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GATCOM 17 OCTOBER 2013

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 – VICE-CHAIRMAN'S REPORT

The matters considered by the Steering Group were noted.

Gatwick Airport 2012 Annual Monitoring Report Verification Report And 2013 Progress

GAL hoped to publish the Verified Annual Monitoring Report in the near future.

The vast majority of the commitments and obligations verified were found to be on track although there were a few obligations that were neither on track nor behind schedule in relation to air quality, noise and water. All matters are being addressed by GAL. There were no issues that needed to be brought to the attention of GATCOM.

Air Quality

Reigate and Banstead Borough Council has advised that no consideration is currently being given to reducing the size of the Air Quality Management Area in Horley given aircraft movements remain below their 2007 peak.

Reigate and Banstead Borough Council will cover the issue of ultrafine particles in its next annual air quality monitoring report to GATCOM in 2014. Members welcomed GAL's support in developing a greater understanding of ultrafine particulate pollution at Gatwick.

Thameslink Franchise

GATCOM received a response from the then Minister for Aviation Rt. Hon. Simon Burns MP about the Committee's concern that the draft Invitation to Tender (IT) for the new franchise had not been shared with key stakeholders for comment. The Minister confirmed that the DfT was in regular contact with the airport on this important issue and would continue to engage in dialogue with stakeholders as the ITT develops. The Minister also commented upon some of GATCOM's aspirations for the franchise – [click here](#) to see Minister's response.

The DfT has since issued the ITT and the good news is that any changes proposed to the current Gatwick Express service pattern must have the support of GAL.

Community Noise Issues

GATCOM's Independent Technical Adviser reported on investigations about the tone/pitch of aircraft noise ("whining") raised by residents of Tunbridge Wells, an issue also raised by communities around Heathrow. The CAA's Environmental Research Consultancy Department (ERCD) has recently reported that measurements undertaken have confirmed the tonal noise is due airframe noise not engine noise (caused by two small cavities under each wing) and is on all present A320 family variants, i.e. A318/319/320/321, irrespective of engine variant. Airbus has developed a fix – [click here](#) to see information from ERCD.

The Independent Technical Adviser would try to establish whether the fix could be retro fitted to existing aircraft.

SIR ROY McNULTY, CHAIRMAN, GATWICK AIRPORT LIMITED

GATCOM welcomed Sir Roy McNulty, GAL's Chairman to the meeting. Sir Roy outlined his views on the current and future operation of and investment at Gatwick. He highlighted that:

- Business at Gatwick continued to grow with passenger growth over the summer season increasing by around 5%.
- Prospects for the future looked promising. He was pleased to announce that Norwegian had added to its route network services to New York (JFK), Los Angeles and Fort Lauderdale commencing next summer.
- GAL remained fully committed to its investment programme and he was pleased to report that work on the new Pier 1 was underway and the first phase of the redevelopment of Pier 5 had been completed offering a much improved passenger environment and greater flexibility in the facilities provided for airlines.
- The CAA has issued its final proposals for the next regulatory regime. Sir Roy was pleased that the investment programme and framework of contracts and commitments had the broad support of the CAA.

THE CAPACITY DEBATE

[Sir Howard Davies' speech](#) setting out the Airports Commission's emerging thinking that some net additional runway capacity in the South East of England will be needed in the coming decades was noted.

Alastair McDermid, Airports Commission Director, GAL reported that GAL was undertaking more detailed work on developing the possible options for a second runway at Gatwick.

GAL's engagement with the Gatwick Local Authority Officers Group had commenced. Issues for further examination and consideration included traffic forecasts, housing and employment, air quality, surface access, land use and environmental impacts.

GAL was working towards a public consultation on its options for a second runway at Gatwick in April 2014. However GAL's process for consultation does not fit with the Airports Commission's programme which required the airport to identify its preferred option by March 2014. GAL will not be in a position to form a view on a preferred option until summer 2014 after its local public consultation on its options and impact assessments. GAL continues to discuss the timetable/programme with the Airports Commission. If no alteration is made to the timetable GAL might have to submit to the Airports Commission a provisional view on a preferred option with the proviso that it was subject to consultation locally.

GAL, working with its consultants Farrells, would host an initial meeting with local authorities in January/February next year to discuss an outline Vision for the region with a further meeting in March/April to further develop a proposed Vision and to form a conclusion for consultation. GAL was also engaging with other organisations and statutory bodies in developing its Vision and options.

GATCOM agreed to submit a response to the Airports Commission's consultation on its emerging thinking to highlight the Committee's support of GAL's efforts to seek a change to the Commission's deadline for submitting a preferred option in respect of Gatwick and to highlight the need to secure improvements to surface transport networks in the short to medium term, including the need to ensure the Thameslink franchise agreement fully recognises the aspirations of GAL and GATCOM to accommodate growth at Gatwick.

LONDON AIRSPACE CONSULTATION

Harri Howells (NATS Airspace Change Manager), Andy Taylor (NATS) and Tom Denton (Head of Corporate Responsibility GAL), presented a joint NATS/GAL consultation in association with the redesign of airspace in respect of Gatwick Airport and the wider London area. It must be noted that this consultation is not in any way related to the Gatwick second runway work. The key points of interest are:

- The consultation runs from 15 October 2013 to 21 January 2014. The consultation documents are available on a consultation website <http://www.londonairspaceconsultation.co.uk/> which enables searches in respect specific area(s)
- The proposals outline a new design concept to replace conventional holds, or stacks, to support Gatwick and London City Airports. The Point Merge will change the spread of flights across the south east region. This will mean that the local noise and visual impact of aircraft overflight will change – some areas maybe overflown more, others less and

some will not notice any significant change. The possible benefits will seek to achieve continuous climb operations wherever possible, preservation of tranquillity wherever possible, reductions in the number of people overflown and reductions in carbon emissions.

- The redesign of Gatwick's low altitude airspace (below 4000ft) will provide an opportunity to take a fresh look at Gatwick's flightpaths for both departures and arrivals and to try to address a number of the concerns raised by local communities over the years with a view to implement changes in 2015. Consideration is being given to a fundamental redesign (repositioning) of all departure routes to the west of Gatwick (the current noise preferential routes (NPRs)), new arrival routes to join the final approach both to the east and west of Gatwick and the creation of extra routes to enable respite for communities underneath both arrivals and departures routes.

GATCOM emphasised the importance of ensuring that all local communities around Gatwick, both close to the airport and further afield, were invited to engage in the process.

GATCOM is concerned that consultation is about concepts rather than specific routes to be flown and that NATS did not intend undertaking a second stage consultation on the detailed routes proposed flowing from the results of the consultation. NATS advised that additional public consultation will be undertaken on any new impacts that arise from the detailed design process that have not been covered in the current consultation. [Following the meeting NATS has produced a FAQ sheet about the consultation process which will be placed on the consultation website – [click here](#) to see].

GATCOM urged all members to ensure that their communities and organisations are informed about the consultation and to encourage them to respond direct to NATS/GAL.

GATCOM agreed that it had a role in making strategic observations about the concepts under consideration. Comments will be sought from members for possible inclusion in a suggested draft response for the GATCOM Steering Group to consider and agree at its next meeting.

AIRPORT COMMENTARY

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

South Terminal Power Outage

GAL experienced a power outage in the South Terminal on 16 October due to a flood in the electricity sub-station which affected all IT, baggage facilities, lights and electronics in the terminal. For a couple of hours GAL carried out all operations in the North Terminal which was unaffected by the power outage. Mr Wingate thanked all staff, airlines, handling agents and other agencies at Gatwick for the collaborative partnership working to ensure disruption was kept to a minimum. Around 100 passengers missed flights as a result of the disruption.

UK Border Force (UKBF) Performance

UKBF has consistently achieved its national immigration queue performance targets in both terminals over the year. Whilst welcoming the achievement, GATCOM highlighted the need for the national targets to be reviewed to encourage improved performance/reduction in queuing times for passengers. GAL has more challenging locally agreed targets which are also monitored and reported on the airport's website.

FUTURE ECONOMIC REGULATION OF GATWICK

The CAA has published for consultation its final proposals for Gatwick's next regulatory regime to come into force in April 2014. The CAA has suggested that the framework of contracts and price commitments put forward by GAL covering a period of seven years is fair and are in the passengers' interest. This is not a view shared by airlines.

In the event that the CAA decides that Gatwick still holds substantial market power (decision to be announced in January 2014), GAL's commitments will be backed by a licence issued by the CAA to ensure they are honoured.

GAL has cautiously welcomed the CAA's proposals but continues to question the need for a licence as it believes that Gatwick does not continue to hold substantial market power.

The CAA will consider further the costs of a second runway and will review this in 2014 and will consult further at the appropriate time.

[Click here](#) to see GAL's presentation slides. GATCOM agreed not to submit any further comments to the CAA in respect of the final proposals consultation.

USE OF TERMINALS' FORECOURTS

GAL gave a presentation on managing the use of the airport's forecourts – [click here](#) to see presentation slides.

Since the implementation of the Approved Operators Scheme and new way of managing the forecourts, GAL has introduced a number of other changes to address concerns raised by passengers, other users and members of GATCOM and its Passenger Advisory Group.

GATCOM welcomed the additional changes that GAL has made as a result of feedback but remained concerned about the high cost imposed for local people picking up friends and relatives from the airport and the railway station, particularly in respect of those people from rural areas where there was no public transport available. Mr Wingate advised that GAL was sympathetic to the impact on local people who regularly picked up relatives and friends from the airport (including those using the rail station) and advised that GAL is further considering the matter. Consideration is being given to the possibility of introducing a local residents' scheme. GAL is to discuss possible options with GATCOM's Passenger Advisory Group and is to report back at the next meeting.

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 noted PAG's concern about the potential loss of domestic connectivity with UK regions following the sale of Flybe's slots to easyJet.

PAG is engaged with GAL and rail operators about the likely impact of rail engineering work that will disrupt normal rail service schedules from 10pm on 24 December through to 2 January. Gatwick Railway Station will also be closed for three days from 24 December. GATCOM fully supports GAL's proactive efforts to work with rail operators and other transport providers to inform passengers travelling over the period about potential delays and replacement transport. Members are urged to help inform their communities of the likely disruption to rail travel over the Christmas period and to help get the message across to the travelling public. ABTA is to discuss the passenger communication with PAG's Chairman/GAL.

PAG is continuing to monitor GAL's work to enhance the experience for passengers with reduced mobility.

GATCOM noted PAG's request to write again to all prospective bidders for the Thameslink franchise. It was agreed that prospective bidders should be advised of GATCOM's response to the Airports Commission in respect of the Commission's emerging thinking and the need to ensure that improvements to rail services are secured to accommodate future growth of Gatwick.

GATCOM is currently seeking new volunteer independent passenger representatives to serve on PAG – [click here](#) to see advert.

NOISE EXPOSURE CONTOURS FOR GATWICK AIRPORT 2012

The DfT has published the results of noise monitoring at Gatwick during the summer period of 2012 – [click here](#) to see report.

The results revealed that the actual modal split for the summer period was 87% west and 13% east – the highest modal split for 20 years.

The area within the 57 dBA Leq contour has increased by 2% compared with the results for 2011 and the population count within that contour is 16% higher than 2011. This was mainly due to a shift in the contour area further east (mainly as a result of the change in modal split).

GAL will report the change in the contours to the next meeting of NATMAG to examine whether there are any possible measures that could be put in place to reverse the increase in the contour area.

FLIGHT PERFORMANCE TEAM (FPT) REPORT

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

- Track keeping performance has shown a small improvement on the previous year's performance
- The runway direction split during the quarter was 64% west and 36% east. The rolling 20 years average for the split in runway direction is approximately 70% west and 30% east. N.B. see also item above on the noise exposure contours for the actual modal split for the summer period 2012 monitoring results.
- The high number of noise complaints during the quarter could be the result of the good weather when people have their windows open more often and have more outside activities as well as the increased awareness of future airports growth and the work of the Airports Commission.
- The noise complaints received from the East Grinstead area only relate to when the runway is operating on easterly take off.

NOISE AND TRACK MONITORING ADVISORY GROUP (NATMAG)

The quarterly ground noise report was positively received. GATCOM is pleased that there continues to be good APU usage compliance on the airfield which helps reduce noise and is better for the environment.

GATCOM is also pleased with the low number of engine run operations over the quarter which again reduces the noise impact of airfield operations.

DATE OF NEXT MEETING

Thursday 30 January 2014 at 2.00 p.m.

Paula Street
Secretariat