

Ricardo Verification Summary – Obligation 3.4

This Obligation was revisited for the 2023 AMR verification as the 2022 verification exercise found the obligation to be “Partially On Track” as the 2022 verification exercise did not provide sufficient evidence of plans for a modelling study. Sufficient evidence that GAL is undertaking the modelling exercise was provided for the 2023 verification study, demonstrating that the outcomes of the last verification exercise have been addressed.

The Air Quality Action Plan shared by GAL provides evidence of the frequency of studies (five-yearly studies for emissions map) and confirms the commitment to meet with Reigate and Banstead Borough Council (RBBC) twice yearly to discuss progress with air quality monitoring. The files shared confirm that the programme of studies cover emissions of NO_x/NO₂, PM₁₀ and PM_{2.5}.

Documents provided by GAL confirm the appointment of Ricardo, working with ARUP, for an updated emission inventory and air quality model, as stated in the AMR. This was further evidenced through minutes provided by GAL for a progress meeting between Ricardo and GAL on the air quality modelling held on 23rd February 2024.

Evidence provided by GAL outlines confirmation from the Air Quality Monitoring Officer at RBBC of the proposed modelling methodology inclusive of the 2023 modelling year and that Crawley Borough Council (CBC) have acknowledged RBBC taking the lead for this project.

Evidence that GAL is undertaking the modelling exercise, with agreed inventory year, demonstrates that the outcomes of the last verification exercise have been addressed.

 **The Obligation is on track**

Ricardo's required amendments to GAL AMR before publication

None

Evidence reviewed

- Air Quality Action Plan (S106)
- Gatwick Airport Emissions and Air Quality Proposal
- Emissions Inventory AQ Modelling Ricardo PO T&Cs
- Gatwick / Ricardo Meeting minutes March 2024
- Collaboration with RBBC and CBC on modelling methodology

Ricardo's commentary and recommendations

No recommendations made.

GAL response

None

NOISE

Obligation 4.1

2023 Progress Update

GAL Status: On track

London Gatwick 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 2023, a review of the departure noise limits was completed which highlighted the potential to reduce the noise limits for departing aircraft as they were less effective for the more modern aircraft types, which are a substantial proportion of the London Gatwick fleet. The review also recommended that the associated penalties be increased as a greater incentive for airlines. As a result of the review, an alternative regime has been developed and proposed and will be deployed in early 2024 for a six-month transition period to monitor the effectiveness of the regime before formal review and adoption by the Secretary of State. The airport's extant Noise Action Plan includes several action plan actions that continue to encourage airlines to limit and where possible reduce significant noise impacts of departing aircraft.

Ricardo Verification Result

Ricardo Verification Summary – Obligation 4.1

The Noise Action Plan (2019-2024) sets out the current departure noise level limits and consideration of the potential amendment of the departure noise limit in the context of policy, International Civil Aviation Organisation (ICAO) guidance and the other London Airports. As stated in the AMR, the Noise Outline Plan outlines actions to continually manage departing aircraft noise, for example, “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” and “Through engagement with the Department for Transport, Aircraft Noise Management Advisory Committee and/or through unilateral action review our departure noise limits”.

The Departure Noise Limit (DNL) presentation provides evidence that noise limits have been reviewed in consultations with stakeholders. The presentation highlights the potential to reduce the noise limit for departing aircraft, alongside a recommendation to increase the associated penalty, as stated in the AMR.

The Noise Management Board (NMB) Workplan Implementation Timeline confirms that a new regime and system and documentation updates was due to be adopted for noise monitoring in Q1 2024, following completion of a trial. Email S106 Obligation 4.1 provides an update that the new regime will now be adopted in summer of 2024.

Departure noise infringements have not occurred at GAL since 2019 as evidenced in the ‘DNL presentation to GNMG 100424’ therefore there are no recent fines to evidence.

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

- DNL presentation to GNMG 100424
- GAL NOISE ACTION PLAN 2019-2024
- Noise Management Board Workplan Implementation Timeline
- Email: S106 Obligation 4_1 with further information
- 18th April 2024: meeting between the GAL Airspace & Noise Programme Manager, GAL Decade of Change and Engagement Manager, GAL ESG Reporting Executive and Ricardo. Ricardo confirmed evidence provided and discussed verified Obligation 4.1

Ricardo's commentary and recommendations

No recommendations made.

GAL response

None

Obligation 4.2

2023 Progress Update

GAL Status: On track

London Gatwick continues to maintain differentials in aeronautical charges, to incentivise the use of quieter aircraft types at London Gatwick. Charges are detailed in Gatwick Airport Limited's Conditions of Use document. The airport charges review was completed in Q1 2023. A briefing paper for the Noise Management Board was provided. There were no changes proposed to the structure of environmental charges.

Obligation 4.3

2023 Progress Update

GAL Status: On track

During 2023, GAL continued to engage with airlines, NATS Swanwick, NATS Tower, among others through the Flight Operations, Performance and Safety Committee (FLOPSC).

Meetings of FLOPSC took place on 31 January, 28 March, 13 June, 25 July, 26 September and 28 November.

The Airspace 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 2023. 21 individual airline engagement meetings took place in 2023. These were: SunExpress on the 6 January, Badr Airlines on 2 February, Delta Airlines on 10 February, Lufthansa and Air India on 20 February, Wizz Air UK and Wizz Air Hungary on 22 February, SkyExpress on 13 March and 5 July, Air Transat on 23 March, Saudia on 28 March, Air China on 6 April, TAP Portugal on 12 April, OmniBlu and China Southern on 25 April, Air Mauritius on 2 June, Dan-Air on 15 June, Volotea on 14 August, Maleth Aero on 6 October, Ethiopian Airlines on 17 November and a second China Southern meeting on 23 November.

Ricardo Verification Result

Ricardo Verification Summary – Obligation 4.3

Minutes for all Flight Operations Performance and Safety Committee (FLOPSC) meetings in 2023 (31st January, 28th March, 13th June, 25th July, 26th September, 28th November) confirm attendance of NATS, airline and GAL stakeholders, as stated in the AMR. The minutes confirm that the Airline Noise Performance Table is actively used and that airlines marked as amber and red are engaged by GAL.

Evidence has been provided to demonstrate that GAL are providing specific feedback on noise through engagement meetings with airlines as stated in the AMR. Examples of feedback include introductions for new airlines to continuous decent operation (CDO) compliance to minimise noise disturbance and feedback using the Airline Noise Performance Table.

GAL confirmed via email that there was no engagement with ANS in 2023 because NATS took over the Tower from them in October 2022. Engagement with NATS has been continually evidenced through FLOPSC meetings in support of the obligation.

 **The Obligation is on track**

Ricardo's required amendments to GAL AMR before publication

None

Evidence reviewed

- Over 20 documents demonstrating engagement with airlines, including 6 FLOPSC meeting minutes and minutes from 19 engagement meetings with airlines.
- Email from GAL on ANS engagement.

Ricardo's commentary and recommendations

No recommendations made.

GAL response

None

Obligation 4.4

2023 Progress Update

GAL Status: On track

Aircraft engine testing is strictly controlled, updates of which are promulgated to the Gatwick Airport Community by means of Gatwick Airport Directives (GAD). The latest GAD to be published was in August 2023 which is valid until August 2025.

The monthly 'rolling average' of aircraft engine tests undertaken, as of the end of December and included in GAL's reporting to the February 2024 NaTMAG meeting, was 10 (rolling average for 12 months; and 10 for the 6 months to end of December) with the six-month total figure recorded of 57.

An absolute total of 98 aircraft engine tests were completed during the year; the total durations of which were for 1430 minutes at Ground Idle thrust, 602 minutes at Flight Idle thrust and 1417 minutes at thrust levels in excess of Flight Idle.

These figures are below the threshold set out in the S106 Legal Agreement and therefore the activities set out in the sub-clauses are not applicable for implementation. Data relating to the number of aircraft engine tests undertaken on the airfield 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 2 February, 11 May, 3 August and 9 November 2023.

At all meetings, the Ground Noise Summary (which includes the number of aircraft engine tests) was provided to members in advance and any arising issues were discussed at the meeting under Airspace Office Quarterly Report & Key Performance Indicators. Minutes from NaTMAG are available for public viewing on the London Gatwick Noise and Airspace webpages.

Obligation 4.5

2023 Progress Update

GAL Status: On track

During 2023, GAL continued to maintain a functioning noise management governance and engagement structure. Meetings were held both virtually and periodically in-person, and focused on noise management, monitoring, and reporting as follows:

Noise Management Board Community Forum (NCF): 25 January, 24 May, 27 September

Noise Management Board Executive Board (NEX): 8 March, 12 July, 1 November

Noise Management Board Delivery Group (NDG): 11 January, 15 March, 19 April, 14 June, 19 July, 30 August, 18 October, 29 November

Noise Management Board Surgeries: 6, 18 January, 7, 19 September,

Ad hoc Noise Management Board meetings/briefings: NMB Outcomes Workshop 28 March;

Community Noise Envelope briefing 11 September; Reduced Night Noise trial community briefing 27 November; NMB Review 11 December

Noise and Track Monitoring Advisory Group (NaTMAG): 2 February, 11 May, (Extraordinary) 29 June, 3 August, 9 November

Flight Operations Performance and Safety Committee (FLOPSC): 31 January, 28 March, 13 June, 25 July, 26 September, 28 November

Discover Gatwick presentations/visits: 3 May, 1, 6, 14 June, 6 July, 25 September

Further, the Airspace Office also contributed towards airspace and noise management related issues at the GATCOM and the GATCOM Steering Group.

Finally, the 2023 Airspace and Noise annual public meeting took place on 6 December as an in-person event.

Under the auspices of its airspace modernisation project, GAL hosted a number of targeted engagement events and workshops in support of Stage 2 of the airspace change process which captured Design Principle Evaluation and the Initial Options Appraisal.

SURFACE ACCESS TO THE AIRPORT

Obligation 5.1

2023 Progress Update

GAL Status: On track

The annual Transport Forum was held on Thursday 5 October 2023 at the Hilton Hotel. Approximately 100 people attended. The agenda covered:

- Stewart Wingate, Chief Executive Officer, and Jonathan Pollard, Chief Commercial Officer, gave an update on the last year at London Gatwick and looked forward to the future of the airport. Topics covered included London Gatwick's rapid recovery in passenger numbers and how we work to provide a high-quality service. The discussion also covered upcoming capital investment projects, new airlines and routes. They also addressed the recent air traffic control staffing challenges, focusing on how the airport was managing these and how they will be addressed going forward.
- Tim Norwood, Chief Planning Officer, gave an update on the Northern Runway Project, particularly focusing on the planning process and how local people can get involved. Audience members were encouraged to put forward their viewpoints on the project.
- Hannah Godfrey, Senior Surface Access Manager, provided an update on the Airport Surface Access Strategy, including current performance against targets, the results of the 2023 Staff Travel Survey and highlights over the last year. She also explained some of the next steps and initiatives being taken to help London Gatwick achieve the ASAS targets. This was followed by a Q&A session whereby Tim and Hannah answered audience questions.
- There was an update from the Gatwick Station Project team, with the station nearing completion at the time of the Forum. Stephen Diplock, Senior Commercial Scheme Sponsor at Network Rail who has been responsible for the delivery of the scheme as well as Anne Clark, Programme Lead from GTR, who has ensured the station has been able to remain operational and working for passengers throughout the construction period, gave the update. They explained some of the challenges the project faced during construction as well as highlighting many of the benefits already being felt by passengers and the wider rail network.
- The final segment of the Forum was a panel discussion on decarbonisation of the transport network involving various stakeholders across the industry. Katie Lamb, Lead Transport Planner at Transport for the Southeast, updated the audience on the upcoming Regional Active Travel Strategy and Action Plan. Luke Farley, Integrated Transport Manager at GWR, spoke about their upcoming service enhancements between Gatwick and Reading, the benefits of integrated transport networks and GWR's planned battery-powered train trial. Ed Wills, Managing Director of Brighton and Hove Buses and Metrobus, discussed the successful introduction of Metrobus' new hydrogen bus fleet and plans for further growth. Finally, Raoul Tufnell, Gridserve's Chief Development Officer spoke about the expansion of electric vehicle charging across the country, particularly Gridserve's soon-to-open electric forecourt at London Gatwick. Following their brief presentations, the panellists took part in a lively and informative discussion about the opportunities of decarbonisation. All parties agreed that collaboration and partnership will be key to the transport industry achieving decarbonisation and maximising the benefits for operators, passengers and local communities.

The Transport Forum Steering Group met initially in February 2023 to agree updated Terms of Reference and discuss topics of interest for meetings for the rest of the year. The group then continued to meet quarterly throughout the year with meetings in March, June, September, and December.

Obligation 5.2

2023 Progress Update

GAL Status: On Track

The Airport Surface Access Strategy was published in late 2022. The ASAS Action Plan 2022-2030 was further developed into a working document to enable regular monitoring against the key activities for 2023. A RAG status was added to highlight where further attention may be required to achieve progress. The 2023 Action Plan was updated by the Surface Access Team and shared with the Transport Forum Steering Group ahead of each quarterly meeting for comment. The Action Plan was a standing agenda item at each meeting, ensuring regular discussion and input from key stakeholders.

Ricardo Verification Result

Ricardo Verification Summary – Obligation 5.2

GAL has shared the Airport Surface Access Strategy (ASAS) for 2022 – 2030 and master plan. The ASAS action plan for 2023 provided confirms the addition of a RAG rating definition and a RAG status scoring column for each action, as stated in the AMR.

During 2023, GAL has continued to ensure regular discussion and input from members of the Transport Forum Steering Group (TFSG) on the ASAS Action Plan. Minutes for TFSG meetings provided clearly demonstrate these took place on 29th June 2023, 2nd February 2023, 23rd March 2023, 14th September 2023, and 14th December 2023, with the ASAS action plan as a standing agenda item. Evidence of email distribution of the ASAS action plan to the TFSG ahead of quarterly meetings was provided, as stated in the AMR.

 **The Obligation is on track**

Ricardo's required amendments to GAL AMR before publication

None

Evidence reviewed

- Airport Surface Access Strategy
- Gatwick ASAS Action Plan
- Transport Forum Steering Group Meeting evidence folder
- Link to London Gatwick Airport Master Plan
- Email Distribution of ASAS Action Plan ahead of TFSG meetings

Ricardo's commentary and recommendations

No recommendations made.

GAL response

None

Obligation 5.3

2023 Progress Update

GAL Status: On Track

The 2022 funding allocation for the Sustainable Transport Fund was adjusted slightly to ensure that the STF reflected London Gatwick's return to a more normal operation. While the public space count from the previous September would normally be used to calculate the fund's value, the September 2022 count was used to ensure that more funds were available. Staff allocations also increased as staff levels continued to grow back from pandemic lows. The calculations will return to the normal process for 2023 as it is assumed that the impact of the pandemic will be negligible.

The statement of funds for 2022 was sent via email to Crawley Borough Council and West Sussex County Council on 21 June 2023, in accordance with Obligation 5.3.3.3. A query was received from CBC regarding the closing balance. This was addressed by providing a clarification and an updated statement of funds to reflect the change on 28 June 2023. This format was accepted and it was agreed this will be used moving forward.

In 2023, STF funds contributed to:

- Gatwick Airport Station Project
- Metrobus services
- Support for the Southeast Communities Rail Partnership
- The annual Transport Forum
- Staffing costs

Obligation 5.4

2023 Progress Update

GAL Status: On Track

Construction work on the Gatwick Airport Station project continued throughout 2023. Key activities for 2023 included:

- January – Track changes and signalling work was completed over the December 2022-January 2023 holiday period, improving performance and resilience. Platforms 5 and 6 reopened to passengers, with an interim walkway to the terminal.
- March – Most of the changes to the existing station concourse were completed and passengers could start to experience the benefits of the enhanced space and passenger flows, including the installation of all the ticket vending machines, new signage and wayfinding to help passengers find their platforms and new gateline installed. The new information screens, moved to reduce crowding in front of the main entry gatelines were also installed.
- April – Platforms were resurfaced and the airport concourse steel framework was constructed.
- May – The temporary exit from Platform 7 to the lower forecourt was closed to enable construction work to continue. This required all passengers arriving into Platform 7 to exit the station via the existing concourse, which caused some congestion and queuing at peak times through the rest of the construction period. There were further changes to hoarding and passenger flows, IT cabling and progress was being made on the airport entrance roof.
- July – Tower Crane 1 was successfully removed in a 3-day operation. The work required closures of passenger walkways, lifts and travelators, most of the upper forecourt and changes to bus stops impacting onward surface access options. There were also times that the crane used to dismantle the tower crane had to breach the emergency runway

exclusion zone. The work required a huge collaborative effort by all teams to minimise impacts to passengers and ensure the safe removal of the crane.

- August/September – Progress was made on escalators and new lifts while work on the new airport entrance continued. The project also started the authorisation process with safety regulators to ensure the new concourse could be brought into service as planned in November.
- October – Tower Crane 2 was removed with no operational impacts to the airport or railway.

The new station concourse successfully entered into service on 21 November 2023, enabling passengers to feel the benefits of the increase in concourse space, new lifts and escalators. The opening also included a new history exhibition above Platforms 5 and 6 in the old station concourse. The exhibition charts the history of Gatwick Airport and the station, highlighting the way both have developed together. The content was produced by a local historian with the Southeast Communities Rail Partnership and the production of the panels was funded by London Gatwick.

Ricardo Verification Result

Ricardo Verification Summary – Obligation 5.4

Files provided by GAL, including a Network Rail Press release and a briefing from Network Rail sent to key stakeholders on the opening of new rail station, confirms opening date 21st November 2023, as stated in the AMR.

Gatwick Station Project update slides (dated 5th October 2023) evidences the construction work activities undertaken to ensure inclusive design for all users as required under the Obligation, highlighting the benefits to users.

GAL has provided evidence of meetings held between Gatwick Airport, Network Rail, Govia Thameslink Railway and Costain. This demonstrates key regular touchpoints with stakeholders throughout 2023 on the topic of the Gatwick Station, as required under the Obligation. As construction was in its final stages during 2023, the meetings were generally held to discuss operational issues, as any discussions with the councils around planning would be between them and Network Rail as the asset owner and would not involve GAL.

GAL provided a statement of funds from the STF which demonstrates that STF funds were used for the Gatwick Airport Station project. This confirms the statement in the AMR under Obligation 5.3 that STF funds were used for the Gatwick Airport Station project.



The Obligation is on track

Ricardo's required amendments to GAL AMR before publication

None

Evidence reviewed

- Gatwick History Project
- Gatwick Station Opening – Media
- Gatwick-Station-Project Update 2023 TF
- Gatwick Station Project Indicative List of Meetings 2023
- STF Statement 2023

Ricardo's commentary and recommendations

No recommendations made.

GAL response

None

Obligation 5.5

2023 Progress Update

GAL Status: On Track

GAL continued to restrict access to the airport via Povey Cross in line with the terms set out in Obligation 5.5 and Appendix A. 123 staff have access to the Povey Cross barrier based on the eligibility criteria for staff parking and home postcode.

The barriers at Povey Cross may be raised in exceptional circumstances to enable access to the airport or to ease congestion in the area when disruption occurs as a result of planned road or utilities works. In such situations, GAL endeavours to inform local councils and highway authorities in advance. In 2023, there were three occasions when GAL informed the local councils of planned works in the area:

- 21 June 2023 – GAL informed the councils of an emergency closure of the Povey Cross road bridge to enable repairs to the barrier system.
- 26 June 2023 – GAL informed the councils the Povey Cross barrier would be raised overnight to enable Metrobus services to run on diversion during WSCC works. This work was subsequently cancelled by WSCC.
- 4 July 2023 – GAL informed the councils of the rearranged date for the above works.

Obligation 5.6

2023 Progress Update

GAL Status: On Track

The annual assessment of parking spaces showed a capacity of 38,996 as of September 2023 which represents an increase of 5% compared to the previous year. These spaces are broken down as follows; MSCP NT 2,099 spaces; MSCP ST 2,457 spaces; NT Long Stay 7,683 spaces; ST Long Stay 9,268 spaces; NT Valet 9,090 spaces; ST Valet 3,494 spaces; Summer Special 4,905.

In January 2024 there are 15,772 staff parking allocations, with companies across Gatwick having recruited to re-build staff levels post-pandemic. There are now 4,619 staff parking spaces which is sufficient to meet peak demand times during shift change-overs.

Obligations 5.7

2023 Progress Update

GAL Status: On track

Engagement with National Highways on planned improvements to the North and South Terminal roundabouts continued in 2023. GAL provided National Highways with confirmation that funding is available within the Capital Investment Programme to complete the project. A review of land ownership was completed to confirm that works are only required within the existing highway boundary, or where GAL or National Highways are the registered landowner. This resulted in agreement on the scope of work required to produce a Preliminary Design, with that programme of work anticipated to begin in 2024. Analysis of post-Covid road traffic data is being used to inform the appropriate timing for project delivery. GAL will engage with the Local Highway Authorities on the planned improvements ahead of construction when further detail on design and programme are known.

DEVELOPMENT

Obligation 6

2023 Progress Update

GAL Status: On Track

GAL's priority in 2023 was on the preparation of the Northern Runway Project application for a Development Consent Order (DCO). During the pre-application stage GAL held numerous topic working groups (TWG) with its technical specialists and officers from the Gatwick Officer Group (GOG) authorities to discuss the details of the proposals. GAL met with officers for 12 TWGs between January and March 2023, followed by a further 6 TWG's post-submission of the DCO in November and December 2023.

The Northern Runway Project DCO was submitted on 6th July and the Planning Inspectorate (PINS) confirmed its acceptance on 3rd August. Consultees, the public and stakeholders were invited to submit 'Relevant Representations' between 5th September and 29th October, which was then extended until 19th November on the request of the PINS.

In December 2023, GAL proposed a minor change to the DCO application comprising an amendment to the North Terminal IDL, the CARE facility and introduction of reed beds. GAL met with GOG authority officers to discuss the proposed changes and answer any questions prior to holding a public consultation between 13th December 2023 and 21st January 2024.

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 (CBC) and meets with CBC and West Sussex County Council twice a year to discuss the airport including development proposals.

One proposal for airport development (outside of the work on the Northern Runway Project) was made during 2023 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 the proposed Pier 6 western extension. GAL met with officers to discuss the proposals on 13th November, then again on 18th December to discuss the revised application which included sustainability improvements.

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 Crawley Borough Council's Local Plan Regulation 19 consultation in June 2023. GAL also attended the Local Plan examination hearings in November and made representations to the Matters, Issues and Questions Consultations on 3rd November and 15th December respectively.

Ricardo Verification Result

Ricardo Verification Summary – Obligation 6 [6.1]

GAL has provided evidence that due regard has been given to relevant national and local planning policies and guidance, as required under this Obligation. The AMR outlines examples of procedures carried out by GAL to ensure best practice and conformance to requirements of the Town & Country Planning Act, National Planning Policy Framework and Development Consent Orders set out in the Planning Act 2008. GAL go beyond the requirement by engaging with the local authorities on their planning policy

Planning Applications/Permitted Development

'Covering Letter Pier 6 resubmission', confirms that a proposal for development of the Western Extension to Pier 6 at the North Terminal was made during 2023 by GAL to CBC under Class F of Part 8 of Schedule 2 of the Town & Country Planning (General Permitted Development (England) Order 2015 ("GPDO"). Evidence provided demonstrates that GAL met with CBC on 18th December 2023 where the revised application was discussed including sustainability improvements, as stated in the AMR.

Development Consent Order (DCO)

The Northern Runway Project DCO examination is scheduled to commence on 27th February and run until 27th August 2024. GAL, as the Applicant, Crawley Borough Council and West Sussex County Council as host authorities will be participating in the examination. Consultations for the Northern Runway Project are detailed in Appendix A.3 of the Consultation Report, evidence is provided of the stakeholders engaged at consultations with relevant dates and topics discussed. This confirms that the Development Consent Order (DCO) and updates from the Planning Inspectorate (PINS) scoping opinion were discussed during consultations, and that meetings with both Gatwick Officers Group (GOG) and relevant local authority topic working groups took place. This Consultation Report confirms that GAL met with officers for 12 Topic Working Groups (TWGs) between January and March 2023, as stated in the AMR. The file 'Copy of EXCEL table topic meeting groups NRP' confirms there were 6 TWG's post-submission of the DCO in November and December 2023, also as stated in the AMR.

Appendix A.3 of the Consultation Report also provides evidence of key discussion points and attendees for the Planning A and B topic working groups meeting during the pre-application stage for the Northern Runway Project (NRP) DCO. This demonstrates that engagement was carried out between local authorities, stakeholders and interest groups with respect to relevant national and local planning policies and guidance.

Notification to Joint Local Authorities (JLAs) of NRP Project Changes and accompanying slide deck confirm consultation with local authorities on changes to DCO application, as stated in the AMR.

Local Plan

GAL shared responses to the Inspectors' Matters, Issues and Questions (MIQs) consultation in November and December 2023. These confirm that representation was made by GAL as stated in the AMR. GAL's response to CBC's Local Plan Regulation 19 consultation in June confirms that representation was made as stated in the AMR. The agenda published by Crawley Borough Council (CBC) of Crawley Local Plan Hearings on 22 and 23 November 2023 confirm GAL's attendance at this consultation, as stated in the AMR.

The file '231215 Part 2 MIQ Responses ISSUE VERSION', provides evidence that GAL made representations to the Matters, Issues and Questions consultations, as stated in the AMR.

 **The Obligation is on track**

Ricardo's required amendments to GAL AMR before publication

None

Evidence reviewed

- Copy of EXCEL table topic meeting groups Northern Runway Project (NRP)
- Appendix A.3 of Consultation Report
- Gatwick Airport Northern Runway - Project information (planninginspectorate.gov.uk)
- TR020005-001829-10.1.1 Statement of Common Ground between Gatwick Airport Limited and Crawley Borough Council
- 231123 Notification to JLAs of NRP Project Changes
- 231123 JLA notification of NRP Project Changes - accompanying slide deck
- Cover Letter from Gatwick Airport Ltd 3.11.2023
- 230620 GAL Response to Reg 19 Submission CLP ISSUED
- 231215 Part 2 MIQ Responses ISSUE VERSION
- Agenda and attendees for Crawley Local Plan Hearings on 22 and 23 November 2023, published by Crawley Borough Council
- 231219 GAL Covering Letter_Pier 6 resubmission ISSUE VERSION.pdf
- 231215 Part 2 MIQ Responses ISSUE VERSION.pdf

Ricardo's commentary and recommendations

No recommendations made.

GAL response

None

Ricardo Verification Result**Ricardo Verification Summary – Obligation 6 [6.5]**Planning Applications & Consultations

The proposal for development of the Western Extension to Pier 6 at the North Terminal under Class F of Part 8 of Schedule 2 of the Town & Country Planning (General Permitted Development (England) Order 2015 ("GPDO") duly considers flood resilience due to its location within Flood Zone 3 as indicated in "Appendix 1_Pier 6_flood-map-planning-2023-11-15".

The 'GPDO' re-consultation ("231219 GPDO Consultation Pier 6 Western Extension_ISSUE VERSION" outlines that the Pier 6 design is in accordance with GAL's internal Flood Risk Management Policy, that there would be no increase in hardstanding as a result of the proposed development and details various design considerations made to mitigate floor risk.

Gatwick Airport Northern Runway Project (Development Consent Order)

The GAL Northern Runway Project (NRP) Planning Statement presents the flood risk assessment that has been carried out for the NRP proposal, including potential flooding effects and mitigation measures that will be included to meet national planning policy and minimise flood risk. The key national planning policies considered are the Airports National Policy Statement

(ANPS) and the National Networks National Policy Statement (NNNPS). This confirms due regard for flooding and design of relevant mitigation measures as required under this Obligation. Appendix A.3 of the Consultation Report states several consultations that consider the flooding impact of the NRP development.

The GAL NRP Design and Access Statements set out identified flood risks as part of the planning process for the NRP development, including classifications of the level of flood risk for different zones on site. Existing and planned flood mitigation measures are clearly detailed for all relevant zones.

The GAL NRP Carbon Action Plan sets out binding commitments including “CN23, Developing wastewater reuse strategies”. This commitment ensures that water arising from construction activities will not be discharged.

Local Plan

GAL response on York Aviation Paper (PS/EGSM/GA/18) outlines that GAL maintains its objection to the removal of the area to accommodate the proposed allocation of Gatwick Green as a strategic employment location from the safeguarded land in the Submission Version Local Plan ("SVLP") (CBLP/01). The GAL response states that the York Aviation paper fails to recognise the planning constraints that could potentially arise when seeking to construct multi-storey and block parking in a more rural location, including sustainable drainage. This gives evidence that regard is given to measures to mitigate against harmful impact on surrounding communities from flooding, as required under the Obligation.

 **The Obligation is on track**

Ricardo's required amendments to GAL AMR before publication

None

Evidence reviewed

- GPDO consultation report submitted to Crawley under planning ref: CR/2023/0737/CON and the accompanying decision notice.
- Written representations to the Draft Local Plan on 3 November and 15 December.
- Appendix A.3 of Consultation Report.
- GAL NRP Planning Statement.
- GAL NRP Design and Access Statement (volumes 1 and 2).
- GAL NRP Carbon Action Plan.
- 231219 GPDO Consultation Pier 6 Western Extension_ISSUE VERSION
- Appendix 1_Pier 6_flood-map-planning-2023-11-15

Ricardo's commentary and recommendations

No recommendations made.

GAL response

None

COMMUNITY AND THE ECONOMY

Obligation 7.1

2023 Progress Update

GAL Status: On Track

In 2022, GAL's published passenger data was 32.8 million triggering a payment of £200,000 in 2023, which was made in January 2023. The Trust received no additional money in 2023 through noise fines as no noise infringements occurred. Melanie Wrightson was appointed as a GAL representative on the Board of Trustees of the Trust on 15th February 2023 replacing Liz McDermid. Julie Ayres continued her appointment as the other GAL representative.

Obligation 7.2

2023 Progress Update

GAL Status: On Track

GAL continued to meet the Obligations in 2023 and our contribution to the partnership for 2022-23 amounted to £3,849.00 (representing 20% of the support provided by the local authorities) together with the provision of a vehicle and funding of the associated running costs by way of inkind support. In addition to the core funding, the extended financial support of the Gatwick Greenspace Partnership Officer on a full-time basis has continued to deliver significant benefits to the airport and the local community.

Ricardo Verification Result

Ricardo Verification Summary – Obligation 7.2

Confirmation of receipt of funds provides evidence that payment was made both for the financial contribution to the Gatwick Greenspace Partnership as required under the Obligation for calendar years 2021, 2022 and 2023, and for the contribution to the Project Officer salary in 2023, as stated in the AMR. The confirmation of the receipt of funds by Sussex Wildlife Trust (SWT) (11th of April 2024) confirms that GAL's partner contribution to the Gatwick Greenspace Partnership represents 20% of the total financial support provided by the local authorities, as required under the Obligation.



The Obligation is on track

Ricardo's required amendments to GAL AMR before publication

None

Evidence reviewed

- Confirmation of receipt of funds 2023-2024 SWT
 - S-INV-GATW1-1166 Partnership Costs 2023
 - S-INV-GATW1-1167 GGP Officer 2023
 - GGP Partnership Costs Invoice Oct 2022
 - S-INV-GATW1-299 -Partnership Cost 2021
-

Ricardo's commentary and recommendations

Though outside of the scope for this verification, GAL should ensure that evidence collected for all years includes confirmation that the 20% of total sums payment requirement is met for each year. Evidence of the 20% of total sums has been received for 2023 only.

GAL response

None

ACTION PLANNING

Obligation 8

2023 Progress Update

GAL Status: On Track

The action plans detailed in Obligation 8 were updated in May 2019 and published on the GAL website. The process for updating Action Plans began in 2023 and were published online in early 2024².

² [Sustainability reports | London Gatwick LGW \(gatwickairport.com\)](https://www.gatwickairport.com/sustainability-reports)

MONITORING AND PLANNING

Obligation 9

2023 Progress Update

GAL Status: On Track

On the 25th March 2024, our draft Annual Monitoring Report (AMR) for 2023 incorporating reporting on the Obligations was provided to the Environmental Consultant, Borough and County Councils.

The 2023 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 2023 on their Obligations was provided to GAL on 12th April 2024. This was also incorporated into the 2023 Annual Monitoring Report.

The finalised 2023 AMR was provided to CBC and WSCC and posted on the Gatwick Airport website on 09 07 2024.

SECTION C CRAWLEY BOROUGH COUNCIL AND WEST SUSSEX COUNTY COUNCIL REPORTED PROGRESS

CRAWLEY BOROUGH COUNCIL

Obligation 10.1

STATUS: On track

2023 Progress Update

Meetings took place in 2023 to discuss long-term airport parking. The Gatwick Parking Survey was undertaken by the local authorities on 8 September 2023, with the exception of Horsham District Council which undertook the survey 1 September 2023. GAL provided a count for its car parks as of 8 September 2023.

CBC liaised individually with the Gatwick Local Authorities and GAL prior to the survey to collate the sites list and prepare survey forms, with further liaison following the survey to clarify data and collate results. A post-survey meeting to agree the final 2023 survey, attended by the local authorities and GAL, took place 18 December 2023. CBC will continue to coordinate the annual parking survey, working with GAL and the local authorities to discuss issues related to long-term airport parking.

Obligation 10.2

STATUS: On track

2023 Progress Update

The Borough Council met with GAL on two occasions in 2023 (7 March and 12 September specifically in relation to the Legal Agreement and issues raised through GOG/GJLAM, although other meetings also took place with regard to the Crawley Borough Local Plan and the Northern Runway DCO. Meetings will continue to be scheduled and matters discussed as required.

Obligation 10.3

STATUS: On track

2023 Progress Update

The Gatwick Officers Group (GOG) met on 12 occasions during 2023 as follows:

- 17 January 2023
- 14 February 2023
- 14 March 2023
- 11 April 2023
- 16 May 2023
- 13 June 2023
- 11 July 2023
- 8 August 2023
- 12 September 2023
- 10 October 2023

- 14 November 2023
- 12 December 2023

The Gatwick Joint Local Authorities took place by way of an electronic update circulated 20 December 2023. 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.

Obligation 10.4

STATUS: On track

2023 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

STATUS: On track

2023 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

STATUS: On track

2023 Progress Update

The Gatwick Joint Authorities Air Quality meeting took place 18 December 2023. The Borough Council will hold the meeting in 2024.

Obligation 10.7

STATUS: On track

2023 Progress Update

The Borough Council has been kept informed of the Company's progress on redevelopment of the rail station through the Transport Forum Steering Group, which is attended by GAL and Network Rail. The station concourse improvement works are now complete. Liaison regarding improvements to the intermodal interchangeability of the airport have continued to take place through the Transport Forum Steering Group, with meetings taking place on 23 March, 29 June, 14 September, and 14 December 2023.

Obligation 10.8

STATUS: On track

2023 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

STATUS: On track

2023 Progress Update

The Borough Council provides information on compliance with its obligations at the S106 management meetings and contributes to the preparation of the Gatwick AMR. CBC provided written feedback on the verification proposals in January 2023, met with GAL/WSCC and the independent consultants Ricardo Energy and Environment on 24 April, and provided feedback on the verification report in June 2023. CBC also provided information on its S106 obligations (for the 2022 calendar year) by way of an email sent 13 April 2023.

The Borough Council will continue to review compliance and provide results to GAL for the Monitoring Report.

Obligation 10.10

STATUS: On track

2023 Progress Update

The Borough Council has each year paid its contribution to the costs of the Environmental Consultant for the verification of the AMR. In relation to the 2022 AMR verification process, GAL invoiced CBC for its 25% share of costs, which were paid in August 2023. The Borough Council will continue to contribute its share of the costs of the Environmental Consultant moving forward.

WEST SUSSEX COUNTY COUNCIL

Obligation 11.1

WSCC STATUS: On track

2023 Progress Update

The County Council met with GAL on two occasions in 2023 (7 March, and 12 September) in relation to the Legal Agreement and issues raised through GOG/GJLAM. Other meetings also took place with regard to Northern Runway DCO. The Transport Forum Steering Group has also met quarterly to discuss surface access issues and related obligations.

Obligation 11.2

WSCC STATUS: On track

2023 Progress Update

There are currently no proposals for road user charging.

Obligation 11.3

WSCC STATUS: On track

2023 Progress Update

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

Obligation 11.4

WSCC STATUS: On track

2023 Progress Update

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

Obligation 11.5

WSCC STATUS: On track

2023 Progress Update

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

Obligation 11.6

WSCC STATUS: On track

2023 Progress Update

The County Council provides information on compliance with its obligations at the S106 management meetings and contributed to the preparation of the 2022 AMR. WSCC provided written feedback on the verification proposals in January 2023, met with GAL/CBC and the independent consultants Ricardo Energy and Environment on 24 April and 5 July. WSCC also provided information on its S106 obligations (for the 2022 calendar year) by way of an email sent 13 April 2023.

Obligation 11.7

WSCC STATUS: On track

2022 Progress Update

The County Council pays an annual contribution to the costs of the Environmental Consultant for the verification of the AMR. In relation to the 2022 AMR verification process, GAL invoiced WSCC for its 25% share of costs, which were paid in September 2023. The County Council will continue to contribute its share of the costs of the Environmental Consultant moving forward.

SECTION D

VERIFICATION STATEMENT

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

RESPONSIBILITIES

The information and presentation of data within the 2023 Annual Monitoring Report (AMR) is the responsibility of GAL, WSSC 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 2023 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;
- WSSC – the Local Highway Authority; and
- CBC – the Local Authority.

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

SCOPE OF THE VERIFICATION

As part of the S106 legal agreement, GAL and the other signatories of the agreement (WSSC and CBC) are required to appoint an Environmental Consultant to review and verify their AMR. Ricardo was commissioned to review the 2023 AMR.

Under the S106 agreement the Environmental Consultant is required to:

- Select a sample of ten of GAL's Obligations in line with the S106 agreement.
- In selecting the Obligations, the annual verification must include at least two Obligations 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;
 - Community and economy
 - Development

The Environment Consultant's role is to review and report on the selected Obligations, 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 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 which required completing by 31st December 2023; and
- Results of previous verifications.

The verification was undertaken in May and June 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 2023 AMR.

For each selected Obligation, Ricardo established if the progress stated in the AMR was accurate, if the Obligation was on track and if the 2023 actions were adequate. The findings are provided for each Obligation 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.

Verification Findings

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

10 out of ten Obligations verified were found to be **on track** (i.e., **GREEN**).

0 Obligations were found to be **partially on track** (i.e., **AMBER**).

0 Obligations were found to be **not on track** (i.e., **RED**).

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	2022	2023
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	16.8	
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	13.9	17.2	
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	11.7	
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	22.3	20
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 ¹	15.2	14.3	
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	14.6	12
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	0.7	
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	0.4	

Footnote 2023

¹ In 2020, Residential Site RG1 was reported as 16.7, which is the annual average - the annual average VCM is 15.1.

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 2023 AIRCRAFT ENGINE TESTING AND FEGP AVAILABILITY

Air Traffic Movements 2023				
Quarter 1	Quarter 2	Quarter 3	Quarter 4	Total
50,548	68,645	77,205	60,433	256,831
Aircraft Engine Tests 2023				
Quarter 1	Quarter 2	Quarter 3	Quarter 4	Total
18	23	24	33	98
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).				
2023 annual	Quarter 1	Quarter 2	Quarter 3	Quarter 4
99.91%	99.89%	99.93%	99.93%	99.89%
2023 FEGP availability (monthly by Terminal)				
2023	North Terminal	South Terminal*		
Jan-23	99.73%	99.90%		
Feb-23	99.93%	99.95%		
Mar-23	99.88%	99.96%		
Apr-23	99.96%	99.92%		
May-23	99.97%	99.96%		
Jun-23	99.89%	99.88%		
Jul-23	99.90%	99.90%		
Aug-23	99.97%	99.94%		
Sep-23	99.95%	99.93%		
Oct-23	99.94%	99.89%		
Nov-23	99.83%	99.88%		
Dec-23	99.92%	99.87%		
% Runway Direction in Use 2023				
Westerly (RWY 26) – 70.4%				
Easterly (RWY 08) – 26.6%				

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-23	2	9	53	0	49	0	99.73%	99.90%	3	0
Feb-23	13	9	51	0	53	0	99.93%	99.95%	0	0
Mar-23	3	7	43	0	53	0	99.88%	99.96%	1	0
Apr-23	9	7	41	0	58	0	99.96%	99.92%	0	0
May-23	7	6	36	0	58	0	99.97%	99.96%	0	0
Jun-23	7	7	41	0	64	0	99.89%	99.88%	4	0
Jul-23	11	8	50	0	65	0	99.90%	99.90%	0	0
Aug-23	9	8	46	0	59	0	99.97%	99.94%	1	0
Sep-23	4	8	47	0	55	0	99.95%	99.93%	0	0
Oct-23	15	9	53	0	53	0	99.94%	99.89%	0	0
Nov-23	6	9	52	0	52	0	99.83%	99.88%	0	0
Dec-23	12	10	57	0	49	0	99.92%	99.87%	0	0

2023 Footnotes:

- 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 - FOR 2023

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	2022	2023
Non-transfer passengers	38,940,710	41,207,473	41,574,396	40,841,028		6,244,528	32,838,194	40,899,064
Passenger public transport use (%) (combined rail, bus/coach use)	44	44	44	47.4		42.4	43.7	43.9
Private car (%)	38.5	37.9	36.8	33.7		40.2	37.6	37.7
Rail	37.5	38.0	38.0	41.3		39.9	40.5	38.7
Bus/ Coach	6.0	5.7	5.8	6.1		2.5	3.2	5.2
Hire car	1.3	1.1	1.8	1.7		1.1	1.1	1.1
Taxi/ Minicab/Uber	15.5	16.2	16.6	16.0		15.1	16.9	16.6
Other	0.3	0.2	0.3	0.4		1.1	0.4	0.3

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*	2013	2014	2015 **	2016	2017	2018	2019	2020	2021	2022	2023
Total energy consumption (kWh)	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	165,783,001	167,738,450
Total GAL usage ***	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	121,603,944	123,004,837
Total 3rd party usage	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	44,179,057	44,733,613
Gas - consumption (kWh)	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	44,544,712	40,411,110
Electricity – consumption (kWh)	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	121,238,289	127,327,341

* 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	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023
Upstream yearly average BOD (mg/l)	3.99	2.94	5.22	2.48	2.81	3.06	3.75	2.94	2.76	3.03	4.04	
Downstream yearly average BOD (mg/l)	4.01	4.95	2.61	2.44	3.19	4.15	9.19	3.25	3.41	4.13	6.49	
D Pond outlet yearly average BOD (mg/l)	64.91	45.01	25.99	17.91	8.97	9.09	14.26	5.68	5.62	5.36	5.93	
Days per year when 10mg/l exceeded	77	63	9	2	9	33	3	3	1	2	2	
D pond discharge - days per year of non-compliance with EA consents	None	None	None	None	None	None	None	None	None	None	None	

MATERIALS MANAGEMENT	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023
Total operational & commercial waste collected (tonnes)	8,803	9,315	9,803	10,494	11,827	13,118	13,722	13,493	3,781	1,935	9,132	11,782
Operational & commercial waste recycled/reused* (%)	40%	38.7%	40%	49.0%	52%	58%	64%	70.9%	67%	53%	56%	59%
Operational & commercial waste recovered for energy (%)	50%	52%	39.6%	46.6%	48.0%	42.0%	36%	29.1%	33%	47%	44%	41%
Operational & commercial untreated waste sent to landfill (%)	10%	9.3%	20.4%	4.3%	0.0%	0.0%	0.0%	0%	0%	0%	0%	0%
Operational & commercial waste per passenger (kg)	0.26	0.26	0.26	0.26	0.27	0.29	0.3%	0.29%	0.37	0.31	0.28	0.29

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 1 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 Banstead 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 2024, unless otherwise agreed in writing between the parties, 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 Borough Council (RBBC) with the following financial support for their activities relating to air quality in the vicinity of the Airport:

- 3.3.1 a payment of sixty-eight thousand pounds (£68,000) on or before 31 May in each calendar year 2022 to 2024 inclusive for revenue costs, including staff time, data management, servicing, and consumables as outlined in a schedule with associated indicative costs provided on or before 31 March each year.
- 3.3.2 purchasing in accordance with a specification and programme set by RBBC and thereafter leasing to RBBC at nominal cost (say £1 per site per annum), such equipment (not covered under paragraph 3.3.1 and as agreed between the parties - such agreement not to be unreasonably withheld) as is needed to be replaced in order to maintain the current programme of air quality monitoring on three permanent sites.
- 3.3.3 the Company will arrange twice-yearly meetings with RBBC to discuss progress with air quality monitoring, the results thereof and any further initiatives that may be deemed appropriate, as well as the Company's progress with implementing its Air Quality Action Plan.

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

Part 1

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.

Part 2

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 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

Part 1

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.

Part 2

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 2022 to 2024. Such funds will be based on the sum of:
- 5.3.2.1 £10 per annum for each pass validated for entry to a staff car park operated by or on behalf of the Company;
 - 5.3.2.2 a levy on the total supply of spaces in public car parks operated or available for operation by or on behalf of the Company on 30 September in the preceding year at the rate per space of:
 - £33.25 in 2022
 - £34.00 in 2023; and
 - £34.75 in 2024
 - 5.3.2.3 1.8% of the total fees collected each calendar year from the drivers of vehicles using the terminal forecourt passenger drop off zones;
 - 5.3.2.4 100% of the funds generated through fines for red route contraventions; and
 - 5.3.2.5 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 or allocated (whether or not retrospectively) 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 was permitted by Crawley Borough Council on 19 March 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 end of 2024.
- 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 end of 2024, 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

Part 1

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

Part 2

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

Part 1

The Company's Objective:

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

Part 2

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 May in the calendar years 2022 to 2024 inclusive, £50,000 for every 10 million of departing or arriving passengers per annum (“ppa”) based on published CAA passenger data for the preceeding year:
- £50,000 for up to 10mppa
 - £100,000 for between 10,000,001 and 20,000,000 ppa
 - £150,000 for between 20,000,001 and 30,000,000 ppa
 - £200,000 for between 30,000,001 and 40,000,000 ppa
 - £250,000 for between 40,000,001 and 50,000,000 ppa, and
 - £300,000 for above 50,000,001 ppa.

Obligation 7.2

In each calendar year up to and including 2024, 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

Part 1

The Company's Objectives:

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

Part 2

The Company's Obligation:

Obligation 8

- 8.1 The Company will continue to keep under review and update, as necessary, the following Action Plans:
- 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 As part of preparing the Monitoring Report referred to in Obligation 9.2, the Company will identify the latest version of each Action Plan and any significant updates that have taken place in the preceding year.

MONITORING AND REPORTING

Part 1

The Company's Objective:

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

Part 2

The Company's Obligation:

Obligation 9

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

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

9.2.1 each Obligation.

9.2.2 the Company's assessment of whether the Obligation has been met or the progress made towards the Obligation 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 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 2021 to 2023 and shall be issued to the County Council, the Borough Council and, as necessary, 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 for 2022 and 2023 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.
- 9.6 In selecting those of the Company's Obligations for review, the Environmental Consultant shall each year include no fewer than two relating to each of:
- surface access;
 - aircraft noise; and
 - air quality.
- 9.7 In reviewing and reporting on the selected Obligations, 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 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 for 2022 and 2023, 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

THE 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, and Action Plans referred to in this Agreement;
- 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.

THE 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

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Obligation 11.7

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Issued by Gatwick Airport Limited

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LONDON GATWICK

