

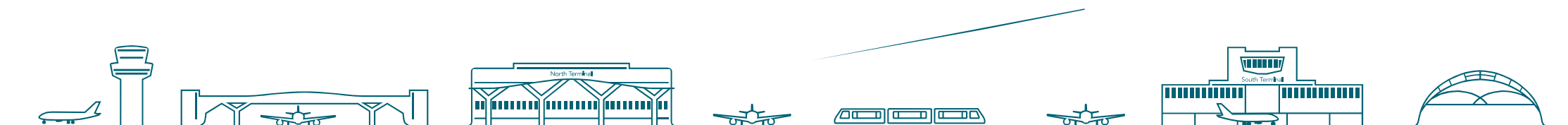
Gatwick Airport FASI South Airspace Change Proposal

Update for stakeholders on the development and assessment of airspace change design options during Stage 2 of the CAP1616 process

Virtual Briefing Session

23rd 24th and 28th June 2022

Version v1.0



1. WELCOME & INTRODUCTIONS

Thank you for participating in Gatwick's Airspace Change Proposal (ACP) to redesign the airport's arrival and departure routes.

Presenters for today's briefing

- Goran Jovanovic – Airspace Change Manager, Gatwick Airport Limited
- Andy Sinclair - Head of Airspace Strategy and Engagement, Gatwick Airport Limited
- Chris Barnes – Director, Trax International Limited
- Nichola Shaw – Consultant, Trax International Limited

The slides will be circulated following the meeting

1. WELCOME & INTRODUCTIONS

- The slides will be circulated following the meeting along with a record of the key points raised by participants and all questions and answers.
- We will pause regularly during the presentation to take feedback and questions.
- Please raise your virtual hand using the functionality in MS Teams if you would like to make a contribution, rather than putting questions in the chat.

Thank you.

AGENDA 1 HOUR, 30 MINUTES

- | | |
|---|------------|
| 1. Welcome and introductions | 5 minutes |
| 2. Update on the overall timeline for the GAL FASI ACP | 5 minutes |
| 3. CAP1616: Stakeholder Engagement & Consultation Recap | 20 minutes |
| 4. Update on the development of the Comprehensive List of Options | 40 minutes |
| 5. Information on the Design Principle Evaluation | 15 minutes |
| 6. Next steps | 5 mins |

2. OVERALL ACP TIMELINE UPDATE

The GAL FASI ACP is progressing through Stage 2 of the CAP1616 process, developing and assessing options for the airspace change.

The methodology addresses the requirements laid out in Stage 2 of CAP1616

Step 2A: Develop a Comprehensive List of Options and evaluate them against the Design Principles to narrow down to a **shortlist**.

Step 2B: Conduct an Initial Appraisal of the options on the **shortlist**.

The Initial Options Appraisal is the 1st of 3 phases of appraisal required to refine the options and introduce progressively more detail to the analysis of costs and benefits:

Stage 2: Develop and Assess

Initial Options Appraisal

Largely qualitative assessment of the shortlisted options to highlight the relative impacts, both positive and negative

Stage 3: Consult

Full Options Appraisal

A more detailed quantitative assessment, including all costs and benefits evaluated in monetary terms where possible

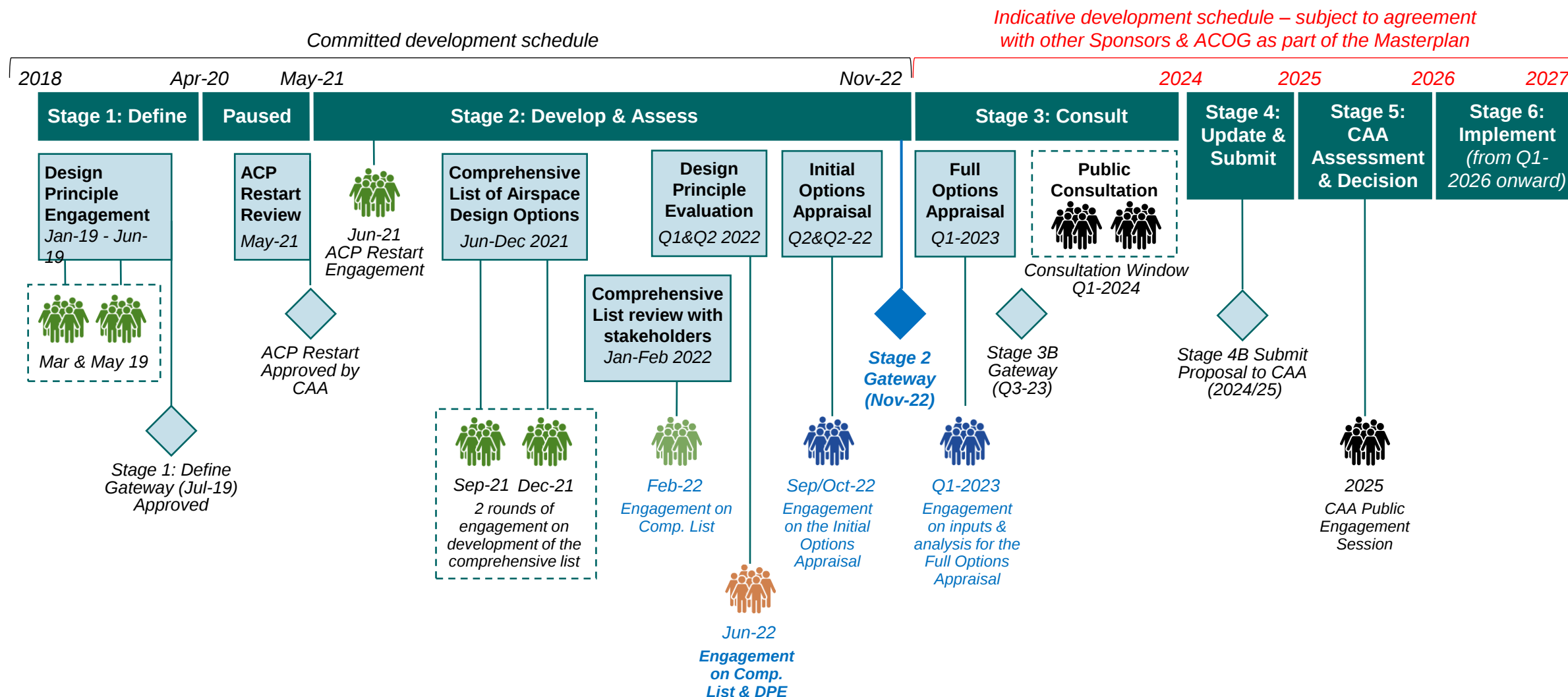
Stage 4: Update and Submit

Final Options Appraisal

The full appraisal updated and refined based on the output of the Stage 3 formal consultation with stakeholders

2. OVERALL ACP TIMELINE UPDATE

The following diagram shows the extended Stage 2A timeline within the overall ACP timeline:



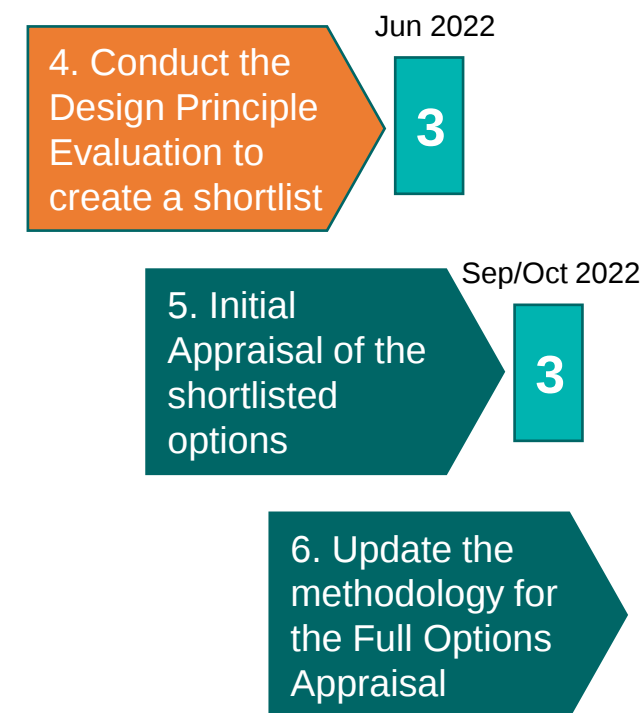
2. OVERALL ACP TIMELINE UPDATE

We have extended our timeline to facilitate greater engagement with NATS, Airports and other stakeholders:



Rounds of engagement during stage 2

- 1** Engagement to gather feedback on the methodology that we intend to follow to develop and assess airspace change design options during Stage 2.
- 2** Stakeholder update on the progress towards building a Comprehensive List of Options, integration with the Masterplan and technology / operational concepts.
- 3** Engagement to gather feedback on the development of a first Comprehensive List of Options for the ACP.
- 3** Engagement on how the outputs of the engagement have shaped the options on the comprehensive list. Our approach to the Design Principle Evaluation.
- 3** Engagement to present the outputs of the Initial Options Appraisal and gather feedback on how we should refine the appraisal further and consult on the options in Stage 3.



CAP1616 ENGAGEMENT AND CONSULTATION RECAP

The following slides provide an overview of the stakeholder engagement and consultation activities that form part of CAP1616:

Stage 1

ACP Sponsors develop a set of Airspace Design Principles through engagement with a targeted group of stakeholder representatives. The design principles are used to guide the development and assessment of airspace design options for the ACP.

Gatwick passed the Stage 1 Gateway in July 2019 with 9 Design Principles

Stage 2 (Step 2A)

ACP Sponsors develop a comprehensive list of airspace design options. These options are then tested with the same targeted group of representatives engaged during Stage 1, to ensure that they have been developed in line with the airspace design principles.

- During the previous engagement activity from February to May 2022, we presented our comprehensive list of options and asked for feedback.
- Options may be amended and additional options added to the list in response to the feedback generated by the engagement.
- This briefing will summarise where options have been amended and where additional options have been added to the comprehensive list.

CAP1616 (C12): Earlier in the process, as there will not be clarity on the precise impacts of a proposed change, it will be more challenging to identify potential audiences with whom to engage on this process. **It is therefore likely that contact will primarily be with stakeholders' representatives:** community leaders; local authorities elected representatives; airport consultative committees; representative groups; governmental organisations; and industry groups. These will likely be a more informed audience, and will often be people with whom the proposer has an ongoing relationship, helping to contextualise the engagement and developing proposal.

CAP1616 ENGAGEMENT AND CONSULTATION RECAP

Stage 2 (Step 2A cont)

All options on the comprehensive list are subject to a Design Principle Evaluation to understand how well each option aligns to the principles. This high level evaluation provides the first opportunity in the process to start shortlisting options for further assessment.

- This briefing will provide stakeholders with more information about our approach to the Design Principle Evaluation
- There is no specific requirement in the CAP1616 process to conduct engage activities with the same representative stakeholders but we think it is important that stakeholders understand the approach being followed.
- The breadth of stakeholders that are engaged in the process will begin to expanded steadily in Step 2B and Step 3A as we build a better understanding of impacts.

CAP1616: Engagement is a catch-all term for developing relationships with stakeholders, covering a variety of activities including but not limited to consultation, information provision, regular and one-off meetings and forums, workshops and town hall discussions.

Throughout Stage 2 options may change as they may develop and evolve as more information becomes available.

CAP1616 ENGAGEMENT AND CONSULTATION RECAP

Stage 2 (Step 2B)

ACP Sponsors conduct an Initial Options Appraisal (IOA) based on the shortlist of options arising from the Design Principle Evaluation.

- The IOA is the first in a three-phase options appraisal and is a mainly qualitative assessment of the shortlisted options against several standard categories and criteria outlined in CAP1616.
- We expect to conduct the IOA for the Gatwick's FASI-S ACP between July and September 2022.
- Similar to the Design Principle Evaluation, there is no specific requirement in the process to engage stakeholders in the IOA activity but we think it is important to discuss the approach and outcomes with stakeholders.
- This additional round of engagement will take place in September 2022 and include the same targeted group of stakeholder representatives, along with a dedicated workshop for Parish Councils.
- The outcomes of the IOA will inform how our stakeholder engagement is broadened in Step 3A, based on a better understanding of the potential impacts of the shortlisted options.

CAP1616 (C29): Within the development of the options appraisal during Step 2B, the key impacted audiences will be far more clearly identified. This insight should be used to inform the development of the consultation strategy in Stage 3.

CAP1616 ENGAGEMENT AND CONSULTATION RECAP

Stage 3

ACP Sponsors prepare for and undertake a full public consultation. Stage 3 is broken down into four steps:

Step 3A Consultation preparation: The ACP Sponsor plans for public consultation and prepares the key materials, including a Full Options Appraisal that provides more rigorous evidence regarding the quantitative impacts of the options.

As part of the wider FASI-S Programme, we will examine the interdependencies and trade-offs with the proposals from neighbouring airports and NATS as part of the Full Options Appraisal.

Step 3B Consultation approval

The CAA reviews the sponsors consultation strategy to ensure it is clear, comprehensive, objective and the materials are accurate and accessible.

Step 3C Commence consultation

Step 3D Collate and review responses

Consultation responses are collated, reviewed and categorised. The outcomes are published publicly on the CAA' Airspace Change Portal.

CAP1616: Consultation is a formal process seeking input into a decision, undertaken in line with the Gunning principles and government guidance.



CAP1616 ENGAGEMENT AND CONSULTATION RECAP

Stage 4

Step 4A Update design

The ACP Sponsor considers the consultation responses, identifies any consequent design changes, and undertakes a Final Options Appraisal.

If there is a fundamental change to the design, the sponsor may be required to undertake a further targeted public consultation about the areas that have changed.

Step 4B Submit airspace change proposal to CAA

The ACP Sponsor prepares the formal airspace change proposal and submits it to the CAA.

Stage 5

Step 5A CAA assessment

The CAA reviews and assesses the ACP and may choose to hold a Public Evidence Session.

Step 5B CAA decision

The CAA decides whether to approve or reject the ACP. For Level 1 changes, where there are potential noise impacts below 7000ft, the CAA will normally seek views on a draft of the decision. Alternatively, the Secretary of State may 'call-in' the proposal and make the decision, and the CAA will instead give the Secretary of State a 'minded to' decision

CAP1616 ENGAGEMENT AND CONSULTATION RECAP

CAP1616 follows a deliberative approach to ACP development. Stakeholders are engaged as representatives in the early stages of the process, to participate in options development and influence the way the proposal progresses.

The early stages can become unmanageable if too many stakeholders participate because there are such a wide range of options under consideration. As the process progresses, the breadth of stakeholders engaged steadily expands and the list of options is refined.

For this process to be effective, the early engagement must be open and transparent. Stakeholders should consider the information shared in the context of the wider process and recognise that the impacts of the options have yet to be fully appraised.

Replicating options development information selectively and out of context, with an inference that the specific content has been appraised is being proposed for consultation, risks undermining the later stages of the process and may confuse the wider public.

Please take care when reporting back to the wider stakeholder community that any ACP information used, is replicated fully, accurately and in context. Thank you.

FEEDBACK & QUESTIONS

COMPREHENSIVE LIST OF OPTIONS ENGAGEMENT

In February and March we engaged with representative stakeholders on our Comprehensive List of Options.

As part of the engagement we presented our initial Comprehensive List of 39 options.

We asked the following questions:

1. Is the list of options sufficiently comprehensive (is anything missing)?
2. Is the list of options developed in line with the design principles?
3. Are there any other considerations that we should take into account regarding the development of a comprehensive list of options for the FASI-S ACP?

We received 25 responses from the representative stakeholder group.

COMPREHENSIVE LIST OF OPTIONS ENGAGEMENT

In February and March we engaged on our Comprehensive List of Options.

The key themes arising from stakeholders' feedback that have influenced the comprehensive list are:

- Rural areas and Ambient Noise
- Westerly arrivals between 7nm and 10nm
- Arrival respite configurations with two routes
- Balance of total population overflowed and newly overflowed metrics

The following slides provide further details on how stakeholders' responses have influenced our Comprehensive List of Options. We've also included a summary of the feedback received at this stage which will be applied during the Options Appraisal later in the process.

The Stakeholder Engagement report will include a response to each piece of feedback received.

COMPREHENSIVE LIST OF OPTIONS ENGAGEMENT

Summary of feedback that influenced our Comprehensive List of Options

Rural Areas and Ambient Noise

You said: We should consider the noise impacts in rural areas. Communities in rural areas, where ambient noise is typically lower, may be more acutely affected by aircraft noise events than people in urban areas with higher ambient noise levels.

We did: We have looked at the data publicly available which we could use to develop options that aim to balance impacts to rural populations and areas of lower ambient noise. Subsequently, we have taken DEFRA's strategic noise mapping for roads and railways as a source of ambient road and rail noise data. This mapping is based on L_{Aeq} day time and night-time contours.

There is typically a correlation between populated areas and noise from road/rail infrastructure so we believe this data will achieve a balance between high ambient noise, population overflow, and impacts in rural areas.

The measurement of ambient noise is complex and there is not any specific regulation or legislation that offers guidance on how sponsors should take ambient noise into account when developing and assessing options as part of an airspace change.

It's important to note that the primary and secondary metrics used to assess Airspace Changes, do not account for ambient noise however there will be opportunities as part of the Initial and Full Options Appraisal to assess against any applicable outputs from the FED Study

COMPREHENSIVE LIST OF OPTIONS ENGAGEMENT

Summary of feedback that influenced our Comprehensive List of Options

Rural Areas and Ambient Noise (We did)

We've used a map underlay of the data to develop options. These options aim to overfly the areas experiencing higher levels of ambient noise as shown in the red, yellow and green parts of the map opposite.

Sometimes, it's unavoidable to fly over areas with lower levels of ambient noise because of the requirements for the design of flight paths, so we have developed a number of configurations which aim to meet the feedback from stakeholders.

When developing these options, we have followed the same methodology used when developing the other airspace options within the Comprehensive List.



Data source: <https://ssi.noiseconsultants.co.uk/>

COMPREHENSIVE LIST OF OPTIONS ENGAGEMENT

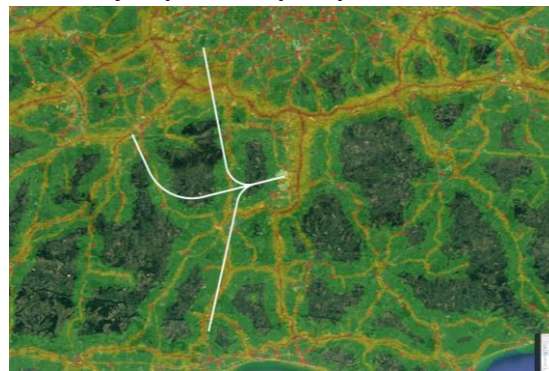
Summary of feedback that influenced our Comprehensive List of Options

Rural Areas and Ambient Noise (We did) – Westerly Departures

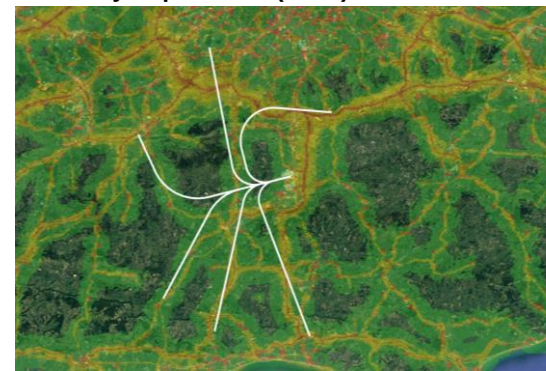
Westerly Departure J (WDJ)



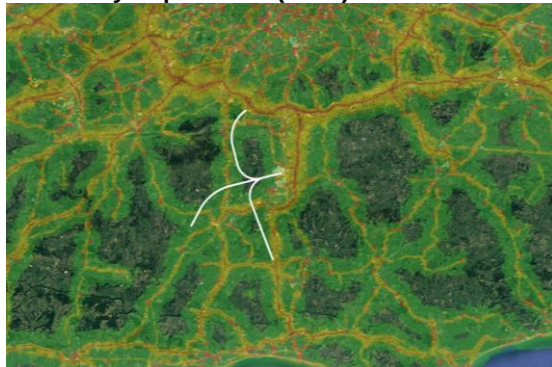
Westerly Departure L (WDL)



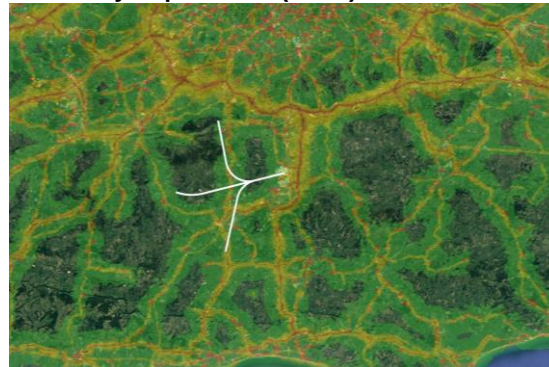
Westerly Departure N (WDN)



Westerly Departure K (WDK)



Westerly Departure M (WDM)



WDJ: Ambient noise 0-7000ft
WDK: Ambient noise 0-4000ft, aircraft to fly direct to network exit from 4-7000ft with small adjustments
WDL: Ambient noise 0-7000ft
WDM: Ambient noise 0-4000ft, aircraft to fly direct to network exit from 4-7000ft with small adjustments
WDN: Respite configuration (Period 1: WDJ and Period 2: WDL)

COMPREHENSIVE LIST OF OPTIONS ENGAGEMENT

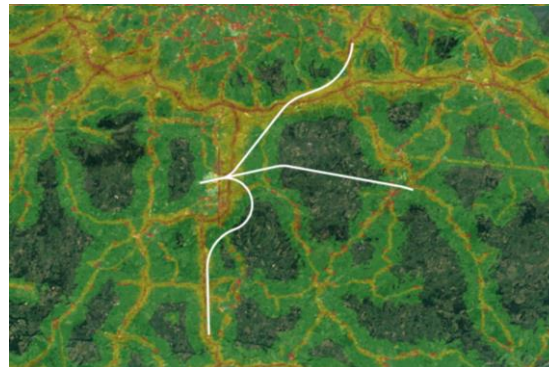
Summary of feedback that influenced our Comprehensive List of Options

Rural Areas and Ambient Noise (We did) – Easterly Departures

EDK



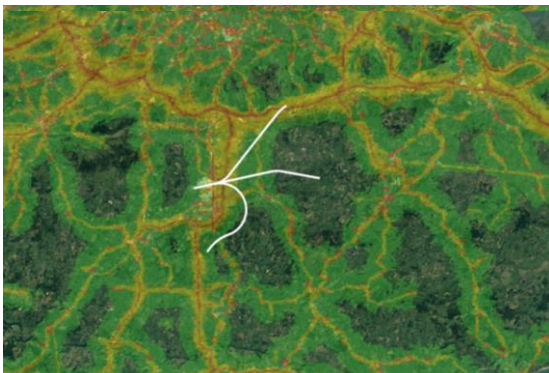
EDM



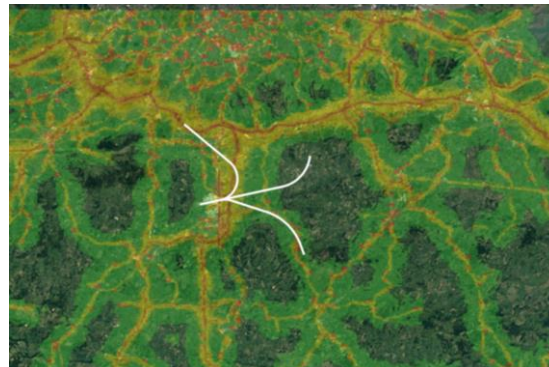
EDO



EDL



EDN



EDK: Ambient noise 0-7000ft
EDL: Ambient noise 0-4000ft, aircraft to fly direct to network exit from 4-7000ft with small adjustments
EDM: Ambient noise 0-7000ft
EDN: Ambient noise 0-4000ft, aircraft to fly direct to network exit from 4-7000ft with small adjustments
EDO: Respite configuration (Period 1: EDK and Period 2: EDK)

COMPREHENSIVE LIST OF OPTIONS ENGAGEMENT

Summary of feedback that influenced our Comprehensive List of Options

Rural Areas and Ambient Noise (We did) – Easterly and Westerly Arrivals

WAP



EAO



These arrival options would utilise a type of PBN called RNP-AR.

Not all aircraft and crews are able to fly RNP-AR and therefore these routes would need to be operated alongside other arrival options.

WAQ



EAP



WAP: Ambient noise 0-7000ft

WAQ: Ambient noise 0-4000ft, aircraft to fly direct to from network entry from 4-7000ft with small adjustments

EAO: Ambient noise 0-7000ft

EAP: Ambient noise 0-4000ft, aircraft to fly direct to from network entry from 4-7000ft with small adjustments

COMPREHENSIVE LIST OF OPTIONS ENGAGEMENT

Summary of feedback that influenced our Comprehensive List of Options

Balance of newly overflowed and total population overflowed

You said: There should be options that use the outputs from the airspace design database to aim to balance total population overflowed and population newly overflowed.

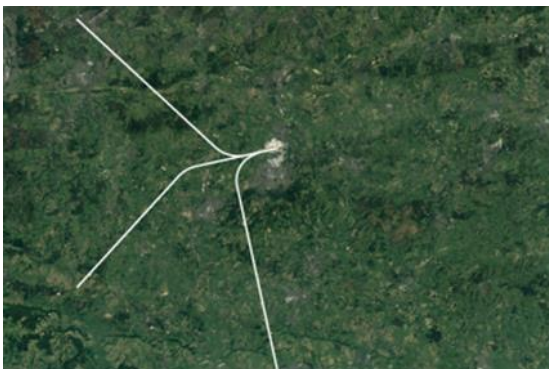
We did: We've revisited the airspace design database, following the same methodology used previously, and developed additional options that aim to balance total population overflowed and population newly overflowed.

COMPREHENSIVE LIST OF OPTIONS ENGAGEMENT

Summary of feedback that influenced our Comprehensive List of Options

Balance of newly overflown and total population overflown

Westerly Departure O (WDO)



Easterly Departure P (EDP)



Westerly Arrival N (WAN)



Easterly Arrival M (EAM)



Westerly Departure P (WDP)



Easterly Departure Q (EDQ)



Westerly Arrival O (WAO)



Easterly Arrival N (EAN)



COMPREHENSIVE LIST OF OPTIONS ENGAGEMENT

Summary of feedback that influenced our Comprehensive List of Options

Westerly Arrivals that join the final approach between 7nm to 10nm

You said: We should investigate westerly arrivals between 7nm and 10nm as part of the Comprehensive List of Options.

We did: All of our arrival options developed are based on outputs from the airspace design database; in the case of the westerly arrivals, the data within the database did not suggest to locate a flight path within this joining area.

Following the feedback, we have looked at all the notional flight paths that only join between 7nm and 10nm and we've used data within the database to identify the comparatively higher performing flight paths. As there was also feedback around balancing population newly overflown and total population overflown, we have aimed to balance these two considerations when using the airspace design database to select a notional flight path.



COMPREHENSIVE LIST OF OPTIONS ENGAGEMENT

Summary of feedback that influenced our Comprehensive List of Options

Two track respite arrival options

You said: We should develop two route arrival respite options.

We did: We have developed additional arrivals options that are configured using two PBN routes. As we also received feedback around balancing population newly overflown and total population overflown, we have aimed to balance these two considerations when using the airspace design database when selecting the notional flight paths.



EAK



EAL



WAM

COMPREHENSIVE LIST OF OPTIONS ENGAGEMENT

Summary of feedback that influenced our Comprehensive List of Options

Following the stakeholder engagement, our Comprehensive List of Options now comprises of:

- 17 westerly departure options
- 18 easterly departure options
- 18 westerly arrival options
- 17 easterly arrival options

This increases the total number of options from 39 to 70.

Alongside the feedback that has influenced our comprehensive list, we also received feedback which would apply later in the process that is summarised later in the presentation.

All 70 options on the comprehensive list will now be subject to a Design Principle Evaluation.

The Stakeholder Engagement report will include a response to each piece of feedback received.

FEEDBACK & QUESTIONS

Design Principle Evaluation

The Design Principle Evaluation (DPE) sets out how each option responds to the design principles.

- The next step in the CAP1616 process is to undertake a Design Principle Evaluation (DPE).
- The DPE includes a high level assessment of each option which outlines whether the design principle is 'not met', 'partially met' or 'met'.
- The DPE is the first opportunity we have in the process to shortlist options. As part of our Stage 2A submission, we are required to clearly set out the criteria used to evaluate the options against the design principles.
- The DPE is a relatively high-level, qualitative exercise, but must clearly set out how each option has performed against each Design Principle and why options have continued or been paused.
- As more information becomes available as we progress through the process, we may revisit some of the options paused as part of the DPE. This will always be documented and communicated with stakeholders.

Design Principle Evaluation

The Design Principle Evaluation (DPE) sets out how each option responds to the design principles.

- The below table shows an indicative example of a DPE methodology and categorisation:

#	Design Principle	Design Principle Description	DPE Methodology	Component	Met	Partially Met	Not Met
1	Safety by Design	Must at least maintain, and ideally enhance, aviation safety, by reducing or removing safety risk factors, provided enhancement does not have a detrimental impact on other benefits. (CORE)	Qualitative Subject Matter Expert (SME) evaluation of whether an option is expected to maintain, enhance or degrade safety. The assessment will consider current regulation, ATC standards, airline requirements, and any feedback received from industry stakeholders.		The option is expected to maintain or enhance safety.	The option is expected to maintain safety, however safety mitigations or processes may have to be explored to accommodate the option.	The option is expected to be detrimental to safety.

- Some Design Principles may be broken down into components; for example DP6 Optimise Use of Aircraft Capabilities could be assessed against two areas; track length and Continuous Climb/Continuous Descent operations.
- The outcome of the DPE is a matrix which shows each option's performance against each design principle, alongside an assessment of the overall performance and whether the option will be progressed or paused.

Design Principle Evaluation

The Design Principle Evaluation (DPE) sets out how each option responds to the design principles.

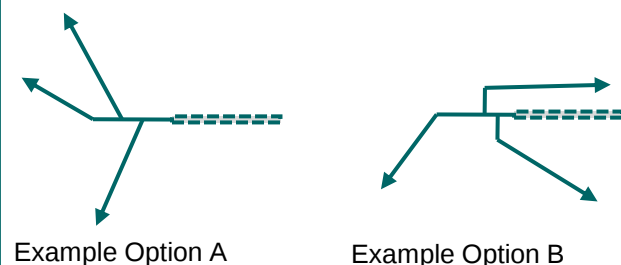
- As part of our previous engagement workshops, we explained that our options have been developed in isolation and options will evolve as we progress through the process and more information becomes available about the potential impacts and the interdependencies with other proposals.
- Alongside the shortlisting of some options which will take place once the DPE is complete, we expect that some options will either be refined or combined in order to take the better performing routes and build systems that would work with the interdependencies.
- The outputs of the DPE regarding the alignment of specific routes to the design principles will be used to guide how the higher performing aspects of different system options might be combined in pursuit of optimisation.

Design Principle Evaluation

The Design Principle Evaluation (DPE) sets out how each option responds to the design principles.

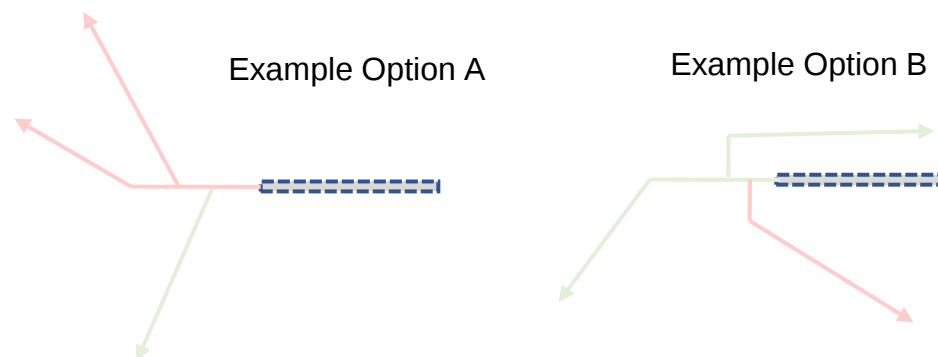
- This example is not based on Gatwick options or the outcomes of the Gatwick DPE, but provides an overview about how we may combine or refine options.

1. In this example, two options proceed to the DPE



These options have been developed in isolation and will evolve as further information becomes available from neighbouring airports and the network above 7000ft as well as any information from the DPE.

2. The DPE finds that certain routes in an option perform better than others



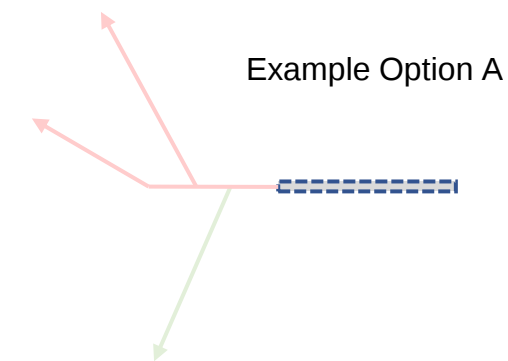
As part of the DPE, a qualitative assessment of the options is undertaken. In some cases, some routes may be more viable than others and these are identified as part of the DPE. In this case, the right turns in option A perform poorly, and the left turn in Option B also performs poorly. The other elements of the option perform well.

Design Principle Evaluation

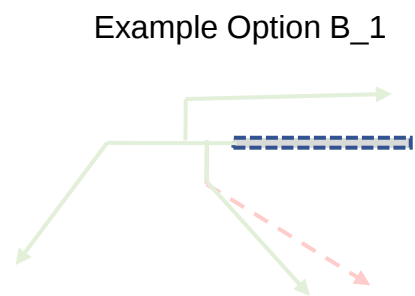
The Design Principle Evaluation (DPE) sets out how each option responds to the design principles.

- This example is not based on Gatwick options or the Gatwick DPE, but provides an overview about how we may combine or refine options.

3. The outcomes of the DPE are used to refine or develop new options

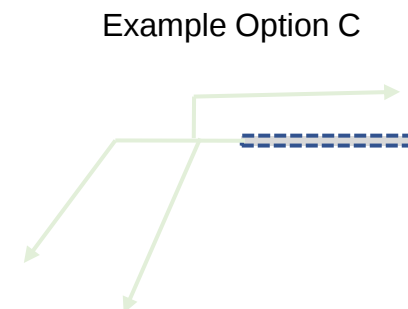


Option A in its entirety is discontinued as overall the impacts of the two right turns outbalance any benefits of the left turn.



The left hand turn in Option B has the potential to be refined using the airspace design database. This option could evolve into Option B_1

and/or



The higher performing elements of the two options could be combined together to create a new option.

7. QUESTIONS AND ANSWERS

COMPREHENSIVE LIST OF OPTIONS ENGAGEMENT

Summary of other engagement feedback received

Alongside the feedback that we could use to influence our Comprehensive List of Options, we also received feedback that we will use as part of the later stages of the process.

Our Stakeholder Engagement Report, which will be circulated to stakeholders in July, will include responses to each piece of feedback received.

Design Principle Evaluation

Summary of other engagement feedback received

You said (Summary themes)	We did
We should consider noise impacts to health and quality of life	Our options have been developed using outputs from the airspace design database. This database includes metrics which are indicators of the primary and secondary metrics that will be assessed later in the airspace change process. This includes Sound Exposure Level (SEL), which forms part of the L_{Aeq} calculations. Data from the L_{Aeq} contours is used as a primary metric in the airspace change process to assess impacts to health and quality of life. The Initial Options Appraisal will analyse impacts to these contours as well as reviewing secondary noise metrics such as N60 and N65 data, and overflight.
We should consider frequency of overflight and cumulative overflight	This will be evaluated as part of our Design Principle Evaluation and considered in further detail as part of the Initial Options Appraisal.
Flight paths should achieve continuous climb/descent (CCO/CDO)	All of the options are designed to achieve CCO/CDO to/from 7000ft. As part of the Design Principle Evaluation and Initial Options Appraisal, we will evaluate options potential for CCO/CDO.
We should consider noise sensitive sites and tranquil areas such as local nature reserves.	Noise sensitive sites such as schools, places of worship and hospitals will be assessed as part of the Initial Options Appraisal. The Initial Options Appraisal also includes assessments on tranquillity and biodiversity.
We should consider the NPRs	Some options within the Comprehensive List are based on the existing RNAV1 nominal tracks and therefore follow the existing NPRs. Other options do not follow the NPRs. At this stage, the benefits and impacts of each option haven't been assessed and we will consider impacts to the NPRs in further detail as part of the Initial Options Appraisal.
We should consider Controlled Airspace	Benefits and impacts to General Aviation and Controlled Airspace will be appraised as part of the Initial Options Appraisal.

Design Principle Evaluation

Summary of other engagement feedback received

Baseline

You said: Feedback was received regarding the use of 2019 flight data in the airspace design database to examine populations newly overflown. Some feedback suggested that historic data should be used, incorporating those that were not overflown in earlier years.

We did: The Airspace Design Database contains 2019 data that has been adjusted to reflect the extant Route 4 procedure. This was selected as it aligned with the requirements of later parts of the CAP1616 process.

As part of Step 2A, we are required to define and assess a pre-implementation 'do nothing' baseline scenario. This scenario must take into account known or anticipated factors that might affect the baseline such as planned housing developments close to the airport, forecast growth in air traffic, or expected changes in airlines' fleet mix.

Our assessment of newly overflown must examine the populations that we expect will be overflown by the existing airspace design at the point when a change is implemented in 2026. At the point of implementation (2026 onwards), it is expected that Gatwick will have recovered from the impacts of COVID-19 therefore 2019 was chosen as it was a year which most reflected a scenario where the airspace, and traffic patterns, had recovered from the impacts of COVID-19. The 2019 data will be developed to reflect the known and anticipated factors when describing the pre-implementation scenario.

Next Steps

- We will share the updated Stakeholder Engagement Report in July 2022 that collates the outputs of all engagement conducted up to the completion of Step 2A.
- The next engagement workshops, concentrating on Step 2B will be held in September 2022.
- Prior to these workshops, we will share more detailed information about the methodology and the outcomes of the DPE.
- As part of the next set of engagement sessions we will also provide further information about the evolution of the options, and our Initial Options Appraisal.

NEXT STEPS & CLOSE

- Thank you for participating in Gatwick's Airspace Change Proposal (ACP) to redesign the airport's arrival and departure routes.
- If you have any questions or comments, please don't hesitate to contact us via LGWairspace.FASIS@gatwickairport.com