

GATCOM

Minutes of the meeting of the Gatwick Airport Consultative Committee held on 29 January 2015.

Present: Dr. John Godfrey DL (Chairman)

Matthew Balfour	-	Kent County Council
John Byng	-	Environmental and Amenities Groups
Carolyn Evans	-	Charlwood Parish Council
Mike George	-	Horley Town Council
Peter Hall	-	Passenger Representative
Ken Harwood	-	Tandridge District Council
Chris Hersey	-	Mid Sussex District Council
Graham Hill	-	Rusper Parish Council
Angie Hills	-	ABTA
Chris Hope	-	BATA
Alex Horwood	-	Reigate and Banstead Borough Council
Katharine Howell	-	London Chamber of Commerce and Industry
Alan Jones	-	Burstow Parish Council
Liz Kitchen	-	Horsham District Council
Peter Lamb	-	Crawley Borough Council
Douglas Moule	-	Gatwick Airline Operators' Committee
John O'Brien	-	West Sussex County Council
Bryan Reynolds	-	Which?
Dorothy Ross-Tomlin	-	Surrey County Council
Rupert Simmons	-	East Sussex County Council
Jeremy Taylor	-	Gatwick Diamond Business
Charles Yarwood	-	Mole Valley District Council

Also present:

Stewart Wingate	-	Chief Executive Officer, GAL
Alastair McDermid	-	Airports Commission Director, GAL
Charles Kirwan-Taylor	-	Corporate Affairs and Sustainability Director, GAL
Tom Denton	-	Head of Corporate Responsibility, GAL
Tim May	-	Department for Transport
Ros Howell	-	Independent Technical Adviser
Paula Street	-	Assistant Secretary

Apologies for absence were received from: Pieter Montyn (West Sussex County Council), John Peel (Coast to Capital LEP), Eddie Redfern (IACA), and Barry Smith (Deputy Honorary Secretary)

CHAIRMAN'S UPDATE

113. The Chairman reported that he and the Vice-Chairman, GATCOM's lead member for noise, GATCOM's independent Technical Adviser and the Secretariat had attended meetings with GAL to discuss ways in which to enhance communications with local communities. GATCOM noted that the Chairman had also met with the Chairman of the Gatwick Area Conservation Campaign.

114. The Chairman had also attended the Airports Commission's stakeholder event at the Arora Hotel in Crawley on 16 December 2014.

115. GATCOM also noted that the Chairman had responded to another request seeking membership of GATCOM.

MINUTES

116. Resolved - That the minutes of the meeting held on 23 October 2014 be approved as a correct record and that they be signed by the Chairman.

117. Reference was made to minute 88 – Airspace Change Consultation. The Chairman advised that the Secretariat had circulated to all members the weblink to the Ipsos MORI report summarising the response to the airspace consultation which was undertaken by GAL and NATS in 2014.

GATCOM STEERING GROUP – MATTERS CONSIDERED

118. GATCOM received the report of the Vice-Chairman summarising the matters considered at the meeting of the GATCOM Steering Group on 9 January 2015 (copy attached to the signed minutes).

Govia Thameslink Railway (GTR)

119. Members noted that GTR had attended the GATCOM Steering Group meeting to outline its plans for the new franchise. GTR was to introduce better connections through the Thameslink core in peak periods, links between Gatwick and Luton airports and beyond to Cambridge and Peterborough, as well as with Crossrail. GTR was also introducing an unprecedented amount of new rolling stock as part of the new franchise.

120. Mr Yarwood, Vice-Chairman was pleased to report that overall GTR's plans for the new franchise were welcomed in principle and GATCOM looked forward to further engagement with GTR as plans developed, particularly in respect of the proposed changes to the Gatwick Express service.

Network Rail consultation on the draft Sussex Area Route Study

121. GATCOM endorsed the response that the Steering Group had agreed on behalf of GATCOM.

Airspace Change

122. Mr May, DfT, clarified that the Senior Delivery Group (SDG), which had been established following the Airports Commission's recommendation to the Government as set out in its Interim Report, was chaired by the CAA. The SDG was to issue a position paper in February on the issues and possible options in respect of the implementation of new navigation technology (P-RNAV) and the roll out of the CAA's Future Airspace Strategy. The Secretariat would circulate the paper to members as soon as it was available. [The SDG issued its report on 27 February and the weblink was circulated to all members:

http://www.caa.co.uk/docs/2408/Airports%20Commission%20SDG%20Tech%20Report%2001_PBN%20Implementation.pdf]

GATWICK'S RUNWAY 2 WORK AND COMMUNITY PLEDGES

123. Mr McDermid, Airports Commission Director, GAL gave an update on GAL's discussions and work with the Airports Commission. A copy of his update was circulated at the meeting (copy attached to the signed minutes).

124. Mr McDermid advised that whilst GAL agreed with many of the assessments contained in the consultation documents, there were points on which GAL did not agree which would be highlighted in GAL's response to the Commission. The key areas of concern included:

- o An underestimate of Gatwick's ability to attract demand for air travel in certain scenarios
- o The assessment of wider economic benefits was not reliable
- o There was insufficient analysis on the effects of competition
- o The absence of a proper assessment of local air quality
- o An incomplete presentation of the noise implications in respect of Heathrow

- A lack of the appreciation of the challenges associated with meeting the demand for housing and other community infrastructure now and in the future
- In a number of places the performance of the Heathrow options had been overstated and Gatwick's understated.

125. Members also noted that GAL had indicated that it saw no need to increase night flying when any new runway opened.

126. In relation to the phasing of the runway development work, Mr McDermid confirmed that GAL now proposed that the first phase of the new terminal building and the associated automated people mover would be provided at the same time as the new runway opening. This would increase the cost from £2.1bn to £3bn. Mr Hall, Chairman of the Passenger Advisory Group (PAG) advised that the proposed re-phasing had been welcomed by the Group.

127. Mr McDermid also confirmed that no commitment had been given to build a new hospital in Crawley and that the recent press reports were incorrect. He clarified that GAL had put forward a commitment to make a contribution to local infrastructure provision if it was decided that a new runway should be built at Gatwick. Local infrastructure provision would be discussed with local authorities including Surrey, East and West Sussex and Kent at the appropriate time and would assist local authorities in developing requests for funding from central Government.

128. GATCOM highlighted the significant concerns of local communities about the impact of aircraft overflight now and in the future and asked that GAL addressed the matter in its response to the Airports Commission to urge the Commission to seriously consider and reflect on the matter in its Final Report to the Government. Members felt that it was essential that communities were engaged in the process of designing and the use of future flight paths.

AIRPORTS COMMISSION CONSULTATION ON A GATWICK SECOND RUNWAY

129. GATCOM considered a report by the Secretariat setting out a suggested response to the Airports Commission's consultation on a Gatwick Airport second runway (copy attached to the signed minutes). Mrs Street highlighted the common themes that had emerged from the Secretariat's request for views from all members and their organisations which had been taken into account in the suggested draft response.

130. Reference was made to paragraph 31 of the suggested response set out in the Appendix to the Secretariat's report and the reason why it was felt necessary for the Commission to include in its final report the impact of a new runway constructed elsewhere. Mrs Street confirmed that the GATCOM Steering Group had considered this point and it had been agreed that it was important for the implications and impacts to be considered and taken into account in the Commission's Final Report. It was also pointed out that it was an issue that GATCOM had requested be considered in its response to the Commission's consultation on the long term options for new runway capacity. It was also a requirement of the Airports Commission's Appraisal Framework.

131. GATCOM agreed its response with one amendment in respect of the section on "Implications of new runway capacity elsewhere" so as to include reference to considering the environmental implications for a capacity constrained Gatwick if a new runway is built elsewhere.

132. Resolved – That, subject to the inclusion of reference to considering the implications of a capacity constrained Gatwick in paragraph 31, the draft response set out in the Appendix to the Secretariat's report be approved and submitted to the Airports Commission.

AIRPORT COMMENTARY

133. 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

134. Mr. Wingate reported that Gatwick had seen continued growth and handled 38.4 million passengers in 2014, the greatest passenger throughput ever recorded at the airport.

Service Quality Performance

135. Mr. Wingate was also pleased to report that Gatwick continued to meet its regulatory service quality performance targets with the exception of cleanliness in the North Terminal but this was mainly as a result of the construction work within the terminal building. The cleaning regime had been reviewed. GATCOM welcomed the fact that the overall passenger experience score remained strong.

Noise/Airspace Change Conference

136. Members noted that GAL was to host an airspace change conference on 4 March at Gatwick. Invitations and an agenda for the event would be sent out in the near future to all GATCOM members and a range of other stakeholders, local authorities and community groups.

2008 Section 106 agreement

137. It was noted that the results of the 2013 annual independent audit of a selection of GAL's legal obligations and associated action plans had been published on [GAL's website](#). Mr Wingate advised that GAL had begun the process of reviewing the terms of the 2008 Section 106 agreement, which expired at the end of 2015, with West Sussex County Council and Crawley Borough Council. Members asked for a report to be made to the GATCOM Steering Group on the process going forward and hoped that GATCOM would continue to be involved in the review of the agreement and the monitoring arrangements.

Gatwick Airport Community Trust

138. It was highlighted that the Gatwick Airport Community Trust was currently inviting applications for grants for community projects. The deadline for applications was Monday 16 March 2015. [For more information visit the Trust's website <http://www.gact.org.uk/>]

Gatwick Railway Station

139. GATCOM welcomed the announcement as part of the Chancellor's Autumn Statement that funding for the £120m Gatwick Station redevelopment scheme had been secured. GAL would contribute £30m towards the cost of the scheme. Details of the scheme design would be presented to a future meeting.

EFFECTIVE COMMUNICATION WITH LOCAL COMMUNITIES

140. A paper setting out GAL's intentions to enhance communications with local communities was considered (copy attached to the signed minutes). Members were pleased to note that GAL had acknowledged the need to improve communication channels with local communities and that it was fully committed to enhancing the way in which it engaged with its neighbours. GATCOM fully supported GAL's [statement of intent](#) and members highlighted the importance of engaging with communities at the earliest opportunity to help regain trust.

141. Mr Kirwan-Taylor assured GATCOM that GAL had already started the process of meeting a number of parish and town councils and other community groups which was welcomed by GATCOM. Members highlighted the importance of continuing to engage with all tiers of local government. It was also noted that GAL was to host an airspace change/noise conference on 4 March to which all members and a wide range of other stakeholders would be invited to attend.

142. Members also highlighted the need for GAL to ensure that a consistent message from DfT, CAA, NATS and other agencies was given to communities on the current operations, developments and future plans so as to avoid the potential for confusion and mistrust.

143. The Chairman highlighted the important role of GATCOM members in helping to disseminate information and feedback to their communities. To help improve the information flow and transparency of GAL's work on noise and aircraft track monitoring it was suggested that the NATMAG agenda was made available on GAL's website to enable members to speak to their

communities about issues in advance of the meetings. GAL confirmed that the NATMAG minutes were publicly available but will refer the request to NATMAG to consider.

144. Reference was made to an email GAL had sent to parish councils in the Heathrow area offering advice on how to respond to the Airports Commission and how to support Gatwick's case for a second runway. Some members expressed concern about this approach by GAL which was viewed as underhanded and as trying to encourage parish councils who were against expansion at Heathrow to lend support to Gatwick's case for expansion. GAL confirmed that similar emails had also been sent to parish councils around Gatwick as well as to a wide range of other stakeholders as part of GAL's second runway awareness campaign but there was no intention to pursue underhand tactics.

GATWICK RELATED PLANNING APPLICATIONS

145. GATCOM noted the report by Crawley Borough Council's Director for Environment and Housing 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)

146. Mr. Hall, PAG Chairman, presented his report in respect of activities of the Group since the date of the last meeting (copy attached to the signed minutes).

147. Mr Hall reported that the emergency landing of the Virgin Atlantic flight on 29 December 2015 affected many passengers as it resulted in the cancellation of 34 departing and 43 arriving flights. Whilst PAG had praised the airport's efficient handling of the incident, it had raised the question as to whether the UK should have an identified diversionary airport to handle such incidents so as to maintain normal operations at the busiest airports. GAL explained the reasons and emphasised that safety was of paramount importance. The issue of having a designated recovery solution in the UK was something that some airlines had raised but any proposal would take time to develop and take forward.

148. GATCOM noted the extensive redevelopment works being undertaken in the North Terminal and supported PAG's work in monitoring the day to day passenger flows, information provision, signage trails and service quality during these major works to help ensure disruption was kept to a minimum and passenger satisfaction levels maintained.

149. Resolved – That:

- (1) PAG's involvement with both the modernisation of the North Terminal and the development of the new railway station be supported;
- (2) PAG's continued involvement with and contribution to the Capital Investment Plan be supported;
- (3) PAG's involvement in a wide range of projects and operational matters be noted.

GOVIA THAMESLINK RAILWAY – DECEMBER 2015 TIMETABLE CONSULTATION

150. GATCOM considered a paper by the Secretariat setting out a draft response to Govia Thameslink Railway's (GTR) consultation on its December 2015 timetable for off peak services (copy attached to the signed minutes).

151. Members highlighted the need to work with GAL and GTR to ensure the quality of the premium Gatwick Express service, including the interior of the new rolling stock, was maintained, that the issue of what constituted a premium fare for the Gatwick Express was reviewed and all opportunities were explored to enhance rail services to areas in Kent.

152. Resolved – That the suggested response to GTR’s consultation as set out in the Appendix to the Secretariat’s paper be approved and submitted to GTR.

CAA REVIEW OF P-RNAV IMPLEMENTATION ON GATWICK’S DEPARTURE ROUTES

153. Mr Denton, Head of Corporate Responsibility, GAL provided an update on GAL’s input to the CAA’s Post Implementation Review (PIR) of P-RNAV on Gatwick’s departure routes. GATCOM noted that GAL was in the process of gathering all the relevant data to submit to the CAA as part of its review.

154. Mr Denton also advised that the CAA had, for the first time, opened up the review input process to the public to comment on the impact of the airspace change and had set up a specific e-mail address to enable people to provide feedback. The closing date for public submissions was 5 January 2015. It was noted that the CAA had not given a date as to when the PIR would be concluded nor when the outcome would be announced.

155. GATCOM noted the fact that the use of P-RNAV would be mandated across the UK by 2018 in accordance with the CAA Future Airspace Strategy (FAS). GAL was aware of and was sympathetic to the problems that had become evident since the implementation of P-RNAV on the departure routes and was considering the impacts and options available in respect of the problems on the P-RNAV wraparound route for departures that turn right from runway 26 (26LAM SID). Whilst track-keeping performance within the noise preferential route (NPR) had improved through the use of P-RNAV and the overflight of the Horley had decreased, the P-RNAV SID, as approved by the CAA (the regulator), was positioned slightly north of the NPR over areas of Redhill which meant aircraft on that route were counted as “off-track” by the airport’s noise and tracking monitoring system CASPER. Track keeping performance on that NPR had as a consequence fallen to around 75%. It was emphasised to members that this route had always presented a challenge for modern aircraft.

156. The implementation of P-RNAV on all other departure routes had resulted in improved track-keeping performance but the problems as a result of concentrating traffic on routes had had a negative impact on those communities directly under the flight paths.

157. Mr Wingate confirmed that there was no intention at this stage to revert to conventional navigation on the 26LAM route or any of the other departure routes but he was working with NATS and local communities to find a solution using the P-RNAV technology. He advised that it was a complex issue to try to revert to conventional navigation which would take time. GAL was therefore keen to find a suitable solution particularly in view of the fact that P-RNAV would be mandated across the UK by 2018.

158. Mr Wingate also advised that as a member of the Senior Delivery Group he had raised the issues and concerns of local communities and GATCOM into the Group’s deliberations and would continue to ensure that the views of GATCOM and the wider communities were raised at its meetings.

159. GATCOM stressed concern about GAL’s position and advised that communities felt badly let down in view the statement given in GAL’s consultation on the implementation of P-RNAV that if a P-RNAV SID was deemed to have a significant detrimental impact it would be permanently withdrawn and traffic reverted back to the previous conventional procedure. It was the number of aircraft overflight events that were of greatest concern for those living directly under the concentrated flightpaths. There was also no means of mitigating the disturbance suffered as the areas significantly affected were outside the boundaries of GAL’s noise insulation scheme.

160. GATCOM therefore agreed to formally write to Mr Wingate to outline GATCOM’s concerns with a request that:

- Mr. Wingate ask the Senior Delivery Group (SDG), chaired by the CAA, to consider the problems that have arisen at Gatwick with the implementation of the new technology and the impact on communities of concentrating flight paths in this way
- GAL facilitates further discussions between the Chairman of GATCOM and the SDG

- Gatwick's SIDs where issues of detrimental impact have been identified revert to the use of the previous conventional navigation procedures
- That in the time leading up to the full roll out of P-RNAV and the wider airspace changes, GAL, NATS and the CAA further explore potential P-RNAV tracks, how they fit with the CAA's future airspace strategy (FAS), as well as with Government policy, and options for respite.
- CAA be invited to a future meeting of GATCOM

161. Resolved – That:

- (1) the Chairman would formally write to Mr Wingate to set out GATCOM's concerns; and
- (2) the Secretariat arrange for a representative of the CAA to attend a future meeting.

FLIGHT PERFORMANCE TEAM REPORT (FPT)

162. GAL's quarterly report for the FPT covering the period July to September 2014 was considered (copy attached to the signed minutes). GATCOM noted that with the exception of one route – 26LAM wraparound route (problems discussed above) - track keeping performance had improved again over the previous year's performance. This was primarily as a result of the implementation of P-RNAV. It was also noted that Continuous Descent Approach (CDA) performance continued to improve and with this high level of performance Gatwick was a world class leader for this noise mitigation technique.

163. GATCOM was concerned to note that the number of complaints about aircraft noise and overflight had risen significantly with the number of individual callers to Gatwick's noiseline seeing a fivefold increase.

164. Mr Denton was pleased to report that the report on the results of the community noise monitoring for [Hever Castle](#) had been placed on GAL's website. Mobile noise monitors were currently in place at Lingfield, Rusper, Okewood Hill, Bidborough, and Cowden.

165. The disturbance caused by the whine of the A320 aircraft and the communities' desire for the roll out of a retro-fit to existing aircraft was re-emphasised. GATCOM noted that easyJet was committed to addressing the problem through the delivery of new aircraft which were up to 15dB quieter and delivered reduced emissions. The new aircraft were fitted with the vortex generators and there would be more aircraft in the easyJet Gatwick fleet with these vortex generators than have been accomplished by other operators in Europe undergoing a retrofit programme.

NOISE AND TRACK MONITORING ADVISORY GROUP (NATMAG)

166. GATCOM received the unconfirmed minutes of the meeting of NATMAG held on 27 November 2014 (copy attached to the signed minutes). The key messages to GATCOM were that:

- Excellent FEGP (fixed electrical ground power) availability continued to be maintained thus removing the need for ground power units or aircraft auxiliary power units to be used.
- A GATCOM NATMAG member would resume attending the bi-monthly meetings of FLOPSC (GAL's Flight Operations, Performance and Safety Committee) to improve communication between the two groups and to provide greater coverage of issues. Liz Kitchen (Horsham District Council) had attended the meeting on 28 January which had been informative and beneficial to both groups.
- Horley overflight was at its lowest level ever due to the introduction of P-RNAV on the 26LAM route.

DFT NOISE EXPOSURE CONTOURS FOR GATWICK AIRPORT 2013

167. GATCOM considered the Independent Technical Adviser's paper summarising the results of the DfT's noise monitoring (undertaken by the CAA on behalf of the DfT) at Gatwick during the summer period of 2013 (copy attached to the signed minutes).

168. Members noted that the monitoring results revealed that the actual modal split for the summer 2013 period was 69% west and 31% east. There were fewer households within the actual 57 dBA Leq contour, 1,350 in 2013 compared with the 2012 figure of 1,600.

169. Mrs Howell also advised that night period (2300-0700) contours had been produced for the first time to meet the requirements of the Government's Aviation Policy Framework (2013). The area of the actual 48 dBA Leq night contour was 91.8 km², enclosing a population of 11,200. The production of night noise contours was welcomed by GATCOM and members looked forward to receiving the 2014 monitoring results so that year on year comparisons could start to be made.

170. Reference was made to members of the community conducting their own noise monitoring on, for example, mobile device Apps which recorded noise decibel levels in a very basic way. GATCOM's Independent Technical Adviser advised that recording aircraft noise was a complex matter so it was not possible to compare the CAA's noise monitoring results with the results of mobile App recordings as factors such as rise time and the period for which the receiver was open, as well as calibration, needed to be taken into account.

171. Reference was also made to the Airports Commission's proposed Independent Aviation Noise Authority. Tim May, DfT advised that the Government had not dismissed the idea and was a matter that was likely to be considered when the Commission issued its Final Report to the next Government.

DATES OF NEXT MEETINGS OF GATCOM AND ITS SUB-GROUPS

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

GATCOM Steering Group – Wednesday 25 March 2015 at 10.00 a.m.

Passenger Advisory Group – Thursday 26 March 2015 at 2.00 p.m.

GATCOM – Thursday 23 April 2015 at 2.00 p.m.

173. Members also noted that the next meeting of Gatwick Airport Limited's Noise and Track Monitoring Advisory Group (NATMAG) would take place on Thursday 26 February 2015 at 10.00 a.m.

Chairman