

**GATCOM**

Minutes of the meeting of the Gatwick Airport Consultative Committee held on 26 April 2018 at the Hilton Hotel, Gatwick Airport.

Present: Dr. John Godfrey DL (Chairman)

Peter Barclay	-	Environmental and Amenities Groups
Carolyn Evans	-	Charlwood Parish Council
Mike George	-	Horley Town Council
Dick Hobbs (substitute)	-	Passenger Representative
Chris Hersey	-	Mid Sussex 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
Graham Knight	-	Surrey County Council
Bob Lanzer	-	West Sussex County Council
David Lawton	-	Rusper Parish Council
Douglas Moule	-	Gatwick AOC
Michael Payne	-	Kent County Council
John Peel	-	Coast to Capital LEP
Jeremy Taylor	-	Gatwick Diamond Business
Rupert Simmons	-	East Sussex County Council
Nigel Smith	-	Tourism South East
Geraint Thomas	-	Crawley Borough Council
Charles Yarwood	-	Mole Valley District Council

Also present:

Stewart Wingate	-	Chief Executive Officer, GAL
Tim Norwood	-	Chief Planning Officer, GAL
Andy Sinclair	-	Head of Airspace Strategy & Engagement, GAL
Alison Addy	-	Head of Community Engagement
Lee Howes	-	Airspace & Environmental Performance Manager
Ian Greene	-	Department for Transport
Markus Biedermann	-	ANS
Graham Lake	-	Secretary, NMB
Barry Smith	-	Deputy Secretary
Paula Street	-	Assistant Secretary

Apologies for absence were received from:

Peter Hall (Passenger Representative), Tom Evans (London Chamber of Commerce), Ken Harwood (Tandridge District Council), Tim May (DfT),

**CHAIRMAN'S UPDATE**

182. The Chairman reported that he, together with the Secretariat and representatives of GAL, had met a local resident, who also had the role of co-ordinator for the Noise Management Board Community Noise Groups, to discuss GATCOM's role, processes and work and ways in which GATCOM could better communicate its work to the wider communities.

183. The Chairman thanked Alan Jones, GATCOM's Lead Member for Noise, for representing GATCOM's interests at meetings of the CAA Community Discussion Forum & DfT's ANMAC Technical Working Group. Mr Jones highlighted those matters discussed particularly in respect of ANMAC's review of procedures for aircraft departures. It was hoped that a finalised paper on aircraft departures procedures would be signed off at the next full ANMAC meeting (likely to be held in July).

184. The Chairman also thanked Steve Mitchell, ERM and Andy Sinclair, GAL, for their presentations on the 'Noise Impact and Overview Initiatives' at the morning's noise session attended by members and local authority officers.

## **MINUTES**

185. Resolved - That the minutes of the meeting held on 25 January 2018 be approved as a correct record and that they be signed by the Chairman.

186. The Chairman referred to Minute no.144 and advised that a presentation on Gatwick's approach to managing and raising awareness of drone use near the airport would be given at the next meeting.

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

187. GATCOM received the report of the Chairman summarising the matters considered at the meeting of the GATCOM Steering Group on 22 March 2018 (copy attached to the signed minutes).

### **Standard Instrument Departure (SID) Truncation Programme**

188. The Chairman drew members' attention to the project that NATS was leading on GAL's behalf known as "Standard Instrument Departure (SID) Truncation Programme". GAL reassured members that the nature of the changes would not require an airspace change proposal as there was no change of track over the ground. The SAM and KEN SIDs would be truncated on 24 May 2018.

### **Gatwick Airport Master Plan Update**

189. GATCOM noted that GAL's work on the review of the airport master plan was running in parallel with the Government's review of the aviation strategy looking 50 years ahead. GAL aimed to publish a draft master plan towards the end of 2018. The GATCOM Steering Group would receive regular updates from GAL in the meantime. GAL's Airport Surface Access Strategy would also go through a review process with the Transport Forum Steering Group.

### **NATS EXCDS Programme**

190. It was noted that the NATS EXCDS project was underway and that the flow of Gatwick's arrivals traffic had been temporarily restricted as part of the first phase of the (now completed) transition programme supporting Gatwick's flights. Some members expressed concerns about the number of dispensations from the night flights regime that had been granted by the DfT without prior consultation with local communities. The DfT clarified that the dispensations were necessary to enable contingencies to be put in place specifically to support safety mitigations during the first 10 days of the transition and were dealt with as part of the wider package for the project. The Minister had agreed that a maximum of 10 dispensations per night could be used if needed. Andy Sinclair confirmed that 32 of the potential 100 dispensations had been used during the first phase of the EXCDS transition period.

## **FUTURE CHAIRMANSHIP – APPOINTMENT PROCESS**

191. GATCOM considered a joint report by the Secretariat and GAL on the proposed process to appoint a new Chairman of GATCOM, due to the current Chairman retiring at the end of 2018 (copy attached to the signed minutes).

192. It was noted that there would be an open and transparent process to appoint a new Chair which would involve the Committee. The first round interviews would comprise a panel of GAL, the current Chairman, and three members of GATCOM representing the three different interest groups. The GATCOM Steering Group had recommended that the Vice-Chairman (Charles Yarwood), the environmental and amenity groups' representative (Peter Barclay) and business community representative (Jeremy Taylor) should sit on the first interview panel.

193. It was suggested that the use of the masculine generic term of "Chairman" should be avoided in the advertisement of the position and in reference documentation, and instead the term either "Chair" or "Chairperson" should be used.

194. Resolved – That, subject to the above amendment, the suggested process and the interview panels set out in paragraph 2.2 of the joint report be agreed.

## **GOVERNMENT AVIATION POLICY UPDATE**

195. Ian Greene, DfT, gave an overview of the Government's response to the Call for Evidence on the development of a new Aviation Strategy for the UK and the next steps (copy of the DfT's press release attached to the signed minutes). He highlighted that the Government would pursue six objectives, which remain unchanged from the consultation in 2017, of:

- o helping the aviation industry work for its customers
- o ensuring a safe and secure way to travel
- o building a global and connected Britain
- o encouraging competitive markets
- o supporting growth while tackling environmental impacts
- o developing innovation, technology and skills.

196. GATCOM noted that the Government would carry out widespread engagement over the next few months leading up to the publication of a Green Paper at the end of 2018. Following that consultation, the Government aimed to have a final aviation strategy by early 2019. Members discussed concerns over the future impact of Brexit on the development of the new strategy; with Mr Greene reporting that the DfT was looking at the implications across the board in the development of the strategy. As the Government was keen to engage through established forums, GATCOM invited the DfT to hold an engagement session on the morning before the next GATCOM meeting on 19 July.

197. It was also noted that the Independent Commission for Civil Aviation Noise (ICCAN) was in the process of being set up. The Government was finalising terms for the Head Commissioner, with an appointment expected to be announced in May. A further three Commissioners would also be appointed, with the secretariat support to be provided by the DfT.

198. Resolved - That a discussion session to input to the DfT's work on the development of the new aviation strategy be arranged for all members and supporting officers on the morning before the next GATCOM meeting on 19 July.

## **AIRPORT COMMENTARY**

199. 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**

200. Mr Wingate, Chief Executive Officer, GAL was pleased to report that Gatwick had experienced a 1.6% year-on-year increase in passengers travelling through the airport, which was now handling 45.7 million passengers per annum.

201. Members raised the issue of the potential takeover of Norwegian Air by International Airlines Group (IAG) and whether this would impact on flight routes. Mr Wingate advised that GAL currently had no insight into the discussions but it would be monitoring this carefully.

### **Core Service Standards**

202. GATCOM was pleased that GAL's regulatory quality of service performance standards continued to be achieved against the background of strong growth. Passenger satisfaction scores in respect of the food and retail offering at Gatwick were also at record levels with ratings of either good or excellent.

### **Sale of Gatwick**

203. Members raised a question about the recent press speculation on the possible "sale" of the airport. Mr Wingate advised that GIP (Global Infrastructure Partners), the largest shareholder, held a 42% share and that their investment fund set up in 2009/10 was for 10 years, with the option of being extended by up to four more years. GIP was having on-going discussions with the other co investors, and he would keep GATCOM abreast of further developments.

### **Gatwick Station**

204. Members noted that Network Rail had now submitted the planning application for the station redevelopment project. It was hoped that the application would be determined by Crawley Borough

Council shortly, following which the funding parties would make a final decision on the project in autumn 2018, for construction to start in 2019. GAL continued to work with Network Rail, the DfT, and the LEP on taking forward the designs and costings for the project.

### **Environmental Performance**

205. As requested by GATCOM at the last meeting, the key highlights of GAL's environmental performance over the past quarter were reported. It was noted that there had been a slight dip in Continuous Descent Approach (CDA) performance but Gatwick remained the best performing UK airport for CDA achievement. As regards Gatwick's carbon footprint (within the boundary of the airport), which was very similar to that in 2016 notwithstanding a 5% increase in passenger numbers, members commented that there was a need to have a greater understanding of the impact beyond the airport boundary taking into account the emissions from arriving and departing aircraft. GAL was asked to explore the possibility of providing this information.

### **Use of plastics on airport**

206. GAL was currently taking steps to enable passengers and staff to reduce plastic waste, with the airport already recycling/reusing more than 60% of all operational waste, the highest rate amongst all UK airports, with the rest converted into energy. Members noted that new reusable cups for staff was being rolled out across the airport.

207. GAL was also invited to join ABTA's "Making Holidays Greener" campaign, with this year's theme being 'Say no to plastic' aimed at encouraging the travel industry to inspire customers to find alternatives to plastic.

### **Drinking Water Fountains**

208. Member's discussed concerns over the huge number of plastic bottles of drinking water for sale in the departure lounges, particularly in the World Duty Free shops and the absence of signage to the few drinking water fountains in the terminal buildings. Members were pleased to note that the Passenger Advisory Group was already pursuing this issue with GAL. Additional drinking water fountains had been installed in the terminals and catering outlets would top up water bottles free of charge.

209. GATCOM asked GAL to actively promote, and provide clear signage, about the availability of free drinking water, and to include sufficient staff training and communications over water availability.

### **Freight**

210. Members noted that there had been an increase in the amount of freight handled at Gatwick and highlighted the need to promote greater use of local freight transport.

### **Wifi**

211. GAL had made significant investment in the airport's connectivity systems, although members raised the issue that the current time limit of 90 minutes free wifi was not sufficient. It was reported that over the coming months this would be upgraded to offer faster download speeds and enhanced connectivity for Gatwick App users.

### **Community engagement activities**

212. GATCOM fully supported GAL's extensive programme of community engagement and support/sponsorships across a wide range of local organisations, education establishments and interests groups.

### **Gatwick Area Community Trust (GACT)**

213. It was reported that the Trust had received a high number of grant applications for this year's grant funding round, total funding requests being in excess of £500,000. The Trust's current available fund was £218,000 (funded by GAL under the terms of the Section 106 agreement).

## **GATWICK AIRPORT'S IMPACT ON THE VISITOR ECONOMY**

214. Alison Addy, Head of Community Engagement, GAL gave a presentation and overview of the Gatwick Growth Board's (GGB) report on Gatwick's impact on the visitor economy which was published on 26 February 2018 (presentation slides attached to the signed minutes).

215. The GGB had taken on board various findings and recommendations following local and regional round table discussions and analysis with partners. Key points in the report were:

- Within Gatwick's 45.6 million passengers in 2017 were 5.5 million overseas visitors who collectively spent £3.9 billion in the country and a further 1.6 million domestic visitors, together contributing £5.3 billion in GDP nationally.
- Gatwick visitors spent 45.5 million nights in the UK, with the majority of those stays in London (c24.3 million nights) but with 13.1 million nights being spent across the Gatwick Diamond, the Coast to Capital and the wider south east area producing a £1.7 billion GDP impact in the South East supporting 34,500 jobs in the region.
- Alongside the growth in the leisure market there had been growth in business tourism.
- GAL was now exploring with other partners such as Tourism South East, South Downs National Park, Discover England and local authorities as to how Gatwick could increase its contribution to both the UK and local visitor economies.

216. Mr N. Smith, Tourism South East, advised that the report had been well received and he fully supported the on-going partnership work with GAL.

217. GAL would continue to engage with partners across the region and it looked forward to the GGB recommendations to the GAL board.

### **GATWICK RELATED PLANNING APPLICATIONS**

218. 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).

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

219. Mr Hobbs, PAG Vice-Chairman, presented the report in respect of the activities of PAG since the date of the last meeting (copy attached to signed minutes). He reported on the projects and initiatives that GAL had invited the PAG's participation and input to give the passengers' perspective.

220. GATCOM noted that Airfield Performance and On-Time Performance (OTP) at the airport were currently at good levels, helped by the on-going Inbound Baggage Incentive Scheme for baggage handlers. PAG was also interested in GAL's thinking on the use of plastics across passenger facing services and facilities. GATCOM would consider GAL's approach and strategy development at a future meeting.

221. Members noted that many challenges were expected over the summer period in terms of on-time performance and delays. ATC disruption and industrial action was also expected across France, Spain and the Greek Islands and Mainland, which was likely to result in a summer of disruption for passengers and the industry.

222. PAG also highlighted the need for GAL to actively work with Network Rail, GTR and Highways England to ensure early notification was given to the planned rail and road engineering works/closures expected over the coming months.

223. Resolved – That:

- (1) The need for GAL, working with Network Rail, GTR and Highways England to provide early notification and raise awareness of the planned rail and road engineering works over the coming months, be endorsed;
- (2) GAL be asked to present to GATCOM at a future meeting the strategy it is developing on minimising the use and the sale of plastic products at the airport; and
- (3) PAG's involvement in a wide range of consultations, projects and operational matters be noted.

## **M23 SMART MOTORWAY PROJECT**

224. Adrian McCrow, Smart Motorways Regional Sponsor (South), Highways England, provided an update on the programme of works and the implications for Gatwick's passengers, staff and other users during the construction works (copy of presentation slides attached). He explained that the project would improve 18km (11 miles) of the M23 between junctions 8 (Merstham) and 10 (near Copthorne) to upgrade it to an all lane running smart motorway creating an additional lane for traffic thereby increasing capacity and reducing congestion. Construction started in March 2018 and would be completed in March 2020. Disruptive traffic management would be in place from June 2018 and diversion routes agreed. Members noted that there would be M23 closures between 22:00 and 04:00 at times during the course of the works. The closure programme had been issued to GAL and county councils and would be reviewed regularly.

225. New noise barriers would also be installed as part of the project at certain locations. Mr Jones, Burstow Parish Council, asked whether Highways England could give consideration to constructing a noise bund in the vicinity of the Burstow Depot. Mr McCrow would discuss this in more detail outside of the meeting with the member.

226. GATCOM highlighted the need to ensure that the M23 closures were not at the same time as the planned rail blockades on the Brighton Main line or at the same time as the "Run Gatwick" event. [In respect of the latter, GAL has since confirmed that there would be no closures of the M23 on 13th May when the Run Gatwick event takes place. The first of the M23 closures commence on 18 June 2018.]

## **GATWICK NOISE EXPOSURE CONTOURS 2016**

227. GATCOM received the Technical Advisor's report summarising the results of the noise monitoring for a period of summer 2016 (copy attached to the signed minutes). Steve Mitchell, ERM (GAL's consultant) gave a brief overview of the results which revealed an increase in area in the outermost contours from aircraft movements at Gatwick Airport for both day and night. The population inside the actual contours also increased due to the high percentage of westerly movements (85% west / 15% east) which extended the contour over Lingfield.

228. Reference was made to the small scale (low resolution) contour maps that had been produced and GAL was asked for higher resolution maps for future publications so that communities could identify more easily whether they fell within a contour area eligible for GAL's noise insulation scheme. GAL advised that it had already commissioned the 2017 contours and had included the potential for higher resolution mapping in discussions with the CAA's Environmental Research Consultancy Department.

229. Members also highlighted their desire to see published contour maps plotting the 51dBA contours for daytime in recognition of the fact that some communities were still disturbed by aircraft overflight and noise beyond the boundaries of the currently reported contour maps.

## **REVIEW OF END NOISE ACTION PLAN 2019-2024**

230. Lee Howes, Airspace & Environmental Performance Manager, GAL, gave an overview on the review of the END Noise Action Plan 2019-2024 (END NAP), and how the feedback received on the proposed list of actions had been addressed in GAL's Draft Reviewed END NAP. Annex 9 of the draft END NAP document included a summary of all the feedback that GAL received on the proposed list of actions and its response to those comments.

231. GATCOM considered a joint report by the GATCOM Secretariat and the Technical Advisor which highlighted in detail how GATCOM's previous comments on the proposed list of actions had been taken into account by GAL (copy attached to the signed minutes). The report also included an extract from the Noise Management Board's community noise groups (CNGs) response to GAL's consultation on the draft END NAP document.

232. Mrs Street explained that the GATCOM Steering Group had given initial consideration to the way in which GATCOM's previous comments had been taken into account and the basis for a suggested response. Many of the actions proposed in the draft NAP were supported as was the

revised format which introduced new additional columns giving information on the estimated area/number of people to benefit from the action; the expected benefit and cost of the action; and the other organisations to be involved in fulfilling the action, as it would assist in the monitoring process.

233. Whilst a number of GATCOM's comments on GAL's proposed list of actions had been taken into account, GAL had not committed to specifying targets to be achieved and that some actions lacked clear indicators. GATCOM's suggested response therefore asked GAL to review its "Aims" to make them "Targets" and again highlighted Actions 9, 25, 39 and 39a as a priority to be taken forward early in the plan period.

234. In respect of Action 9: Implementation of a voluntary ban on operations of QC4 aircraft within the core night period, and Action 25: Review of Departure Noise Limits it was also felt that GAL could do more to progress these actions.

235. Members supported the suggested response and asked that the Final draft END NAP document be reported to the next meeting of GATCOM before the document was submitted to Defra for approval.

236. Resolved – That:

- (1) the suggested response set out in Appendix 1 of the report be agreed; and
- (2) the Final Draft END NAP be reported to the next cycle of GATCOM meetings before the document is submitted to Defra for approval.

#### **GATWICK DEPARTURE ROUTE 4**

237. Andy Sinclair, Head of Airspace Strategy & Engagement, GAL, gave an update on the current position in respect of the Route 4 Standard Instrument Departures (SIDs). He reported that the CAA had agreed to quash their previous decision to ratify the revised Route 4 RNAV-1 SIDs before the Judicial Review could be heard in court. The immediate consequences of the Court Order were that:

- o The Route 4 RNAV Standard Instrument Departures routes (flightpaths using new satellite-based navigation techniques) remained in their current location but reverted to a temporary status, as was the case before 7 April 2017.
- o The Route 4 conventional SIDs (flightpaths using conventional navigation) must return to their location before 7 April 2017 or be 'denotified' (removed as official routes).
- o GAL would prepare and share the rationale for the Court's decision once the evidence gathered through the review of historic changes to the route 4 track were released by the CAA.

238. Mr Sinclair explained that the next steps would involve a further redesign of Route 4 but no changes were anticipated in the short term. To demonstrate the situation, GAL showed track overlays for Route 4 for 2013 conventional routings, May 2015 pre-amendment RNAV, and June 2016 post-amendment RNAV.

239. GAL would continue to follow CAA guidance through this process working closely with them. This would include the development of an airspace change proposal in due course and would include comprehensive consultation to ensure communities had the opportunity to contribute and influence the airspace change proposals. Members noted that GAL was required to follow the CAA's new airspace design guidance set out in CAP1616 which involved many stages of engagement and consultation. It was also noted that the whole process could take around two years to complete. There were calls from members to try to expedite the process so as to bring certainty to local residents at the earliest possible time and that dispersal pre 2013 be taken into consideration in developing the solution.

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

240. GATCOM considered the NMB Secretary's "Review" of the deliberations and outcomes from the meeting of the NMB held on 11 April 2018 (copy attached to the signed minutes). Graham Lake, NMB Secretary gave an update on the Reduced Night Noise Trail (RNN) and its aims and challenges.

241. Mr Lake advised that the NMB would consider a preliminary draft of its work plan for 2019 at its next meeting in June. The actions identified by GATCOM in the draft END NAP would be taken into account as part of the work plan drafting process. The preliminary draft of the work plan would also be provided to the next GATCOM Steering Group meeting when members would be invited to suggest topics for consideration as part of the 2019 plan preparation.

242. GATCOM was pleased to note that a key priority for the NMB was to seek a reduction in noise at night. Mr Lake advised that much time and resource had been devoted to identify and explore potential concepts, and in planning how to reduce night noise. As a first step a Reduced Night Noise (RNN) trial was being proposed to operate for 6 months from January 2019. The trial would affect very few flights operating at night between 01:30-05:00 local time.

243. GATCOM noted that there was much mistrust reported by Community Noise Groups (CNGs) regarding the objectives of the trial, which was viewed by some CNGs as implying a means for implementing an airspace change through the back door, despite the fact that there is no legal basis by which this could happen.

244. GAL has given reassurances about the purpose of the trial and was continuing its work on developing the trial plan, its rationale, quantifying the safeguards sought by CNGs and a dedicated communications plan, all of which would be presented to the NMB at its next meeting in June. It was expected that a go/no go decision would be made as to whether to proceed with the planned trial at the June meeting.

245. GATCOM highlighted that, should the trial go ahead, there was the need to have in place an effective and inclusive communications plan to raise awareness amongst affected communities, particularly those communities that did not have direct representation on the NMB. Although not applicable to the agreed objectives for the fixed term RNN trial, members also requested a fair distribution of arrival and departures.

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

246. GATCOM received the unconfirmed minutes of the meeting of NATMAG held 8 February 2018 (copy attached to the signed minutes). NATMAG's key messages to GATCOM were noted.

#### **REVIEW OF GATCOM**

247. GATCOM considered a report by the Secretariat summarising the results of the recent member survey and the suggested changes for implementation over the next few months, including a minor adjustment to the Committee's terms of reference (copy attached to the signed minutes).

248. Mr B. Smith reported that overall the survey results were encouraging with only a few negative comments, principally from the community interests represented on GATCOM. A number of constructive suggestions on how to improve the way GATCOM operated were also given. As a result of feedback received some minor changes would be implemented over the next few months but there were other matters/suggestions that would be explored further once a new Chair of GATCOM had been appointed.

249. Reference was made to the suggested changes to the Committee's terms of reference. The Environmental and Amenities Groups' representative sought an amendment to the wording for paragraph 4 of the terms of reference as follows:

"4. To advise Gatwick Airport Limited on the preparation of ~~a~~ **sustainable development strategies that accommodates the future growth of the airport** and to help raise awareness of **those strategies** across all airport communities"

250. The Committee, GAL and the GATCOM Secretariat were content with the amendment.

251. Resolved – That:

(1) GATCOM notes the results of the survey;



- (2) The proposed changes set out in paragraph 3.19 to be implemented over the coming months;
- (3) The other matters set out in paragraph 3.20 be explored further and reviewed once a new Chairman has been appointed; and
- (4) subject to the inclusion of the suggested amendment referred to above in respect of paragraph 4 of GATCOM's terms of reference, the terms of reference for GATCOM and for the Passenger Advisory Group as set out in Appendix 2 be approved.

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

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

GATCOM Steering Group – Thursday 21 June 2018 at 10.00 a.m.  
Passenger Advisory Group – Thursday 28 June 2018 at 1.30 p.m.  
GATCOM – Thursday 19 July 2018 at 2.00 p.m.

253. Members also noted that the next meeting of Gatwick Airport Limited's NATMAG would take place on Thursday 10 May 2018 at 10.00 a.m.

254. Members noted that the next meeting of Gatwick Airport Limited's Noise Management Board (NMB) would take place on Wednesday 27 June 2018.

Chairman