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GATCOM 10 APRIL 2014

KEY MESSAGES AND OUTCOMES FROM MEETING

The agenda and papers considered at the meeting are available on GATCOM's website at www.gatcom.org.uk

GATCOM STEERING GROUP – CHAIRMAN'S REPORT

The matters considered by the Steering Group were noted.

SIR ROY MCNULTY, CHAIRMAN, GAL

Sir Roy McNulty, Chairman Gatwick Airport Limited, addressed the meeting and highlighted:

- Gatwick handled 35.8 million passengers over the last financial year which is the greatest number recorded for Gatwick.
- Over the past six years Gatwick Airport Limited (GAL) has invested £1.15bn in the capital investment programme. GAL is committed to continuing with its investment in the airport and over the last quarter £41m has been invested in new facilities.
- GAL has maintained its performance in consistently meeting its regulatory service quality standards.
- The severe disruption experienced at the airport on Christmas Eve as result of the unusually high rainfall and flooding was much regretted. David McMillan, Non-Executive Director, GAL has undertaken a comprehensive review of the robustness and effectiveness of the airport's contingency and resilience plans. All 27 of David McMillan's recommendations have been accepted by the GAL Board and GAL has set aside £30m to help implement the report findings in full.
- The new regulatory settlement announced by the Civil Aviation Authority (CAA) in January 2014 adopted GAL's voluntary framework of contracts and commitments which, working with the airlines and business partners, will drive further improvements in the passenger experience.
- GAL is required to submit to the Airports Commission its "refreshed scheme" for a second runway by 9 May – the information submitted at that stage will be the same options as that contained in GAL's second runway options consultation along with its provisional preferred option. The Commission will undertake its national consultation in Autumn 2014. GAL is therefore undertaking a local consultation to gain a better understanding of local views which will be taken into account and summarised in a report of local consultation to the Commission at the end of July 2014 when GAL will notify the Commission of its final preferred option for a second runway.
- He confirmed that GAL is only examining possible options at this stage and had not yet decided whether it would invest in a new runway should the next Government decide that the new runway should be constructed at Gatwick. A key element was the CAA's view, not expected until later this year, which will give an indication of the regulatory environment in which the investment will be viewed.
- He also confirmed that the CAA will look at the issue of financing a second runway through airport charges later this year.

GAL'S CONSULTATION ON OPTIONS FOR A SECOND RUNWAY

Alastair McDermid, Airports Commission Director, GAL gave a presentation of GAL's consultation on options for a possible second runway – [click here](#) to see presentation slides.

The main points to note are:

- GAL is actively promoting the "Gatwick Obviously" campaign to support its proposals for a second runway.
- GAL launched its local public consultation on 4 April and will run until 16 May 2014

- The consultation document is available online via www.gatwickairport.com/consultation. Hard copies of the consultation document will also be available on request via GAL dedicated email address consultationqueries@gatwickairport.com and Freephone number 0800 2600 538. Everyone in the locality and beyond and all interests are encouraged to respond.
- GAL's provisionally preferred option is Option 3 which is the option that the Airports Commission had included in its shortlist of options for consideration in Phase 2 of its work.
- Public exhibitions will be held in 16 key locations. At the time of the meeting, four exhibitions had already been held and had been well attended. Any issues arising from those exhibitions/lessons learned will be taken into account and improvements made for remaining exhibitions.
- The key issues raised at the public exhibitions held so far related to noise, proximity of housing to the airport boundary, flight paths, impact on individual properties and road congestion and road diversions.
- GATCOM commented on the need for a greater number of larger scale plans to be on display at the exhibitions. There was also a request for a larger scale plan of Plan 3C Air Noise Contours to clearly show the airport boundary in relation to the location of housing.
- GAL has appointed Ipsos MORI to manage the processing and reporting on the consultation responses. Ipsos MORI will publish an independent report on the consultation.
- GAL will publish the outcome of the consultation at the end of July and this will be submitted to the Airports Commission for consideration.

GATCOM also raised questions about:

- surface access – many of the improvements set out in the consultation document will take place with or without a second runway as many of the improvements planned or committed will help to support an expanded Gatwick. GAL is proposing to set itself a demanding target of 60% of passengers to access the airport by public transport by 2040.
- the displacement of employment land to the south of the airport – GAL is to discuss this issue with Crawley Borough Council and other neighbouring local authorities to identify alternative means to meet employment land needs.
- Future flight paths with a second runway – because of the current redesign of the London's airspace which was subject to recent consultation by NATS and GAL, GAL did not know at this stage in the process where the future flight paths for Gatwick would be located. As this is the airspace in which the new runway's flight paths will operate, the post second runway flight paths will not yet be known/designed. GAL has however given an indication of the potential noise impact for those areas closest to the airport.

GATCOM considered its timetable for considering its response to the consultation. Following the Secretariat's consultation with members, if there are sufficient responses from member organisations and common issues raised, GATCOM will hold a special meeting on **Thursday 8 May at 2.00 p.m.** to consider and agree its response. A decision on whether a special meeting will be held would be made by the Chairman, Vice-Chairman and Secretariat at the end of April.

CHRISTMAS EVE 2013 DISRUPTION – DAVID MCMILLAN'S REPORT

Stewart Wingate, Chief Executive Officer, GAL gave an overview of the key findings and recommendations of David McMillan following his review into the disruption at Gatwick on Christmas Eve 2013, caused by flooding following unusually high rainfall, and how the recommendations are being taken forward by GAL. A copy of the McMillan report is available on GAL's website:

https://www.gatwickairport.com/PublicationFiles/business_and_community/all_public_publication_s/2014/McMillan_report_Feb14.pdf

GATCOM welcomed the comprehensiveness of the report and GAL's acceptance of all the recommendations.

GAL has established a team working full time on delivering the recommendations for both the short term and long term. GAL specifically referred to recommendations 3 and 4 which related to GAL's contribution to the Ifield element of the Upper Mole Flood Alleviation Scheme and a review of Gatwick's flood risk and protection plans to include an assessment of potential impacts of flooding at Gatwick on communities upstream and downstream of the airport.

GAL is participating Surrey County Council's Local Flood Forum. GAL was also requested to participate in Reigate and Banstead Borough Council's local Flood Forum.

AIRPORT COMMENTARY

Stewart Wingate's commentary on activity and performance of Gatwick over the previous quarter was received.

Traffic Growth - Gatwick has seen continued growth year on year and handled 35.8 million passengers over the last financial year which is the greatest number ever recorded for Gatwick.

Emirates has commenced its daily Airbus A380 services. This has increased local procurement opportunities to provide catering and other on-board aircraft servicing requirements.

Service Quality Performance - GATCOM commended GAL on its continued achievement of the regulatory service quality performance targets. GATCOM remains concerned about the performance of arrivals baggage delivery which remains a top issue for passenger complaints. GATCOM's Passenger Advisory Group (PAG) continues to work with GAL on seeking ways to improve the performance of airlines and their handling agents.

Public transport connections – the impact of the growth in passenger numbers and the need to address the lack of public transport connections from areas to the east of Gatwick was highlighted. GAL will give a presentation to the next meeting of GATCOM to provide a comprehensive overview of GAL's work on seeking ways to improve accessibility and public transport connections.

The importance of facilitating ease of access to Gatwick for people driving to the airport from areas where public transport connections are poor was emphasised. The changes that GAL has made to the new local residents' passenger pick-up discount scheme were welcomed. The scheme charge has been reduced to £20 per annum which allows up to 250 accesses to the short term car park. The length of stay has also been increased to 20 minutes to enable passenger pick-up.

GATWICK RELATED PLANNING APPLICATIONS

Crawley Borough Council's report on planning applications determined and outstanding in respect of Gatwick was noted.

PASSENGER ADVISORY GROUP (PAG)

GATCOM supported the work of the PAG and its involvement in a wide range of projects, operations and innovations at Gatwick.

The PAG supports the overall approach to consolidate easyJet's operation in the North Terminal which will help to deliver an improved passenger experience. PAG has highlighted concern about the capacity of the inter-terminal shuttle to accommodate passenger movement between the railway station and the North Terminal in view of the high percentage of easyJet's passengers accessing the airport by rail.

The provision of pushchairs at arrival has been positively received by passengers.

PAG is inputting to the runway 2 project to provide a passenger perspective on terminal facilities and terminal transfer arrangements.

PAG is also inputting to the transport interchange "Gatwick Gateway" project. The urgent need to improve the facilities and passenger environment for those travelling to and from the airport by bus was highlighted. This will be addressed at the next meeting of GATCOM.

DEPARTURES SEPARATION TRIAL – ADNID TRIAL ROUTE

GAL gave an [update](#) on the departures separation trial and the use of the new temporary trial route known as ADNID. GAL fully acknowledged the sensitivity of this trial and confirmed that it has discussed the possibility of shortening the trial with NATS and the CAA. NATS would cease the trial at the earliest possible time (by weeks rather than months) but only if all the necessary data has been obtained.

GATCOM highlighted the concerns of local residents from the Warnham, Kingsfold Slinfold and Rusper areas about the significant disturbance caused by aircraft overflight along the trial

departure route - a new route which had never been flown before. Local residents are most concerned that this new route would be made permanent as part of the wider London airspace change process without any further detailed consultation.

The DfT representative confirmed that the Government's Aviation Policy Framework, following two rounds of consultation, sets out the DfT's policy of concentration rather than dispersal. DfT recognised that those affected will be concerned. In updating its Guidance to the CAA the DfT took on board that concentration would lead to this problem and so look to the airport to work with local communities to develop routes and Precision Based Navigation (PBN) options for respite.

The DfT's Air Navigation Guidance to the CAA (Chapters 5 and 6 of this document refer) set out the specific arrangements for dealing with changes to, or completely new, Noise Preferential Routes (NPRs) at the designated airports. The revised Guidance enables the CAA to determine applications for permanent changes to the Standard Instrument Departures (SID), and therefore their associated NPRs, at the designated airports when these involve the replication or redesign of existing conventional routes for the purpose of introducing a new route which uses PBN. For any completely new SID at a designated airport, or where the CAA considers that the replication/redesign of an existing SID involves a significant net detrimental impact on the environment, the CAA's airspace change process will still be followed but the final approval will rest with the Secretary of State.

GATCOM highlighted the need:

- For NATS to engage with the communities affected (both positively and negatively) to clearly set out the context and reasons for the trial and to gain a better understanding of the impacts on communities
- For GAL/NATS to clarify the necessary consultation processes in relation to changing routes at lower altitudes, NPRs and SIDs, as part of the wider London airspace change process
- For Government to address the issue of mitigating and compensating the impacts of the policy of concentrating flight paths along the fewest possible routes

GATCOM considered a [statement](#) and a series of questions submitted by Warnham Parish Council to which GAL had provided a response – [click here](#) to see. This was referred to NATMAG for consideration and report back to GATCOM.

FLIGHT PERFORMANCE TEAM (FPT) REPORT

GAL's quarterly report covering the period October to December 2013 was considered. The key highlights are:

- Track keeping performance is at 98.04%, a small improvement on the previous year's performance. The greater use of P-RNAV by airlines has helped achieve this.
- There were an unusually high number of go-arounds during late December caused by high winds experienced during this time. However, over the year there has been a reduction in the number of go-arounds compared with the previous year.
- Overflight of Horley - it was clarified that no overflights of Horley should take place to comply with the AIP and that the aim was to 'avoid' rather than 'reduce' overflight.

NOISE AND TRACK MONITORING ADVISORY GROUP (NATMAG)

The key messages from the meeting of NATMAG held on 27 February were noted.

In respect of the Ground Noise Report it was noted that during airfield checks in the report period, only 3 aircraft (out of 265) were running Auxiliary Power Units (APU), of which only 1 was non-compliant.

DFT AIRCRAFT NOISE MANAGEMENT ADVISORY COMMITTEE (ANMAC)

The minutes of the meeting of ANMAC held on 14 January 2014 were noted.

INDEPENDENT AVIATION NOISE AUTHORITY

GATCOM considered the Airports Commission's recommendation to the Government to create an Independent Aviation Noise Authority and agreed that GATCOM's views (the suggested letter was amended at the meeting) be submitted to the DfT for consideration.

DATE OF NEXT MEETING

The next scheduled meeting will take place on Thursday 24 July 2014 at 2.00 p.m.

Also to note the provisional date of Thursday 8 May at 2.00 p.m. for a Special Meeting of GATCOM to consider GATCOM's response to GAL's second runway consultation. Venue to be confirmed.

**Paula Street
Secretariat**