

## **GATCOM**

Minutes of the meeting of the Gatwick Airport Consultative Committee held on 27 April 2017 at Gatwick Airport.

Present:	Dr. John Godfrey DL (Chairman)
Peter Barclay	- Environmental and Amenities Groups
Carolyn Evans	- Charlwood Parish Council
Mike George	- Horley Town Council
Peter Hall	- Passenger Representative
Ken Harwood	- Tandridge District Council
Angie Hills	- ABTA
Alex Horwood	- Reigate and Banstead Borough Council
Alan Jones	- Burstow Parish Council
Harriet Kimbell	- Which?
Liz Kitchen	- Horsham District Council
Bob Lanzer	- West Sussex County Council
David Lawton	- Rusper Parish Council
Douglas Moule	- Gatwick AOC
Clive Pearman	- Kent County Council
Dorothy Ross-Tomlin	- Surrey County Council
Jeremy Taylor	- Gatwick Diamond Business
Geraint Thomas	- Crawley Borough Council
Charles Yarwood	- Mole Valley District Council

Also present:	
Stewart Wingate	- Chief Executive Officer, GAL
Charles Kirwan-Taylor	- Corporate Affairs & Sustainability Director, GAL
Tim Norwood	- Chief Planning Officer
Andy Sinclair	- Head of Airspace Strategy & Engagement, GAL
Tim May	- Department for Transport
Robin Clarke	- NATS
Markus Biedermann	- ANS
Brian Cox	- GATCOM's Technical Adviser
Barry Smith	- Deputy Honorary Secretary
Paula Street	- Assistant Secretary

Apologies for absence were received from:

Alun Adler (BATA), Chris Hersey (Mid Sussex District Council), Angie Hills (ABTA), Jamie Major (TUC), John Peel (Coast to Capital LEP), Rupert Simmons (East Sussex County Council), and Nigel Smith (Tourism South East).

### **CHAIRMAN'S UPDATE**

196. The Chairman reported on changes at GAL as follows:

- David Higgins, GAL's new Chairman, would attend the next meeting of GATCOM.
- He had met Tim Norwood, GAL's Chief Planning Officer, soon after he took up post at Gatwick.
- Charles Kirwan-Taylor, GAL's Corporate Affairs and Sustainability Director was leaving the business and Tim Norwood would become responsible for the work of Mr Kirwan-Taylor's department.

197. The Chairman also reported that he had attended two meetings of the NMB and had also attended the UKACCs Working Group meeting which discussed a range of matters including feedback from the first meetings of the DfT's Aviation Noise Engagement Group and the CAA's Community Discussion Forum.

### **GATCOM'S TECHNICAL ADVISER**

198. Mr Smith, Deputy Honorary Secretary, reported that following the departure of Peter Long, GATCOM's Independent Technical Adviser, it had been agreed with Crawley Borough Council that it would provide technical support to GATCOM. Brian Cox, Principal Environmental Health Officer, had therefore been appointed as GATCOM's Technical Adviser. Members noted that Mr Cox had for many

years provided technical assistance alongside GATCOM's Independent Technical Adviser to GATCOM's NATMAG members. Mr Cox was welcomed to the meeting in his new role.

## **MINUTES**

199. Resolved - That the minutes of the meeting held on 26 January 2017 be approved as a correct record and that they be signed by the Chairman.

## **GATCOM STEERING GROUP – MATTERS CONSIDERED**

200. GATCOM received the report of the Chairman summarising the matters considered at the meeting of the GATCOM Steering Group on 30 March 2017 (copy attached to the signed minutes).

### **Night flights consultation - GAL's response**

201. The Chairman highlighted that since the last meeting of GATCOM, GAL had responded to the DfT's consultation on the next night flights regime. He advised that GAL supported most of the specific proposals contained in the DfT's consultation document, but not those relating to reductions in QC limits. Members noted that GAL did not support a 20% reduction in the noise QC limit at Gatwick or further annual reductions in the noise QC limit at the airport over the regime period. GAL had instead proposed a step reduction in the QC limit of 5% in Summer 2017 but with no taper thereafter. The Chairman advised that GAL's response in respect of the 20% reduction in the QC limit was not consistent with the views expressed by GATCOM in [its response](#) to the DfT.

202. The Government's announcement on the next night flights regime was awaited.

### **Medview Airlines**

203. Following concerns raised by members at the last meeting, the Steering Group considered the action that GAL had taken to address the problem of Medview Airlines regularly operating off schedule in the night period. The Steering Group commended the action of GAL as it had banned the airline from using night movements for 10 weeks of the last summer season and had advised the airline that it would be refused permission to operate during summer 2017 night period without an improvement in operating to its allocated slot. GAL would continue to monitor the performance of the airline and would report progress through NATMAG. Members asked that NATMAG also consider the individual noise events of the airline's off schedule operations so that noise impact on communities was evidenced.

### **Car Parking in Local Roads**

204. GATCOM was pleased to note that following concerns expressed at the last meeting GAL had convened a meeting with neighbouring councils and the local highway authorities to discuss the problem of airport related car parking in local roads. The Chairman reported that GAL's [briefing note](#) of the actions identified had been considered by the Steering Group and members were encouraged that GAL viewed the outcomes from the meeting as the start of work with other parties in trying to address the problems. GATCOM asked GAL to ensure that neighbouring parish councils were invited to participate in future meetings. A further report on progress would be given at a future meeting.

205. Reference was made to the use of disabled parking bays in the airport's multi-storey car parks by vehicles not displaying a blue badge. GAL reported that GAL carried out independent audits of disabled bays usage and that there was no indication that all the spaces were full of vehicles (either displaying a blue badge or not). Members noted that GAL offered a service for passengers to take their Blue Badge away with them on holiday which was one reason why there were cars in the disabled bays not displaying a Blue Badge.

### **Noise Management Board**

206. GATCOM noted the Steering Group's deliberations on the work of the Noise Management Board (NMB). A member specifically highlighted the requests made at the Steering Group meeting about the need for the NMB to ensure that as its work evolved that representation from the community groups, including parish council representation, reflected the wider issues being discussed in the work programme.

## **AIRPORT COMMENTARY**

207. GATCOM received the Chief Executive's commentary on activity at the airport since the date of the last meeting (copy attached to the signed minutes).

### **Traffic Growth**

208. Mr Wingate reported that Gatwick had seen continued growth and achieved a 10% year on year increase in passenger growth resulting in Gatwick handling a record breaking 43.96 million passengers at its financial year end on 31 March – a first for a single runway airport. This increase was driven by an extra 3,199 aircraft movements compared to the same period last year. The impact of growth on disturbance suffered by local communities, carbon emissions and climate change was highlighted to GAL. The consequential increase in noise complaints was also highlighted and the environmental and amenities group representative reiterated the communities' desire for GAL to reinstate the telephone noise line.

### **On-time departure performance**

209. It was noted that on-time departure performance was still below expectations but GAL was working with the airlines and handling agents to address this. GATCOM's Passenger Advisory Group (PAG) had welcomed GAL's incentive scheme for handling agents and was continuing to monitor the recruitment of handling agent staff as it was critical that there was the right number of staff to handle the growth in passenger numbers and ensuring on time performance.

### **Gatwick Master Plan**

210. Mr Norwood advised that GAL's current focus was on responding to the Government's consultation on the draft Airports National Policy Statement and the forthcoming DfT consultations on discussion papers reviewing the Aviation Policy Framework. GAL would start to review the current Gatwick Master Plan in conjunction with the review of the aviation policy framework. He advised that the programme for the master plan review would be reported to a future meeting, probably later in 2017. The draft reviewed Master Plan would be subject to consultation with local communities and interested parties/organisations.

### **Gatwick Station**

211. Mr Wingate reported that GAL was continuing to work with Network Rail, DfT and the Coast to Capital LEP to secure funding for a significant upgrade to Gatwick railway station costing in the region of £90m-£120m. GAL was pressing for the delivery of the scheme at the earliest possible opportunity.

### **Waste Management Plant**

212. Mr Wingate also reported that the new £3.8m waste plant (that GATCOM members visited in October) was opened in March 2017. Members noted that the plant was expected to save £1,000 in energy and waste management costs for every day it operated with the objective of boosting the airport's recycling rate from the current 49% to around 85% by 2020.

### **Local economic/business meetings and events**

213. Members also noted that GAL was supporting a number of local economic/business meetings and events, including the Gatwick Diamond Business Awards; the Kent Chamber Business Awards; and a joint presentation with Gatwick Diamond Initiative to the Greater Brighton Economic Growth Board was welcomed. GAL was also continuing to engage with and support the work of Coast to Capital LEP and has had an introductory meeting with senior representatives of the South East LEP, which covers the East Sussex, Essex, Kent, Medway, Southend and Thurrock area. Kent County Council's representative specifically welcomed initiatives that GAL was supporting in Kent.

## **GAL'S COMMUNITY ENGAGEMENT WORK – UPDATE**

214. Alison Addy, Head of Community Engagement, GAL gave a [presentation](#) on GAL's community engagement activities over the year (copy attached to the signed minutes). She highlighted that GAL had:

- Participated in or sponsored 43 local and regional events.
- Met 125 parish, town council and neighbourhood group representatives at engagement events hosted by GAL.
- Contributed funds to 168 local causes supported with GAL funding through the Gatwick Foundation Fund and Gatwick Airport Community Trust
- Raised £156.5k for GAL's three charity partners, Cancer Research UK, St Catherine's Hospice and Gatwick Travelcare, through contributions by passengers and staff.

215. Members were pleased to note that GAL's engagement, sponsorship and participation activities covered a wide area around the airport and commended GAL's work. In particular, GATCOM welcomed the enhanced engagement with all tiers of local government, local community groups and other interested parties which helped to build positive relationships with the airport's neighbours. The

Chairman added that the work of the Gatwick Area Community Trust and the contribution of the Gatwick Foundation Fund was a welcome source of funding for many local groups. Members were encouraged to help promote the availability of grant funding sources within their organisations and communities. It was agreed that the Secretariat would circulate details of the various organisations for members to pass on to their communities as a potential source of grant funding.

## **GATWICK RELATED PLANNING APPLICATIONS**

216. GATCOM noted the report by Crawley Borough Council's Head of Planning and Environmental Services on planning applications determined and outstanding in respect of Gatwick since the date of the last meeting (copy attached to the signed minutes).

217. GAL was asked whether further consideration could be given to providing a green roof on the proposed Boeing Hangar as the site was currently a green space and green roofs were in existence at other UK airports. GAL agreed to give further consideration to the feasibility of providing a green roof but also highlighted the need to meet safeguarding requirements.

## **PASSENGER ADVISORY GROUP (PAG)**

218. Mr Hall, PAG Chairman, presented his report in respect of the activities of PAG since the date of the last meeting (copy attached to signed minutes). Mr Hall was pleased to report that PAG had congratulated GAL, the airlines, the handling agents and the airport community for delivering the complex and logistically challenging airlines moves project on time and efficiently. GATCOM also noted that PAG had been involved in a wide range of projects and other initiatives in providing a passenger's perspective on new services and facilities.

219. GATCOM shared PAG's concerns about UK Border Force's (UKBF) resourcing over the busy summer period. Significant queuing for non-EU passengers continues to be a concern but UKBF was meeting its national targets (to process 95% of non-EU passengers through immigration within 45 minutes and 95% of EU passengers through immigration within 25 minutes). There was a need for UKBF to undertake a review of its national targets and this was something that PAG would discuss with UKBF representatives later in the year. Mr Wingate confirmed that GAL continued to invest in new technology and reported that the 25 E-gates in the South Terminal were working well and the installation of additional E-gates was planned for the North Terminal towards the end of the year which would help to ease queuing for passengers.

220. GATCOM hoped that the funding issues for the Gatwick Station redevelopment project could be resolved in the near future.

221. Resolved – That:

- (1) GAL's incentives to improve On-Time Departures and baggage delivery performance be welcomed.
- (2) PAG's concern over UKBF resourcing be endorsed.
- 3) GAL's work in endeavouring to secure the necessary funding for the Gatwick Station project be supported and hoped that funding issues could be resolved at the earliest possible time.
- (4) PAG's involvement in a wide range of consultations, projects and operational matters be noted.

## **DFT CONSULTATION: DRAFT AIRPORTS NATIONAL POLICY STATEMENT: NEW RUNWAY CAPACITY AND INFRASTRUCTURE AT AIRPORTS IN THE SOUTH EAST OF ENGLAND"**

222. GATCOM considered a report by the Secretariat setting out a suggested response to the DfT's consultation on the Draft Airports National Policy Statement (copy attached to the signed minutes).

223. Mr Norwood advised that GAL had made a [submission](#) to the House of Commons Transport Committee's Inquiry on the Airports National Policy Statement (NPS) which set out GAL's initial views on the draft NPS. It was noted that GAL believed that the draft NPS placed undue weight on the role and value of Heathrow's hub status and did not sufficiently address the considerable legal, environmental, financial, planning and construction risks facing the Heathrow Northwest Runway,

which were likely to result in the economic benefits being delayed, not materialising as assumed, or not materialising at all.

224. GATCOM shared GAL's concerns about the draft NPS only setting out the planning framework for the consideration of the Heathrow North West scheme and did not provide clarity on the future growth and expansion of other airports in the South East or the UK. Tim May, DfT, advised that the term "national policy statement" comes from the planning legislation as the mechanism for stating Government policy. He reassured members that the matter of growth at other UK airports would be addressed in the forthcoming consultations on the review of the Aviation Policy Framework.

225. It was noted that it was not yet known how the Government would take into account comments relating to air quality as the draft national air quality plan had not yet been published. The publication was now likely to be delayed due to the calling of the General Election. [Defra launched the consultation on the [draft UK Air Quality Plan](#) on 5 May]

226. Reference was made to the land safeguarded in the Crawley Local Plan for a possible second runway and the need for greater certainty for the future. It was pointed out that this was a significant area of land within the Borough where development land was already in short supply. Mr Smith, Deputy Honorary Secretary, advised that as there were differing views among GATCOM's membership on whether or not there should be a second runway the issue of the safeguarded land would be difficult for GATCOM to address and collectively agree a response. It was therefore felt that it was a matter for Crawley Borough Council and others to address in their individual responses to the consultation.

227. GATCOM also agreed to register its interest in having the opportunity to participate in Heathrow Airport Limited's consultation on the design principles for changes to airspace to accommodate the new runway.

228. Resolved – That:

(1) the suggested responses to the consultation questions set out in Appendix 2 be approved and submitted to the DfT; and

(2) the Secretariat registers an interest with Heathrow Airport Limited to having the opportunity to participate in its consultation on the design principles for changes to airspace.

#### **DFT CONSULTATION: "UK AIRSPACE POLICY: A FRAMEWORK FOR BALANCED DECISIONS ON THE DESIGN AND USE OF AIRSPACE"**

229. Tim May, DfT gave a [presentation](#) outlining the Government's consultation proposals to support the reform of airspace, to minimise the negative local impacts of aviation and engagement, including the proposed establishment of an Independent Commission on Civil Aviation Noise (ICCAN) (copy of presentation slides attached to the signed minutes). There were many aspects of the consultation proposals that GATCOM supported in principle in that the new policies would improve guidance to the industry, give greater ability to seek local solutions to noise management, better ensure engagement and transparency and improve arrangements to compensate those people impacted by aircraft/airport operations.

230. Andy Sinclair, Head of Airspace Strategy and Engagement, GAL outlined GAL's initial thoughts on the consultation proposals. Many of the proposals were welcomed as they would improve the existing guidance, would increase the focus on engagement and encouraged best practice. GAL had acknowledged community groups' concerns about the Government's proposals to devolve responsibilities to airport operators. He advised that GAL would be seeking greater clarity and improvement on a number of the proposals and, in particular highlighted that airspace changes that would fall under Tier 2 had the potential risk of slowing down the delivery of improvement as the process and engagement requirements were more comprehensive.

231. GATCOM considered the joint report by the Independent Technical Adviser and Secretariat summarising the consultation proposals and which set out suggested responses to the consultation questions (copy attached to the signed minutes).

232. Reference was made to the proposals to transfer responsibility for noise preferential routes and noise abatement issues to local control. Mr May advised that the Government believed that noise was usually best managed at a local level with decisions on operating restrictions made through the planning process where possible and the competent authority for ensuring these follow the "Balanced

Approach" would be the planning decision-maker, or CAA outside of planning. It was also highlighted that the noise designated London airports should be given more power to respond to noise problems facing their communities. He also advised that the competent authority for night flights would still rest with the Secretary of State for Transport. The transfer of the DfT's responsibilities in respect of the three noise designated London airports to the airport/local authorities was of concern to GATCOM and it was highlighted that the local planning authority would not cover all the areas impacted by aircraft overflight.

233. There was a mix of opinion about the proposed establishment of ICCAN which would be an independent body within CAA, publicly funded and would be reviewed after 5 years. It was commented that the DfT had been accessible, provided constructive advice and expert guidance over the years and it was felt that the funding for ICCAN could be better used to enable the DfT to look into issues in greater detail with the CAA. It was also felt that for ICCAN to be truly independent that it should not sit within the CAA.

234. GATCOM, whilst welcoming the proposals to enhance compensation for properties affected by aircraft noise such as noise insulation schemes, was disappointed that the proposals for compensation did not specifically address the impact of significant increases in aircraft overflight or specifically address the loss of property value as a result of new flight paths.

235. Resolved – That:

(1) subject to the incorporation of the comments raised at the meeting as set out above, the suggested response set out in Appendix 1 be approved and submitted to the DfT;

(2) the Secretariat writes to the Secretary of State for Transport to express concern about the CAA's definition of overflight and with a request that the definition document be further explored before being adopted;

(3) the Secretariat writes to the CAA to seek clarification on the concerns about its definition of overflight; and

(4) the GATCOM Steering Group considers and agrees on behalf of GATCOM the Committee's response to the CAA's consultation on the CAP1520: Draft airspace design guidance.

## **NOISE MANAGEMENT BOARD (NMB)**

236. GATCOM considered the Chairman's report from the meeting of the NMB held on 5 April (copy attached to the signed minutes). The Chairman highlighted that a workshop on aircraft departures had been arranged to take place on 1 June. A range of stakeholders would be invited to participate in the Workshop.

237. The Chairman also reported that in respect of Arrivals Review Recommendation IMM 11 – draft runway protocol – the views of the GATCOM Steering Group were sought on the proposal to conduct a 12 months trial in advance of the NMB meeting in view of GATCOM's previous view not to support the draft runway direction protocol. The Steering Group had concluded that in the absence of modelling being undertaken to better understand the noise impacts for all communities that GAL should first use the data already available to produce much more accurate modelling of the noise and overflight impacts. The Steering Group did not support the trial and the Chairman reported this at the NMB meeting. The Chairman also added that at the NMB meeting there was also a lack of support from the community groups west of Gatwick to the proposed trial and collectively the community groups' representatives were unable to reach agreement on whether or not to proceed with a trial. The NMB therefore agreed not to pursue the trial at the current time.

238. GATCOM was pleased to note that significant progress had been made by the airlines in the A320 noise modification retrofit programme.

239. The Chairman also reported that he continued to highlight at every opportunity the need for GAL to review its noise action plan so that all the actions that GAL was undertaking to address the impact of noise and overflight were contained in the one document which all groups (NMB, NATMAG, joint local authorities group and GATCOM) could use to monitor progress and identify new actions in seeking continuous improvement.

240. GATCOM also received and noted the progress report (as at 29 March) on the implementation of the actions from the Arrivals Review (copy attached to signed minutes). Members highlighted that ground noise at the airport was area not to be overlooked. It was agreed that NATMAG would be asked to look at day to day issues.

## **RNAV DEPARTURE ROUTES - UPDATE ON THE CAA'S PIR MODIFICATIONS**

### **Route 4 (26 LAM Departure SID)**

241. GATCOM considered the CAA's press release and the summary of the conclusions in respect of its decision on the modification to Route 4 (copy attached to the signed minutes). Mr Sinclair, GAL advised that this meant that the modified route was now permanent but advised that the CAA had, as part of its decision, asked GAL to give a number of undertakings including:

- o To investigate the potential of meaningful respite, the airport will consider options for additional Route 4 departure designs, from the points where the route heads east.
- o To consider the potential for obtaining respite by alternating or switching a proportion

242. Mr Sinclair advised that these undertakings would be considered at the departures workshop planned for 1 June. GATCOM highlighted the need to ensure that local parish and district/borough councils as well as representatives from communities affected by aircraft departures were invited to participate in the workshop particularly as they did not have direct representation on the NMB. GAL noted this request and confirmed that parish councils under the noise preferential route (NPR) had been invited. The outcomes from the Workshop would be considered by the NMB.

243. Whilst GATCOM noted that the modified route had resulted in more aircraft flying within the NPR, the impact of concentrated flight paths on the parish of Salfords and Sidlow that was situated under the centre line of the NPR was acknowledged. The local authority representatives from the area highlighted the need to monitor noise levels in the area. Mr Sinclair advised that the Gatwick Environmental Health Officers Group and NATMAG considered the locations for mobile noise monitors. This would be brought to their attention.

### **Route 5**

244. Mr Sinclair advised that the modified route to Route 5 went live on 30 March 2017. GAL would collate operational performance data and feedback statistics over a six-month period and, as with Route 4, would provide this to the CAA for their consideration. It was noted that however that due to the runway direction recently, the trial route had not been used much and no specific complaints had yet been received on days when it had been used.

## **DFT AIRCRAFT NOISE MANAGEMENT ADVISORY COMMITTEE (ANMAC)**

245. The minutes of the meeting of ANMAC held on 9 February were noted (copy attached to the signed minutes). GATCOM's Lead Member for Noise, Alan Jones, advised that he continued to emphasise that an increasing number of residents were becoming annoyed by frequency of aircraft overflight rather than individual aircraft noise events.

## **NOISE AND TRACK MONITORING ADVISORY GROUP (NATMAG)**

246. GATCOM considered the unconfirmed minutes of the meeting of NATMAG held 23 February 2017 (copy attached to the signed minutes). Members noted the key messages to GATCOM as follows:

- NATS had successfully reduced the overflight of Horley.
- The Ground Noise Report had shown positive results in terms of APU usage and FEGP.

## **DATES OF NEXT MEETINGS OF GATCOM AND ITS SUB-GROUPS**

247. Members noted the next meetings of GATCOM as follows:

GATCOM Steering Group – Thursday at 22 June 2017 at 10.00 a.m.

Passenger Advisory Group – Thursday 29 June 2017 at 1.30 p.m.

GATCOM – Thursday 13 July 2017 at 2.00 p.m.

248. Members also noted that the next meeting of Gatwick Airport Limited's Noise and Track Monitoring Advisory Group (NATMAG) would take place on Thursday 25 May 2017 at 10.00 a.m.

Chairman