
GATWICK AIRPORT LIMITED

SECTION 106 LEGAL AGREEMENT ANNUAL MONITORING REPORT 2022

FINAL REPORT INCLUDING VERIFICATION STATEMENTS

Date of issue: **2nd August 2023**

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)

2022 Progress update

GAL Status

Performance status reported by GAL, which for 2022 is described as below:

ON TRACK – The obligation specifies annual or ongoing activity which has been maintained in 2022; or the obligation requires periodic non-annual activity which did not fall due in 2022.

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 2022 (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 requires the External Consultant to select a sample of ten of GAL's obligations and commitments. In selecting these obligations and commitments, the annual verification must include no fewer than two relating to each of:

- Surface Access
- Aircraft Noise
- Air Quality

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

- Seek to verify the accuracy of the information included in the Monitoring Report
- 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.

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

2022 SECTION 106 ANNUAL MONITORING REPORT (AMR) VERIFICATION PROCEDURE

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 31 December 2022; 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 24 April 2023. 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 staff to populate and provide the evidence. Ricardo then reviewed this data and provided an updated evidence log with comments/ questions to GAL, for GAL to then respond to. Ricardo then reviewed these responses. Additional responses or targeted Q&A sessions were not required following this as all Ricardo questions were addressed. The aim of this was to review the quality of evidence and statements made to assure that the information collection process is robust, to review information transposition/ manipulation and to check internal assurance and audit processes.

Step 4: Draft Verification Report

Following the evidence log exchange 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. Following their review, Ricardo finalised the verification report incorporating any written comments that had been raised.

Obligations selected for 2022 AMR verification

The Obligations selected by Ricardo are as follows:

- Air Quality Obligation 3.1 – Fixed Electrical Ground Power and Ground Power Units
- Air Quality Obligation 3.4 – Studies of NO_x/NO₂, PM₁₀ and PM_{2.5}
- Noise Obligation 4.2 – Aircraft Charges
- Noise Obligation 4.4 – Engine Testing
- Surface Access Obligation 5.1 – Annual Gatwick Area Transport Forum
- Surface Access Obligation 5.3 – Supporting Initiatives (STF)
- Surface Access Obligation 5.6 – Car Parking Strategy
- Development Obligation 6.2 – Visual Impacts
- Development Obligation 6.3 – Management of Impacts
- Community and Economy Obligation 7.1 – Community Trust Support

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



The Obligation is **on track**



The Obligation is **partially on track**



The Obligation is **not on track**

Verification conclusions

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

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

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

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

No issues were identified during the review of the ten obligations and therefore no recommendations were made.

Assumptions and exclusions

The verification was limited to actions that took place during 2022. 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 2022.

This section provides GAL's report on fulfilment during 2022 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:

21 Obligations were **on track** during 2022

1 Obligation was **partially on track** during 2022*

0 Obligations were **not on track** during 2022

*Obligation 3.4 was considered to be only partially on track for 2022 as travel restrictions were still in place at the beginning of 2022 and the airport did not resume a two-terminal operation until March 2022.

CLIMATE CHANGE

Obligation 2

2022 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. In line with Defra guidance for third round reporting, the report used UKCP18 climate projections for 2020-2049 and 2050-2079 for updating the strategic assessment of operational and infrastructure risks in the medium and longer-term and provided an update on GAL's climate change adaptation programmes. The report is available on the Gatwick Airport Sustainability [webpage](#)¹.

In addition to the climate change reporting above, GAL is also focused on actions to mitigate climate change. This is set out in Gatwick's Sustainability Policy, our Second Decade of Change which was published in June 2021. The second Decade of Change now includes two goals relating to climate change and net zero being 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

¹ <https://www.gatwickairport.com/business-community/sustainability/reports/>

1990 baseline). During 2022, our IT and engineering teams continued with the delivery phase of a proof-of-concept (POC) project to explore whether 'automation' can be used to identify faults and optimise energy used by heating, ventilation and air conditioning systems. The second Decade of Change also includes an Airport and Surface Access Emissions goal (goal 7), with includes working with transport partners to increase airport passenger and staff usage of public transport and zero and ultra-low emission journey modes to 60% by 2030. During 2022, The Airport Surface Access Strategy (ASAS) 2022-2030 launched at the Annual Transport Forum on 8 October 2022 sets out how GAL will increase passenger public transport mode share, reduce staff single occupancy car journeys, and continue to reduce air passenger drop off and pick up car journeys. Further details on the Decade of Change can be found on our [Sustainability Reports](#)².

AIR QUALITY

Obligation 3.1

2022 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 2022, 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) remained in place throughout 2022 and remain effective into 2023. These procedures are incorporated in daily aircraft turnaround audits 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.

The Gatwick Airport Notice introduced in July 2020 to provide additional dispensations to run aircraft air-conditioning units at full power as part of COVID-safety measures expired in July 2022 and as operations had returned to normal by this time it was deemed unnecessary to extend it further. No APU dispensations were applied in 2022 due to COVID-related safety measures.

Following the relaxation of Covid restrictions and the ensuing increase in travel, the South Terminal reopened in March 2022. All stands and facilities became available including FEGP.

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.

² [Sustainability Reports, Decade of Change | Gatwick Airport](#)

RICARDO VERIFICATION RESULT – OBLIGATION 3.1

Ricardo Verification Summary

GAL has demonstrated evidence of the operating procedures for FEGPs, APUs and GPUs, limitations on their use and airport policy outlining the associated restrictions on the use of these technologies.

FEGP usage for the North and South terminals was verified following the provision of the Eng CSS Report 2023 data sheet.

Thrice-monthly APU checks were highlighted in the file 2022 Ground Noise Data xls.

Gatwick included a press-release from its media centre to confirm the reopening of the south terminal on 27 March 2022.

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

- 2022 Ground Noise Data
- GAD F1 23 Operating Procedures - Aircraft Fixed Electrical Ground Power (FEGP) 2025-12-31
- GAD F6 23 Restrictions on the use of Ground Power Units on Aircraft Stands 2025-12- 31 • GAD F26 20 LIMITATIONS ON THE USE OF AIRCRAFT AUXILIARY POWER UNITS 2023-06-09
- Gatwick Media Centre – Gatwick to reopen terminal press release.
- Eng CSS Report 2023

Ricardo's commentary and recommendations

No recommendations made.

GAL Response

None

Obligation 3.2

2022 Progress Update

GAL Status: On track

During 2022, 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 29 July 2022 and attending the Gatwick Joint Authorities Annual Air Quality Meeting on 20 December 2022.

On 29 April 2022, we provided the ratified LGW3 data set for 2021 to RBBC and CBC; and in June 2022, we provided input on the Joint RBBC-GAL Report to the Gatwick Airport Consultative Committee (GATCOM) Steering Group on Local Air Quality monitoring during 2021.

On 20 December 2022 GAL attended the Gatwick Joint Authorities Annual Air Quality Meeting. This meeting, conducted via Microsoft Teams, brought together officers from multiple local authorities from areas around the airport as well as the Head of Sustainability and the Sustainability Reporting and Emissions 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.
- The activities on the airfield designed to prevent unnecessary emissions such as the use of Fixed Electrical Ground Power and restrictions on the use of aircraft Auxiliary Power Units.

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

- The introduction of fuel-cell buses for the Metrobus Fastway routes.
- The redevelopment of the Gatwick Rail Station.
- The installation of the first all-electric charging station at a UK airport in partnership with GRIDSERVE.
- The installation of EV chargers in the Valet Return service areas, expected in Spring 2023.
- The introduction of a new carbon incentive into the published tariff, effective from 1 April 2022, 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.

Obligation 3.3

2022 Progress Update

GAL Status: On track

GAL's purchase order of £68,000.00 for the annual funding contribution was raised on 21 March

2022 and following submission of RBBC's invoice the payment was made by GAL on 29 April 2022. There were no payments towards other equipment upgrades required by S106 terms.

As noted under Obligation 3.2, during 2022, 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 virtual meeting on 29 July 2022 and the Gatwick Joint Authorities Annual Air Quality Meeting on 20 December 2022.

Obligation 3.4

2022 Progress Update

GAL Status: Partially 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 we did not commission this study. As travel restrictions were still in place at the beginning of 2022 and the airport did not resume a two terminal operation until March 2022, we are now reflecting on the appropriate modelling year to use. Initial discussions with RBBC took place regarding an appropriate modelling year during the meeting on 27 July, and subsequently via email. This obligation is therefore only partially on track until we undertake the next modelling study, which we are planning to commission in 2023.

RICARDO VERIFICATION RESULT – OBLIGATION 3.4

Ricardo Verification Summary

Files shared by GAL confirm evidence of discussions regarding the programme of studies of NO_x/NO₂, PM₁₀ and PM_{2.5} on 29 July 2022.

The evidence confirmed that the relevant parties agreed upon using 2019 as the most appropriate year to model. Ricardo sought additional information regarding year for which the commissioning of the study for GAL's air quality action plan would take place. GAL were able to provide clarification that a modelling exercise for the study will commence in 2023.

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 **partially on track**

Ricardo's required amendments to GAL AMR before publication

None.

Evidence Reviewed

- File Note_Air Quality_GAL, RBBC, CBC 29.07.22
- Gatwick LGW3 - Ratified 2021

Data Ricardo's Commentary and Recommendations

The minutes of the AQ discussion do not clearly indicate that there is planning for a 2023 study.

GAL Response

To clarify, we are planning to undertake the modelling exercise this year (2023), the next periodic modelling year was 2020 however the discussion referenced in that note suggests that due to Covid-19 it may not be an appropriate year. Initial discussion with the Local Authority suggests that 2019 may be the most appropriate year to model. As part of the methodology, we will seek to confirm this.

NOISE

Obligation 4.1

2022 Progress Update

GAL Status: On Track

Gatwick Airport is a designated airport for the purposes of the Civil Aviation Act of 1982 and 2006 and as such these Acts grant the Government, delegated to the Department for Transport, powers to introduce noise control measures to limit or mitigate the effect of noise and vibration connected with taking off or landing aircraft at the airport.

During 2022, no new requirements regarding the measurement of noise by aircraft on departure from Gatwick Airport were implemented by the Department for Transport.

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

Obligation 4.2

2022 Progress Update

GAL Status: On Track

GAL continues to strengthen differentials in aeronautical charges to incentivise environmental performance.

In April 2022, a trial to broaden the scope of the environmental component of GAL's aeronautical charges was introduced to add a carbon emissions charge to the existing noise and NO_x charges.

RICARDO VERIFICATION RESULT – OBLIGATION 4.2

Ricardo Verification Summary

Schedule 1 of the Gatwick Conditions of Use demonstrates the broadening of scope with regards to aeronautical charges, highlighting that carbon emissions charges have been applied for passenger services, business aviation and helicopter flights (Page 33).



The Obligation is **on track**

Ricardo's required amendments to GAL AMR before publication

None.

Evidence Reviewed

- 2223 Gatwick Conditions of Use

Ricardo's Commentary and Recommendations

No recommendations made.

GAL Response

None.

Obligation 4.3

2022 Progress Update

GAL Status: On Track

During 2022, 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 26 January 2022, 30 March 2022, 25 May 2022, 2 August 2022, 28 September 2022 and 30 November 2022.

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

Bilateral meetings between GAL and individual airlines, where specific and enhanced feedback could be provided, continued throughout 2022. Meetings with Scoot, JetBlue, Vueling, Wizz Air UK, Nouvelair, Norse Atlantic, AirAsia, Corendon, Bamboo and Westjet took place on 25 January 2022, 18 February 2022, 26 April 2022, 6 June 2022, 8 August 2022, 23 August 2022, 5 October 2022, 11 October 2022, and 24 October 2022 respectively. Two additional meetings were held each with JetBlue and Norse Atlantic to check in on progress, these took place on 23 August 2022 and 1 September 2022 respectively.

Obligation 4.4

2022 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.

The monthly 'rolling average' of aircraft engine tests that were undertaken at Gatwick Airport, as of the end of December 2022 and included in GAL's reporting to the February 2023 NaTMAG meeting, was 14 (rolling average for 12 months; or 10 for the 6 months to end of December 2022) with the six-month total figure recorded of 61.

An absolute total of 140 aircraft engine tests were completed during the year; the total durations of which were for 2336 minutes at Ground Idle thrust, 821 minutes at Flight Idle thrust and 2452 minutes at thrust levels in excess of Flight Idle.

These figures are less than that the numbers set out in the S106 Legal Agreement and therefore the activities set out in the sub-clauses are not applicable for implementation. Statistics relating to the number of aircraft engine tests undertaken on the airfield at Gatwick Airport are provided in the Ground Noise Summary and Commentary to the quarterly meetings of the Noise and Track Monitoring Advisory Group (NaTMAG).

NaTMAG met on 3 February 2022, 12 May 2022, 4 August 2022 and 10 November 2022.

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 Gatwick Airport Noise and Airspace webpages.

RICARDO VERIFICATION RESULT – OBLIGATION 4.4

Ricardo Verification Summary

During 2022, GAL has continued to engage with its stakeholders on noise relating to engine testing as part of the quarterly Noise and Track Monitoring Advisory Group (NaTMAG). Evidence provided by GAL clearly demonstrates that these meetings took place 3rd February, 12th May, 4th August and 10th November 2022.

GAL also shared an Engine Runs Data spreadsheet which indicated that engine testing was carried out in accordance with the requirements of the obligation for 2022.

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

- 2022 Engine Runs Data
- NATMAG Minutes August 2022
- NATMAG Minutes February 2022
- NATMAG Minutes May 2022
- NATMAG Minutes November 2022
- Q4 2022 AO Report V2.0

Ricardo's Commentary and Recommendations

No recommendations made.

GAL Response

None.

Obligation 4.5

2022 Progress Update

GAL Status: On Track

During 2022, 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 - meetings of the Noise Management Board (NMB) Community Forum, Delivery Group and Executive Committee; the Gatwick Noise Monitoring Group; and the Noise and Track Monitoring Advisory Group were held throughout the year. The Airspace Office also contributed towards airspace and noise management related issues at the GATCOM and the GATCOM Steering Group and the Noise and Track Monitoring Advisory Group.

The chairs of the NMB Community Forum and the NMB Executive Committee hosted bi-lateral surgery events with NMB members in January and August. A number of noise management project and subject specific meetings and briefings were held. Finally, the 2022 NMB and GAL Airspace and Noise annual public meeting took place on Wednesday 7 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

2022 Progress Update

GAL Status: On Track

The annual Transport Forum was held in person for the first time since 2019. The event took place on Friday 6 October 2022 at the Sofitel Hotel. Approximately 60-70 people attended, though many more had registered to attend. The agenda covered:

- Jonathan Pollard, Chief Commercial Officer, and Adrian Witherow, Chief Operating Officer, discussing the last year at Gatwick. They covered some of the operational challenges of reopening South Terminal after 2 years and the issues airports had with queues over the summer period. The segment also touched on Gatwick's continued recovery from the pandemic.
- Simon Calder, Senior Travel Editor for The Independent, provided an entertaining reminder of all the ups and downs of travel during the COVID-19 pandemic, including lockdowns, the traffic light system and hotel quarantine.
- An update from Stephanie Wear, Head of Aviation Development, on Gatwick's route network, new routes and emerging airline partnerships.
- Gatwick's Northern Runway Project, with an update on the highways proposals from Tim Norwood, Chief Planning Officer. Tim also covered the next Decade of Change.
- The event closed with Richard Higgins introducing the audience to Gatwick's latest Airport Surface Access Strategy (ASAS), including a reflection on what was achieved during the previous ASAS period and a look forward at our upcoming targets.

The Transport Forum Steering Group continued to meet quarterly throughout the year, with meetings held in March, June, September and December.

RICARDO VERIFICATION RESULT – OBLIGATION 5.1

Ricardo Verification Summary

The Gatwick Transport Forum Brochure outlines that the event took place on 7th October 2022 with various speakers contributing to the forum agenda, as stipulated in the AMR. GAL also provided the agendas for the Surface Transport Steering Group's quarterly meetings, which took place on 24th March, 30th June, 15th September, and 15th December 2022.

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

- Gatwick Transport Forum Brochure 2022
- TFSG Agenda - 15th December 2022
- TFSG Agenda - 15th September 2022
- TFSG Agenda - 24th March 2022
- TFSG Agenda - 30th June 2022

Ricardo's Commentary and Recommendations

No recommendations made.

GAL Response

None.

Obligation 5.2

2022 Progress Update

GAL Status: On Track

The Airport Surface Access Strategy was launched at the Transport Forum in October 2022 and published on the Gatwick Airport website the following month. The ASAS 2022-2030 sets new, updated targets for sustainable passenger and staff travel to and from the airport and includes an action plan.

The Transport Forum Steering Group was briefed in June 2022 and a draft document was circulated for review and comment in mid-September. Responses were received from: Crawley Borough Council, West Sussex County Council, Reigate and Banstead Borough Council, Metrobus and Transport for London.

Obligation 5.3

2022 Progress Update

GAL Status: On Track

Funding for the STF increased in 2022 as the airport continued to recover from the COVID-19 pandemic and forecourt charging and red route enforcement were included for the first time.

The fund continued to contribute to Metrobus services. The contribution increased significantly in 2022 compared with 2021, reflecting the return of services, staff and passengers.

Funds also contributed to staffing costs, the annual Transport Forum and the Gatwick Station Project.

The statement of funds for 2021 was sent via email to Crawley Borough Council and West Sussex County Council on 10/06/22, in accordance with Obligation 5.3.3.3.

RICARDO VERIFICATION RESULT – OBLIGATION 5.3

Ricardo Verification Summary

The GAL Surface Access Strategy highlights future planning for growth and funding contributions to a number of areas including metrobus services, the transport forum, the GAL station project and staffing costs.

The Annual Statement of Funds 2021 and the STF Fund Income 2022 indicate a year-on-year increase from 2021 to 2022, demonstrating that the obligation is on track.

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

- Gatwick Sustainable Transport Fund - Annual Statement of Funds 2021
- Surface Access Strategy 2022
- STF Fund Income 2022

Ricardo's Commentary and Recommendations

Is there any evidence of the increase in funding allocation?

GAL Response

Additional narrative and evidence provided in document: STF Fund Income 2022

Obligation 5.4

2022 Progress Update

GAL Status: On Track

Construction of the Gatwick Station Project continued throughout 2022, with completion remaining on track for 2023.

Key milestones delivered in 2022 included:

- New ticket retail area opened.
- Flooring works carried out throughout the station.
- New Special Assistance point opened.
- The central gate line was closed for works and subsequently reopened with new wider gates, making them easier to use for passengers with luggage, pushchairs or those with reduced mobility.
- The overbridges were all refurbished and reopened.
- The new back of house staff accommodation building entered operations in the final quarter of the year, providing an improved welfare and work environment to station staff.
- IT systems upgrades were carried out.
- The first roof truss for the new concourse was installed above the new escalator canopies on Platforms 5 & 6.
- Key track works were completed over the festive period, which will contribute to improved reliability, punctuality and service recovery.

Obligation 5.5

2022 Progress Update

GAL Status: On Track

GAL continued to restrict access via Povey Cross in line with the terms set out in this Obligation. In 2022, the number of permitted staff car park holders with access through Povey Cross was 74 while a further 950 airport ID holders may access Povey Cross when required for operational or emergency reasons only.

Periodically the barriers at Povey Cross may be raised exceptionally to ease congestion on local roads arising from planned highways works or from road safety or roadside utilities incidents. In such situations GAL liaises closely with the highway authorities, utilities companies and local councils.

During 2022, Gatwick Control Centre recorded two incidents to the Povey Cross barrier. In April 2022, the Povey Cross barrier was reported as broken. The barrier was subsequently locked and secured in an upright position until repaired. In October 2022, a civilian car drove into barrier causing a fault, which was subsequently repaired.

Obligation 5.6

2022 Progress Update

GAL Status: On Track

Following the reopening of South Terminal in March 2022, the annual assessment of parking spaces in September 2022 showed 37,137 public spaces available for use. However, GAL was

not able to use the full available capacity due to labour constraints. The spaces broke down as follows: MSCP NT: 2,099 spaces; MSCP ST: 2,457 spaces; NT Long Stay: 7,683 spaces; ST Long Stay: 8,918 spaces; NT Valet: 7,583 spaces; ST Valet: 3,844 spaces; NT Summer Special 4,553 spaces.

Annualised year to year figures show that in December 2022 there were 12,967 staff parking allocations, reflecting recruitment drives by airport businesses and staff returning to work on-site as Gatwick started to rebuild from the impact of the COVID-19 pandemic. In March 2022 a new 1,000 space staff car park was provided using an area of Long Stay South (now Car Park A) and a further 200 spaces were added to Car Park H in October, following the relocation of the Commuter Park. This capacity was required following the closure of X Car Park in 2020, which previously provided 2,300 spaces for staff.

RICARDO VERIFICATION RESULT – OBLIGATION 5.6

Ricardo Verification Summary

The car parking strategy is evidenced within GAL's 2022 Surface Access Strategy. Ricardo raised questions about the car park capacity as different sources stated different sets of figures. GAL provided sufficient clarification on this query highlighting that the space count used in the AMR used the space capacity that was used to fund the STF in 2022 rather than the reduced count of operational spaces in 2023.

In any case, there is proportionate capacity for 48% of non-transfer passengers and consistency with over 42% of staff journeys requiring staff parking, as per the stipulations in Obligation 5.6.

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

- GAL car park count numbers for 9 Sep '22
- All car parks reopened press release
- STF Fund Income 2022
- Surface access strategy

Ricardo's Commentary and Recommendations

The figures stated in the monitoring report for car park capacities are different from those stated in the evidence email. Should the report be amended to reflect numbers stated in email?

GAL Response

We should stick with the original space counts provided in the AMR as we have used the total space count to fund the STF for 2022, rather than the reduced count of spaces in operation.

Obligations 5.7

2022 Progress Update

GAL Status: On track

Discussion between National Highways and Gatwick Airport Ltd. continued in 2022 to progress the design of the planned improvements to North and South Terminal roundabouts. Due to changes in reporting arrangements at National Highways further information was requested and issued by GAL. Works are anticipated to take place in 2025, so engagement has remained focused on confirming that the scheme is reasonable and deliverable and can be brought forward in the timescales identified. GAL will work with National Highways during 2023 to develop a delivery plan and we expect to undertake wider stakeholder engagement activities regarding construction once agreement has been reached on scheme principles. Further meetings were held in relation to the Northern Runway Project.

DEVELOPMENT

Obligation 6

2022 Progress Update

GAL Status: On track

As a result of COVID-19 and due to the airport's capital investment programme being paused in 2020, only one proposal for airport development was made during 2022 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 Multi Storey Car Park 7 at North Terminal.

In Summer 2022, GAL held a 6-week consultation on updated road designs for the Northern Runway Project. We also asked for views on our updated plans for car parks, hotels, offices, the airfield, water management, carbon and noise. The summer 2022 consultation closed on 27th July 2022. This was a further, targeted consultation that followed on from the Autumn 2021 consultation on proposals to bring the existing Northern Runway into routine use GAL will carry out an Environmental Impact Assessment and submit a full Environmental Statement and non-technical summary as part of its Development Consent Order (DCO) application.

In bringing forward proposals, GAL takes into account both national and local planning policy. GAL also consistently follows Best Planning Practice for airport developments within the airport boundary considering a range of environmental matters including, where necessary, visual, landscape and design matters and impacts on biodiversity, noise, air quality, water quality and flooding risk. GAL proactively engages with the local planning authorities including Crawley BC (CBC) and undertakes pre application discussions to ensure collaborative working in order to bring forward sustainable forms of airport related development. In 2022, we met with CBC officers on 14th September for a pre-application discussion on the proposals for Multi Storey Car Park 7 and the Pier 6 Extension.

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 consultant Systra on the proposals for Crawley Western Link Road, dated 22nd November 2022. GAL's intention is to respond to the draft submission Crawley Borough Local Plan 2021 – 2037 (Regulation 19 Consultation) when this takes place (anticipated in early summer 2023).

RICARDO VERIFICATION RESULT – OBLIGATION 6 [6.2]

Ricardo Verification Summary

GAL provided slides for the presentation given by Systra on 21st July 2022 on the Northern Section Corridor Study 2022 as well as evidence of initial discussions regarding the MSCP7 carpark on 14th September 2022 ahead of the submission of the consultation on 26th October.

A series of supporting communications via email and guidance documents were provided in relation to the consultation.

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

- Consultations on Crawley Western Link and MSCP7
- CWLR Northern Section Corridor Study
- Communications from National Highways
- S106 audit minutes

Ricardo's Commentary and Recommendations

No recommendations made.

GAL Response

None.

RICARDO VERIFICATION RESULT – OBLIGATION 6 [6.3]

Ricardo Verification Summary

The Systra presentation on 21st July 2022 and associated communications demonstrate that discussions took place regarding the CWLR and its associated impacts and the MSCP7 consultation confirms that impact considerations for the development have been assessed.

Meeting minutes between GAL and CBC reinforce the implication that the obligation is on track.

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

- Consultations on Crawley Western Link and MSCP7
- CWLR Northern Section Corridor Study
- Communications from National Highways
- S106 audit minutes

Ricardo's Commentary and Recommendations

No recommendations made.

GAL Response

None.

COMMUNITY AND THE ECONOMY

Obligation 7.1

2022 Progress Update

GAL Status: On Track

In 2021, GAL's published passenger data was 6.3 million triggering a payment of £50,000 in 2022, which was made in mid-April 2022.

The Trust received no additional money in 2022 through noise fines as no noise infringements occurred.

Julie Ayres and Liz McDermid continued their appointments as GAL's representatives on the Board of Trustees of the Trust.

RICARDO VERIFICATION RESULT – OBLIGATION 7.1

Ricardo Verification Summary

GAL has continued to demonstrate support to the Gatwick Community Trust by donating £50,000 in April 2022 to account for the 6.3 million PAX in 2021, the payment for which has been evidenced.

The final 2022 passenger figure for 2022 was 32,838,194, indicating that a £200,000 donation will be made to the Trust in 2023.

GAL attached a link highlighting each of the Community Trust's trustees. One trustee's status was questioned as her name was omitted from the trustee list although it was clarified that she resigned from the position during Q4 of 2022. 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

- Community Trust Trustee list
- PAX data
- Gatwick Airport Community Trust 2022 Payment
- Email confirmation of trustee status

Ricardo's Commentary and Recommendations

The link to the Community Trust trustees does not include one of the named trustees.

GAL Response

One of the listed trustees is no longer a trustee as of 2023, however she served as a trustee throughout most of 2022. Have included email confirmation for evidence in our shared folder.

Obligation 7.2

2022 Progress Update

GAL Status: on Track

GAL continued to meet the Obligations in 2022 and our contribution to the partnership for 2021-22 amounted to £3,499.94 (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 in-kind support.

In addition to the core funding, the extended financial support of the People and Wildlife Officer on a full-time basis has continued to deliver significant benefits to the airport and the local community.

ACTION PLANNING

Obligation 8

2022 Progress Update

GAL Status: on Track

The action plans detailed in Obligation 8 were extended in May 2019 and published on the GAL website, covering up to the period of 2021. These were not formally extended in 2022 due to a decision to develop "Roadmaps" for each objective of the Decade of Change strategy and supersede the action plans. Development of these roadmaps began in 2022 and is due for completion and publication in 2023. GAL has progressed with the plans set out in the expired action plans whilst developing the roadmaps which will formally take their place in 2023.

MONITORING AND PLANNING

Obligation 9

2022 Progress Update

GAL Status: on Track

On 31st March 2023, our draft Annual Monitoring Report (AMR) for 2022 incorporating reporting on the Obligations was provided to the Environmental Consultant, Borough and County Councils.

The 2022 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 2022 on their Obligations was provided to GAL on 13th April 2023. This was also incorporated into the 2022 Annual Monitoring Report.

The finalised 2022 AMR was provided to CBC and WSCC and posted on the Gatwick Airport website on 2nd August 2023³.

³<https://www.gatwickairport.com/business-community/about-gatwick/company-information/engagement-and-governance/s106/>

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

CRAWLEY BOROUGH COUNCIL

Obligation 10.1

2022 Progress Update

STATUS: On track

Meetings took place in 2022 to discuss long-term airport parking. The Gatwick Parking Survey was undertaken by all local authorities on 9 September 2022, with the exception of CBC which due to illness undertook the survey 16 September. CBC liaised individually with the Gatwick Local Authorities and GAL in preparing for the survey and collating results. A post-survey meeting to agree the survey, attended by the Local Authorities and GAL, took place 24 November 2022. GAL, Local Authorities and West Sussex County Council will continue to be invited to meetings with the other local authorities to discuss long term parking.

Obligation 10.2

2022 Progress Update

STATUS: On track

The Borough Council met with GAL on three occasions in 2022 (20 January, 28 September, 24 November) in relation to the Legal Agreement and issues raised through GOG/GJLAM. Meetings will continue to be scheduled and matters discussed as required.

Obligation 10.3

2022 Progress Update

STATUS: On track

The Gatwick Officers Group (GOG) met on eight occasions during 2022 as follows:

- 8 March 2022
- 27 April 2022
- 24 May 2022
- 21 June 2022
- 26 July 2022
- 23 August 2022
- 20 September 2022
- 22 November 2022

The Gatwick Joint Local Authorities took place by way of an electronic update circulated 1 November 2022. 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

2022 Progress Update

STATUS: On track

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

2022 Progress Update

STATUS: On track

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

2022 Progress Update

STATUS: On track

The Gatwick Joint Authorities Air Quality meeting took place 20 December 2022. The Borough Council will hold the meeting in 2023.

Obligation 10.7

2022 Progress Update

STATUS: On track

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

Obligation 10.8

2022 Progress Update

STATUS: On track

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

2022 Progress Update

STATUS: On track

The Borough Council provides information on compliance with its obligations at the S106 management meetings and contributes to the preparation of the Gatwick AMR. AMR meetings would normally be held between GAL/CBC/WSCC and the independent consultants Ricardo Energy and Environment. However, no meetings took place in 2022 following agreement that verification of the 2021 AMR would not be undertaken due to the outlying nature of data during the 2021 pandemic.

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

Obligation 10.10

2022 Progress Update

STATUS: On track

The Borough Council has each year paid its contribution to the costs of the Environmental Consultant for the verification of the AMR. However, no verification took place in 2021 due to the Covid-19 pandemic. 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

2022 Progress Update

WSCC STATUS: On track

The County Council met with GAL on three occasions in 2022 (20 January, 28 September and 24 November) in relation to the Legal Agreement and issues raised through GOG/GJLAM. The Transport Forum Steering Group has also met quarterly to discuss surface access issues and related obligations.

Obligation 11.2

2022 Progress Update

WSCC STATUS: On track

There are currently no proposals for road user charging.

Obligation 11.3

2022 Progress Update

WSCC STATUS: On track

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

Obligation 11.4

2022 Progress Update

WSSC STATUS: On track

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

Obligation 11.5

2022 Progress Update

WSSC STATUS: On track

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

Obligation 11.6

2022 Progress Update

WSSC STATUS: On track

The County Council provides information on compliance with its obligations at the S106 management meetings and contributed to the preparation of the 2021 AMR. AMR meetings would normally be held between GAL/CBC/WSSC and the independent consultants Ricardo Energy and Environment. However, no meetings took place in 2022 following agreement that verification of the 2021 AMR would not be undertaken due to the outlying nature of data during the 2021 pandemic.

Obligation 11.7

2022 Progress Update

WSSC STATUS: On track

The County Council pays an annual contribution to the costs of the Environmental Consultant for the verification of the AMR. No verification took place in 2021 due to the Covid-19 pandemic. 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 (WSCC), Crawley Borough Council (CBC) and associated stakeholders.

Responsibilities

The information and presentation of data within the 2022 Annual Monitoring Report (AMR) is the responsibility of GAL, WSCC and CBC. This statement is the responsibility of Ricardo and represents our independent opinion and is intended to be read in its entirety by readers of the GAL 2022 AMR.

Reporting Organisations

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

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

Whilst WSCC and CBC are the reporting organisations, they also represent the interests of the neighbouring authorities as part of the 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 (WSCC and CBC) are required to appoint an Environmental Consultant to review and verify their AMR. Ricardo was commissioned to review the 2022 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 31 December 2022; and
- Results of previous verifications.

The verification was undertaken in May / 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 2022 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 2022 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.

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

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

No 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	
Nitrogen Dioxide: NO₂ annual average (µg/m³) 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	
Particulate Matter: PM₁₀ annual average (µg/m³), 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	
Benzene: annual average concentration ((µg/m³) 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 2022

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 2022 AIRCRAFT ENGINE TESTING AND FEGP AVAILABILITY

Quarter 1	Quarter 2	Quarter 3	Quarter 4	Total
28146	62850	71382	55146	217524

Aircraft Engine Tests 2022

Quarter 1	Quarter 2	Quarter 3	Quarter 4	Total
57	22	36	25	140

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).

2022 annual	Quarter 1	Quarter 2	Quarter 3	Quarter 4
99.94%	99.95%	99.96%	99.95%	99.9%

2022 FEGP availability (monthly by Terminal)

2021	North Terminal	South Terminal*
Jan-22	99.80%	100.00%*
Feb-22	99.93%	100.00%*
Mar-22	99.98%	100.00%*
Apr-22	99.91%	100.00%
May-22	99.95%	99.98%
Jun-22	99.93%	99.96%
Jul-22	99.97%	99.96%
Aug-22	99.94%	99.96%
Sep-22	99.90%	99.98%
Oct-22	99.92%	99.94%
Nov-22	99.82%	99.97%
Dec-2	99.84%	99.88%

*FEGP Availability 100% for January, February and March 2022, due to the closure of the South Terminal during the COVID-19 pandemic

% Runway Direction in Use 2022

Westerly (RWY 26) – 65.99%

Easterly (RWY 08) – 34.01%

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-22	21	21	125	0	28	0	99.80%	100.00%	0	0
Feb-22	13	19	115	0	24	0	99.93%	100.00%	0	0
Mar-22	23	20	118	0	29	0	99.98%	100.00%	0	0
Apr-22	9	18	106	1	28	0	99.91%	100.00%	0	0
May-22	9	16	94	0	43	0	99.95%	99.98%	0	0
Jun-22	4	13	79	0	38	0	99.93%	99.96%	0	0
Jul-22	10	11	68	0	44	0	99.97%	99.96%	0	0
Aug-22	15	12	70	0	50	0	99.94%	99.96%	0	0
Sep-22	11	10	58	0	49	1	99.90%	99.98%	0	0
Oct-22	11	10	60	0	50	0	99.92%	99.94%	0	0
Nov-22	12	11	63	0	48	0	99.82%	99.97%	0	0
Dec-22	2	10	61	0	47	1	99.84%	99.88%	0	0

2022 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 no longer reported as a separate statistic from October 21, instead now included in the appropriate terminal figure

SURFACE ACCESS INDICATORS - FOR 2022

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

Source: Civil Aviation Authority (CAA) data from Origins and Departures surveys. CAA data for 2019 was provided in March 2020. Non-transfer figures for 2010, 2014-2016 have changed due to CAA definition of T&C (Terminate & Connect). 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*	2012	2013	2014	2015 **	2016	2017	2018	2019	2020	2021	2022
Total energy consumption (kWh)	221,459,900	217,423,082	199,885,353	200,140,933	208,579,781	209,284,365	215,392,240	211,906,999	137,190,187	136,854,239	165,783,001
Total GAL usage ***	166,700,587	161,887,777	142,383,499	145,448,117	152,656,677	154,058,267	157,015,858	152,363,338	101,864,471	106,169,026	121,603,944
Total 3rd party usage	54,759,313	55,535,305	57,501,854	54,692,816	55,923,104	55,226,098	58,376,382	59,543,661	35,325,716	30,685,213	44,179,057
Gas - consumption (kWh)	62,661,214	64,488,858	50,278,095	55,290,305	59,186,586	57,810,912	61,179,865	61,018,238	40,276,941	47,745,640	44,544,712
Electricity – consumption (kWh)	158,798,686	152,934,224	149,607,258	144,850,628	149,393,195	151,473,453	154,212,375	150,888,761	96,913,246	89,108,599	121,238,289

* Total consumption is Airport consumption.

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

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

WATER QUALITY MANAGEMENT	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022
River Mole – Biological Monitoring													
Upstream yearly average BOD (mg/l)	2.75	3.42	3.99	2.94	5.22	2.48	2.81	3.06	3.75	2.94	2.76	3.03	4.04
Downstream yearly average BOD (mg/l)	3.39	2.69	4.01	4.95	2.61	2.44	3.19	4.15	9.19	3.25	3.41	4.13	6.49
D Pond outlet yearly average BOD (mg/l)	61.52	3.96	64.91	45.01	25.99	17.91	8.97	9.09	14.26	5.68	5.62	5.36	5.93
Days per year when 10mg/l exceeded	16	2	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	None	None

MATERIALS MANAGEMENT	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022
Total operational & commercial waste collected (tonnes)	9,206	8,803	9,315	9,803	10,494	11,827	13,118	13,722	13,493	3,781	1,935	9,132
Operational & commercial waste recycled/reused* (%)	54.6%	40%	38.7%	40%	49.0%	52%	58%	64%	70.9%	67%	53%	56%
Operational & commercial waste recovered for energy (%)	15%	50%	52%	39.6%	46.6%	48.0%	42.0%	36%	29.1%	33%	47%	44%
Operational & commercial untreated waste sent to landfill (%)	30.4%	10%	9.3%	20.4%	4.3%	0.0%	0.0%	0.0%	0%	0%	0%	0%
Operational & commercial waste per passenger (kg)	0.27	0.26	0.26	0.26	0.26	0.27	0.29	0.3%	0.29%	0.37	0.31	0.28

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

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

Obligation 11.6

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

Obligation 11.7

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

Issued by Gatwick Airport Limited

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LONDON GATWICK

