

GATCOM

Minutes of the meeting of the Gatwick Airport Consultative Committee held on 17 October 2019 at the Hilton Hotel, Gatwick Airport.

Present: Tom Crowley (Chair)

Alun Adler	Airlines UK
Jeff Alexander	Gatwick Diamond Business
Peter Barclay	Environmental and Amenity Groups
Helyn Clack	Surrey County Council
Simon Dishman	London Chamber of Commerce and Industry
Roger Elkins	West Sussex County Council
Carolyn Evans	Charlwood Parish Council
Malcolm Fillmore	Rusper Parish Council
Mike George	Horley Town Council
Peter Hall	Passenger Representative
Stephen Hillier	Mid Sussex District Council
Angie Hills	ABTA
Alan Jones	Burstow Parish Council
Liz Kitchen	Horsham District Council
Liz Lockwood	Tandridge District Council
Douglas Moule	Gatwick Airline Operators Committee
Caroline Salmon (substitute)	Mole Valley District Council
Jonathan Sharrock (substitute)	Coast to Capital Local Economic Partnership*
Rupert Simmons	East Sussex County Council
Geraint Thomas	Crawley Borough Council

**Attended for Local Industrial Strategy item only*

Also present:

Stewart Wingate	Chief Executive Officer, GAL
Andy Sinclair	Head of Airspace Strategy & Engagement, GAL
Alison Addy	Head of Community Engagement, GAL
Tim May	Department for Transport
Robin Clarke	NATS
Sally Frank	ANS
Brian Cox	Independent Technical Adviser
Paula Street	Assistant Secretary
Lisa Sampson	Secretariat

Apologies for absence were received from:

Alex Horwood (Reigate and Banstead Borough Council), Chris Larkman (Which?), Michael Payne (Kent County Council), Katie Nurcombe (Coast to Capital LEP), Nigel Smith (Tourism South East) and Tim Norwood (GAL).

MINUTES OF THE LAST MEETING

67. The Committee received the minutes of the last meeting. Reference was made to the last bullet point of minute no. 33 relating to the locations of GAL's public exhibitions for the draft Master Plan consultation and it was clarified that members had suggested that locations nearer the airport and under flight paths be considered by GAL as part of the DCO consultation process. It was agreed to amend the wording of the minute. The reference to "Burstow Borough Council" in the list of attendees would also be amended to read "Burstow Parish Council".

68. Resolved – That the minutes of the meeting held on 18 July be approved subject to the above amendments, and that they be signed by the Chair.

LOCAL INDUSTRIAL STRATEGY (LIS)

69. Jonathan Sharrock, Chief Executive of Coast to Capital Local Economic Partnership (LEP), gave a [presentation](#) on the details of the LEP's consultation on the Economic Profile of the Coast to Capital area (copy attached to the signed minutes). He explained that the consultation presented the biggest piece of research undertaken into the economy and area's potential and that the analysis will inform Coast to Capital's Local Industrial Strategy (LIS) which will be negotiated with Government in the New Year and, when published, will prioritise investment in the Coast to Capital area.

70. Mr Sharrock outlined the challenges the region faced in the matters of economy, population, business environment, place, and infrastructure innovation. He concluded that the chance of future growth in the South East region was concerning, and that these concerns needed to be highlighted to Government for increased investment in order for the region to be ambitious, to promote opportunities for growth, and to create a vision for sustainable growth in order to reach the Government's set targets. GATCOM noted the challenges for the region as set out in the presentation and the need for these to be addressed to help ensure the future prosperity of the region.

71. The consultation closed on 31 October and Mr Sharrock encouraged feedback from the Committee. The LEP will then compile the report of evidence for the LIS bid for submission to Government to begin discussion.

72. GATCOM made the following comments:

- The presentation was eye-opening in respect of how the region is falling behind on employment and business growth.
- Recognised that other areas had extracted more local and regional value from their airports compared with the South East region from Gatwick, and commented that GATCOM should address this in their future work planning.
- Acknowledged that there are no centres of business excellence in the Gatwick Diamond area, and that the lack of high-quality office and industrial space is a barrier to attracting higher value businesses.
- There was a need for keyworker housing schemes in the region which could help encourage graduates and young professionals to settle in the area after completing studies in the South East.
- The need for the area to attract the right type of growth and investment and for GATCOM to have an understanding of the role the airport in attracting growth was highlighted. It was felt that the GATCOM Steering Group should consider this as part of GATCOM's future work programme.

73. The Chair thank Mr Sharrock for his presentation and encouraged all member organisations to respond to the Coast to Capital LEP's consultation. The Secretariat will seek comments from members for consideration as part of a GATCOM response.

74. Resolved - That the Secretariat to seek comments from members for consideration as part of a GATCOM's response to the consultation which will be agreed with the Chair and Vice-Chair.

GATCOM CHAIR'S UPDATE ON ACTIVITIES

75. The Chair thanked GAL for hosting the Annual GATCOM Tour of areas of the airport. He also outlined his activities since the last meeting which included a meeting with Jeremy Quinn MP, a meeting with representatives from Heathrow Community Engagement Board and new GATCOM members.

CHIEF EXECUTIVE OFFICER'S REPORT

76. The Chief Executive Officer's [commentary](#) on activity and performance at the airport over the previous quarter was received (copy attached to the signed minutes).

Traffic Growth

77. The airport handled 14.1 million passengers between July and September with an aircraft load factor of 89.9%. It is anticipated 47m passengers will travel through GAL this year.

Service Quality

78. Overall service quality performance for the quarter was good against a background of growth and disruptive events. GAL continues to achieve its regulatory core service standards and passenger satisfaction scores for both arriving and departing passengers remain high.

Brexit

79. GATCOM noted that GAL continues to work with the Government and local authorities on planning for Brexit and to ensure passengers are prepared for any new travel arrangements. The EU has agreed that no changes will be made to border arrangements until October 2020 and aircraft will continue to fly in the event of a no deal Brexit.

Thomas Cook Repatriation

80. GAL received around 12-14 Thomas Cook repatriation flights per day, and felt the repatriation operation (known as Operation Matterhorn) worked very well. Around a third of Thomas Cook's slots would go back into the pool of slots for the slot co-ordinator, ACL, to allocate in the next round of slot allocation available for all airlines to apply to use the slot. The remainder of the slots will be sold by the liquidator, KPMG.

Hold Baggage Screening

81. Mr Wingate reported that Gatwick is the first major UK airport to become fully compliant with the DfT regulations for explosive device detection systems for hold baggage. GAL's upgrade project is nearing completion. The Committee will be kept informed of progress.

Capital Investment Programme

82. GATCOM noted that GAL's new rolling 5 years Capital Investment Programme (CIP) had been published in June and GAL's commitment to invest £1.11 billion over the next five years, with £274 million planned for 2019/20. The biggest project as part of the CIP is the western extension of Pier 6.

Noise Management Board

83. Recruitment of independent Chairs for the Noise Management Board (NMB) Executive and the Noise Community Forum is underway with the first-round interviews completed. GAL hopes to announce the outcome of the interview process in the coming weeks. Mr Wingate was pleased to report that in the meantime good progress is being made on the taking forward the NMB Work Programme.

Annual Airspace and Noise Meeting

84. The Annual Airspace and Noise Meeting is taking place on 3 December 2019 at 2.00 p.m. at the Hilton Hotel, South Terminal, Gatwick and all members are invited to attend. Members were also encouraged to forward details of the event to others in their organisation/wider communities.

Decarbonisation Road Map

85. GAL is participating in Sustainable Aviation's update of the 2016 Decarbonisation Road Map for UK aircraft emissions due for publication in December 2019. Sustainable Aviation would be invited to a future meeting to give details of its Road Map.

Extinction Rebellion

86. Members commented on the actions that day at the airport by Extinction Rebellion and whether this had impacted airport operations or service to passengers. Mr Wingate confirmed that the peaceful protest events are ongoing in South Terminal and that GAL is maintaining operations as normal.

Peter Hall, Chair Passenger Advisory Group

87. On behalf of GAL, Mr Wingate paid tribute and thanks to the work and commitment of Peter Hall who was standing down from the Committee at the end of 2019 and for his outstanding contribution on behalf of Gatwick's passengers over the past 29 years.

GAL's PLANS FOR GROWTH

Chair's Report on the Special Meeting of GATCOM Steering Group

88. The Chair presented his [report](#) on the special meeting of the GATCOM Steering Group held on 19 September to which all GATCOM members and supporting officers had been invited to attend (copy attached to the signed minutes). He advised that the special meeting had considered the incremental growth from the use of the main runway and also the process for the Development Consent Order (DCO) application for GAL's proposed use of the standby/northern runway for some aircraft departures. GATCOM noted the proposed indicative timeline for GATCOM's consideration at various stages of the DCO pre-application process.

89. The Chair advised that since the special meeting he had written to Crawley Borough Council and West Sussex County Council to remind them of GATCOM's ideas and suggestions in respect of Gatwick's growth plans. West Sussex County Council's response was positive and indicated that it would do all that it could to ensure that GAL fully addresses matters as it develops the Standby Runway scheme (known as the Northern Runway application) and will press GAL to unilaterally include commitments that are necessary to give reassurance to local communities and businesses. The County Council will continue to liaise with GATCOM as and when things move forward. GATCOM continues to engage with local authorities as there is much common ground, for example securing the infrastructure required for growth.

90. In respect of the DCO process, GATCOM noted that members would be asked for suggestions for GAL to consider in the development of the Statement of Community Consultation (SOCC) that GAL is required to prepare as part of the pre-application process, so that the Secretariat could collate ideas on behalf of GATCOM for submission to GAL.

91. GATCOM agreed the proposed approach set out in the Chair's report and commented that building an understanding of the issues of Gatwick's growth plans was important and agreed that it be built into the work planning and be discussed at the GATCOM Away Day scheduled to take place on 24 October.

92. Resolved – That:

- 1) The suggested indicative timeline for GATCOM to be updated and given the opportunity to input and/or build understanding on issues as set out in Appendix 2 of the Chair's report be noted;
- 2) Members views and ideas for consideration in the development of the SOCC be sought by the Secretariat to enable feedback to be given to GAL;
- 3) A representative of the local authorities be invited to give a regular update to GATCOM on the work of local authorities throughout the DCO process; and
- 4) The GATCOM Steering Group be asked to start to explore how the progress made by GAL over the past few years on its sustainability targets and commitments can be taken forward in the future.

Impacts on the Local Communities

93. Peter Barclay, Chairman of the Gatwick Area Conservation Campaign (GACC), and Charles Lloyd, GACC Analyst, [presented](#) the local communities groups' perspective on Gatwick's plans for growth and issues to be addressed.

94. Mr Barclay explained that GACC, together with a number of other community groups across a wide area around Gatwick, were actively campaigning against GAL's growth plans under the campaign banner "Gatwick's Big Enough". Mr Lloyd highlighted the following key points:

- No sustainable growth – GAL's growth plans would lead to an estimated additional 1m tons of CO2 emissions per annum from new flights, would increase local congestion and would have severe noise impacts for local communities and those under flight paths. The master plan made no mention of those additional emissions and noise impacts metric used did not relate to the way people would experience additional noise.
- Growth without scrutiny – it was highlighted that approximately 60% of the growth proposed by GAL would come from more intensive use of its main runway. Only 40% would come from routine use of the emergency runway. There was concern that the very substantial growth in passenger and flight numbers on local communities was not subject to the same independent scrutiny as that being considered through the DCO process for the emergency/standby runway proposal. They were calling for all Gatwick's proposed growth to be brought within a robust, independent, planning process.
- They wished to see GAL reconsider its position and re-scope the DCO process it has initiated.
- They invited community representatives on GATCOM to support this.

95. Mr Wingate thanked GACC for the information and concerns highlighted in the presentation which raised a number of important points for GAL to consider. He gave a commitment to consider these points in more detail and would report back at the next meeting of GATCOM.

96. Tim May, DfT, advised that the Government's policy supports airports making best use of existing runways and that as airports look to grow it is important the adverse impacts such as noise are mitigated. The current Aviation Strategy sets out guidance on sustainable development including the need for airports to have noise reduction plans, carbon emissions limits (although these are currently under much scrutiny nationally), and other measures to reduce adverse impacts.

97. Resolved – That GAL's response to the points highlighted in GACC's presentation be reported at the next meeting.

TRANSPORT FOR THE SOUTH EAST

98. Rupert Clubb, Chief Officer, Transport for the South East (TfSE), gave a [presentation](#) on its work as the new regional transport body bringing together local authorities, business groups, and the transport industry. An overview was given of the draft Regional Transport Strategy and priorities which was currently the subject of public consultation.

99. Mr Clubb explained that TfSE's approach to developing the strategy is "plan and provide" through scenario forecasting rather than the previous approach of "predict and provide". The draft strategy sets out a thirty-year framework to guide decisions about where, when and how money is invested in the South East's transport network, along with a range of policy changes and other initiatives to make sustainable travel easier and more attractive to people and businesses. The strategy is centered on 6 journey types – radial journeys; orbital and coastal journeys; inter-urban; local journeys; international gateways and freight journeys and future journeys. There would be further orbital and radial studies

to highlight the deficit in infrastructure capacity. The region was heavily reliant on private car travel which was no longer sustainable in the long term. Four priorities have been identified to strategically plan for the region, including: creating sustainable routes to economic growth, addressing youth concerns regarding transport options, the need for an holistic approach to reliability and resilience and accessibility.

100. Mr Wingate advised that GAL welcomed TfSE's strategic approach and highlighted that a key focus in terms of the rail infrastructure was securing improvement to the Windmill Bridge junction at Croydon to eliminate one of the bottlenecks in the Brighton Main Line. GAL is also continuing its efforts to seek improvements in rail connectivity to areas in Kent, Redhill and Reading.

101. GATCOM welcomed the principles of and the key focus of the draft Transport Strategy. Issues highlighted by members included:

- The need to encourage an holistic approach to the region's challenges, and commented that regional strategic approach to land use planning was also needed to mitigate transport issues and to get the best from the areas development.
- Walking, cycling and use of public transport should be encouraged but recognised that this faced the challenge of providing suitable and reliable infrastructure.
- The impact of the airport's growth on rural roads is increasing needs to be acknowledged and there is a need to tackle the increased traffic congestion on local roads. As part of that effects of rail level crossings with increased rail services and ability to ease local traffic congestion must be addressed.
- The need for improved rail services on the North Downs Line.
- The capacity constraints on the Brighton Main Line and the Motorway network to accommodate the significant growth at Gatwick were highlighted and needed to be addressed.

102. The Chair acknowledged the deficit in current transport infrastructure capacity and encouraged members to engage with the draft Regional Transport Strategy consultation. Given the deadline for responses to the consultation was before the next GATCOM meeting, the Committee's response would be considered and agreed by the GATCOM Steering at its next meeting on 19 December.

103. Resolved – That the GATCOM Steering Group be asked to consider and agree GATCOM's response to the consultation at its meeting on 19 December.

PASSENGER ADVISORY GROUP (PAG)

104. Peter Hall, PAG Chair, presented his [report](#) in respect of the activities of PAG since the date of the last meeting (copy attached to signed minutes).

105. Mr Hall highlighted that it had been a busy summer for the airport and that there had been a few disruptive events including air traffic control systems outage, reduced air traffic flow rates into and out of Gatwick, ATC industrial action in Europe, and outages to GAL's baggage system which had impacted on passenger's journeys. He was pleased to report that GAL's handling of disruptive events had been managed well.

106. PAG acknowledges that the loss of Thomas Cook had a number of implications for Gatwick and had commended the management of the repatriation exercise which had been handled efficiently and collaboratively by the CAA.

107. Mr Hall also advised that that PAG has been invited to participate in GAL's new Independent Gatwick Accessibility Group as 'observer' status on the group which will help ensure that the work of PAG and the new Group is complementary to seeking improvement to GAL's accessibility service standards and facilities and to avoid duplication of effort.

108. GATCOM noted that PAG had elected a new Vice-Chair Designate, Claire Booth to succeed the current Vice-Chair Samantha Williams when she takes up her position as the new PAG Chair on 1st January 2020. PAG was also in the process of appointing two new volunteer passenger representatives to fill the two vacancies on the Group.

109 Reference was made to the difficulties in recruiting air traffic controllers and the global shortage of trained controllers. Mr Wingate commented that GAL works with ANS, the airport's air traffic control, in training programmes and promoting ATC careers through GAL's 2"Learn Live" broadcasts which are available on GAL's website.

110. Mr Hall was standing down from the PAG and GATCOM at the end of 2019. The Chair expressed the Committee's gratitude and sincere thanks to Mr Hall for his outstanding contribution to the work of PAG since 1990. PAG work with GAL and a wide range of stakeholders at the airport had changed under his chairmanship creating a much more meaningful and effective dialogue with GAL and is often the envy of other Airport Consultative Committees around the UK. It was noted by Ed Balls at the recent Transport Forum that Mr Hall received the loudest applause of the day, and Mr Hall is commended as a champion of GAL's passengers.

111. Resolved – That:

- 1) the Committee write to Dame Deidre Hutton, Chair of the CAA, to commend the way in which the CAA, working with GAL and other industry partners, had managed the Thomas Cook repatriation exercise;
- 2) PAG's suggestion about the need to better
- 3) PAG's involvement in a wide range of consultations, projects and operational matters be noted; and
- 4) That GATCOM paid tribute to Peter Hall, PAG Chair who is standing down from PAG at the end of 2019 after 28 years of volunteering his time championing the interests of Gatwick's passengers.

GATWICK'S COMMUNITY ENGAGEMENT ACTIVITIES

112. GATCOM received a [presentation](#) from Alison Addy, Head of Community Engagement, detailing GAL's recent community engagement activities, sponsorships and funding support (copy attached to the signed minutes). GAL's community programmes are designed to share the benefits that the airport generates among local people and communities who may not directly benefit from the economic contributions that Gatwick brings to the region.

113. GAL was advertising for a new charity partner for a two year period from March 2020 to benefit the local community. The Learn Live broadcast in November would focus on careers in Air Traffic Control, and 50 schools are expected to engage. The Big Bang Festival which GAL sponsored has reached 16,000 young people, however this sponsorship is now due to end and the focus will move to engage with schools directly and promote the Airport to the wider community. GAL also worked with several economic partnerships and participates in and supports a number of events and activities across South London, Sussex, Surrey and Kent. A recent new initiative is GAL's 'Meet the Local Producer' event to showcase and celebrate local food and beverage suppliers to help buyers discover local products. This has already resulted in some on-airport companies buying from local producers.

114. GATCOM noted that GAL was due to publish its [Community Engagement Highlights](#) document on its website in the coming weeks. Printed copies were provided to members at the meeting.

115. The Committee thanked Alison for the update, and commended GAL's community work in the local area and across the wider region.

AIRSPACE UPDATE

116. Andy Sinclair, Head of Airspace Strategy and Engagement, GAL, gave [updates](#) on progress and issues in respect of:

FASI South

117. Following two rounds of engagement earlier in the year, GAL's submitted design principles had been approved by the CAA and agreement given for GAL to proceed to the next stage in the process. The next stage will involve two steps – options development and options appraisal. This will involve the iterative development of options with a wide range of existing stakeholders and the introduction of parish councils and similar organisations as and when appropriate. The objective is to develop a shortlist of options for the airspace change on which to formally consult (at Stage 3 in the process) possibly in 2021.

118. GATCOM also noted that the Government had introduced its Air Traffic Management and Unmanned Aircraft Bill into the House of Lords on 22 October which included provision for greater enforcement powers to better enable the police to effectively tackle unlawful use of unmanned aircraft (drones).

Route 4

119. The CAA had approved GAL's design principles and given agreement for GAL to proceed to Stage 2: Develop and Assess. GAL is hosting the first workshop with local authorities and parish councils on 30 October.

Reduced Night Noise (RNN) Trial

120. Mr Sinclair presented details about the proposed RNN Trial (copy attached to the signed minutes). The aim of the trial is to increase the height of low flying arrivals aircraft so that the noise they make on the ground below is reduced at the sensitive period during the night. The trial will run for six months in total, planned to start in March 2020. He explained that the trial would run from 01:30 – 05:00 (local time) and once the trial is completed it would cease. GATCOM noted that not all aircraft would be required to fly the trial routes and that it was expected that the trial would involve one aircraft per night in the less busy season to around 21 aircraft per night in the busier traffic months, although it would be difficult to predict the exact numbers that would fly the procedure each night.

121. Mobile noise monitors are being used to capture aircraft noise before and during the trial in order to assess noise performance. These are placed in locations under some of the RNN routes. He assured GATCOM that the trial would not enable any more aircraft to fly at night than is currently allowed and nobody will be newly overflown. In planning the trial GAL has considered and addressed some of the concerns expressed by community noise groups and a number of safeguards will be put in place to ensure that if the trial does not perform as expected, for example if it does not deliver the expected noise reductions, the trial can be suspended.

122. GATCOM also noted that the results of the trial will be used to inform future airspace designs.

123. GATCOM highlighted the need for GAL to effectively communicate the trial with local communities and suggested that ahead of any trial letters be sent to parish councils, with an emphasis on what the trial seeks to achieve and reassurance on what will not happen and why the trial needs to occur at night. There was also a need for GAL to make it clear that the trial is not linked to the review of the night flights regime. GAL has taken a note of these points.

NOISE AND TRACK MONITORING ADVISORY GROUP (NATMAG)

124. The Committee received a [summary report](#) from Alan Jones, Lead Member for Noise, on the deliberations of NATMAG at the meeting on 8 August 2019 (copy attached to the signed minutes).

125. Mr Jones highlighted issues with track keeping performance over the previous quarter. NATMAG had been updated on the Rapid Exit Taxiway scheme and that one of the aims of the scheme was to reduce the need for aircraft go-arounds as arriving aircraft would be able to leave the runway more quickly.

126. There was one departure noise infringement on 11 May which has been addressed with the airline concerned and has been fined £500 for infringing the noise limit. NATMAG has asked GAL to review the level of fines for infringements through the work of the Noise Management Board.

127. The key message for GATCOM was that NATMAG members have been very involved on the development of GAL's new noise and track monitoring system, and a further workshop is planned for 6 November to provide feedback on phase 2 of the project.

DATE OF NEXT MEETING

128. Members noted the forward calendar of meetings for 2020/21, and noted the next meetings of GATCOM as follows:

GATCOM Steering Group – Thursday 19 December 2019 at 10.00am

Passenger Advisory Group – Thursday 9 January 2020 at 1.30pm

GATCOM - Thursday 23 January 2020 at 2.00pm

129. Members also noted the next meeting of Gatwick Airport Limited's Noise and Track Monitoring Advisory Group (NATMAG) on Thursday 7 November 2019.

Chair