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GATCOM 23 OCTOBER 2014

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 – CHAIRMAN'S REPORT

The Chairman's report of the GATCOM Steering Group meeting was received.

GAL'S RUNWAY 2 WORK AND COMMUNITY PLEDGES

Alastair McDermid, Airports Commission Director, GAL gave an update on GAL's discussion and work with the Airports Commission.

GAL advised that each of the short-listed scheme promoters were invited to meet the Commission on 17 September to state their case, to provide updates on their scheme and to answer questions. The main topics for discussion were cost and financial viability, surface access, noise, competition, and delivery.

Over the summer, GAL responded to the Commission's Discussion Papers on;

- Use of the UK's existing airport capacity
- Delivering new runway capacity - which looked at the various processes needed to deliver new capacity. GAL's view is that, so long as the choice remains between Gatwick and the two Heathrow options, the most appropriate route would be via a Development Consent Order (DCO) process with a site-specific National Policy Statement (NPS). As part of its response to this paper GAL put forward a proposal for the appointment of an independent Monitoring Trustee, with the role of reporting to the relevant Sussex and Surrey Local Authorities and GATCOM on Gatwick's performance against agreed commitments. Details of Gatwick's community pledges are available on its website – [click here](#) to see.

The Chairman reported that GAL has agreed that GATCOM should be involved in the implementation and monitoring of the community pledges.

The Airports Commission will commence its national consultation at the end of October/early November. It is expected that responses will be invited by the end of January 2015, which will enable the GATCOM Steering Group to give initial consideration to GATCOM's suggested response for recommendation to GATCOM on 29 January. All GATCOM members and their organisations will be asked to share their comments and views with the Secretariat to help prepare the suggested draft response for the Steering Group to consider.

GATWICK CAPITAL INVESTMENT PROGRAMME 2014

Willie McGillvray, Development Director, GAL gave an overview of the new 2014 Capital Investment Plan to continue the transformation of the airport. Over the financial year 2014/15 GAL is planning to invest between £170m - £180m. The two largest projects currently underway are:

- Pier 1 due to be completed in November 2015
- Pier 5 (phase 2) due to be completed early in 2015.

In addition, the major programme to transform North Terminal has commenced and over the next four years GAL will transform the security and check-in areas, the departure lounge and the immigration hall.

The Capital Investment Plan will be reviewed and updated annually. GATCOM's Passenger Advisory Group (PAG) now has a formal role in GAL's regulatory framework of contracts and commitments to help ensure that the passengers' perspective is taken into account. GAL has already invited PAG to start to consider what areas of the airport it feels should be considered in the review of the Plan. GATCOM supported PAG in its continued involvement with and contribution to the annual review of the Plan.

GATWICK RAILWAY STATION DEVELOPMENT

Work on planning the Gatwick Station project is progressing. Four options of varying scope and cost ranging between £106 million and £186 million are under consideration. The project will provide for a new concourse and improved vertical access to the platforms. The business case for all options is robust and GAL is working closely with partners to secure the necessary funding contributions.

This station enhancement scheme is separate from the decision on the second runway and is one of those schemes that the Airports Commission has recommended for the implementation in the short term to address the needs of users as single runway airport. The full transport interchange "Gatwick Gateway" project forms part of the option for a second runway.

GAL noted the comments about the need to ensure that in the short term the Railway Station concourse facilities kept pace with the growth in Gatwick's passenger traffic as well as the growing demand from commuters from the locality.

AIRPORT COMMENTARY

The Chief Executive Officer's commentary on activity and performance of Gatwick over the previous quarter was received.

Traffic Growth - Gatwick has seen continued growth and now has around a 30% share of the London airports market. It is likely that Gatwick will handle around 38.5 million passengers in 2014. It was pointed out that the increase in traffic performance (flights) meant that there was an increase in disturbance suffered by those living under Gatwick's flight paths.

Service Quality Performance – Gatwick continues to meet all its regulatory service quality performance targets against a background of continued growth. GATCOM welcomed the fact that the overall passenger experience score remained strong. Arrivals baggage continues to be an area of concern to GATCOM. GAL's management continues to work closely with handling agents (who are responsible for baggage delivery) to ensure the airport achieves the best possible performance in this area. Arrivals baggage performance for September achieved the highest performance for three years.

Ebola – screening for Ebola commenced that week at Gatwick. GAL confirmed that there were no direct flights from affected countries in Africa but processes were in place to screen those who have visited those countries.

Carbon – GATCOM is pleased that GAL has recently received confirmation from the Airports Council International (ACI) that the airport is now formally accredited under their international carbon scheme – accredited at Level 3 'optimisation' which is a clear independent verification of GAL's approach to carbon management.

Links with local schools and colleges – GATCOM welcomed the links GAL has developed with Croydon College, and the support now being given to Gatwick School and Central Sussex College. GAL was asked to ensure that it offered its support to a wide range of other colleges and schools in Surrey and Kent.

Airspace Change Consultation – the IPSOS Mori report on the response to the Airspace Change Consultation is to be published shortly (hopefully mid November).

GATWICK RELATED PLANNING APPLICATIONS

Crawley Borough Council's report on planning applications determined and outstanding in respect of Gatwick was noted.

GAL was asked to provide details of the screening for the development of the aircraft maintenance hangar in the North West Zone of the airfield.

PASSENGER ADVISORY GROUP (PAG)

GATCOM supported the work of the PAG and its involvement in a wide range of projects, operations and innovations at Gatwick.

The performance of arrivals baggage remains a key concern for PAG. GAL has asked for PAG's views on a new handling agent agreement and PAG is pressing for more stringent performance targets for delivery of the last bag such as 100% to be delivered within 55 minutes and 95% to be delivered within 45 minutes.

GATCOM commended the work of GAL staff volunteers in helping to ease problems with arrivals baggage over the summer period.

GATCOM also supported PAG in helping to raise awareness of the local residents discount scheme for passenger pick-up.

LONDON AIRSPACE CHANGE

Charles Kirwan-Taylor, Corporate Affairs and Sustainability Director, GAL provided an update on the current position on:

(1) London Airspace Consultation – having reviewed all the feedback from the London Airspace Consultation, the second Gatwick Local Area Consultation and the feedback arising from the ADNID trial route, GAL and NATS have agreed that they will not put forward an airspace change proposal to the Civil Aviation Authority (CAA) this year to allow further work to be done. The CAA's Future Airspace Strategy requires that changes to local airspace are to be implemented by 2020. The agreement reached by GAL and NATS is therefore an extension of the timeline (deferment) rather than a cancellation of the process altogether.

(2) ADNID trial – the trial concluded in August and the data received is being analysed. The use of that trial route has now ceased and traffic reverted to the original departure route but using P-RNAV navigation technology which was implemented in November 2012.

There are currently no other trials taking place in respect of Gatwick's airspace/traffic.

GATCOM is supportive of the decision to defer the airspace change process as this will enable GAL and NATS more time to:

- o Reflect on the feedback
- o Undertake more detailed work on the route options and point merge
- o Undertake further work on the opportunity for respite (including between 4000 and 7000 ft)
- o Consider how GAL/NATS might engage/consult on detailed options and a detailed programme of engagement through GATCOM.

(3) Implementation of P-RNAV on Gatwick's departure routes – the formal consultation on the implementation of the PBN [P-RNAV] on Standard Instrument Departures (SIDs) – enabled by new navigation technology - was undertaken in 2012 and was subject to a formal airspace change proposal. This was approved by the CAA and has been implemented. Operational use of these revised departure routes therefore continues and is not affected by the deferment of the wider airspace changes.

GAL reported on an issue concerning the SID on route 26 LAM/CLN/DVR – the westerly wraparound route. The P-RNAV SID on that Noise Preferential Route (NPR) means that on the turn aircraft are just outside the current NPR for a short distance, as approved by the CAA.

The Chairman highlighted to GAL GATCOM's response to the P-RNAV consultation – [click here](#) to see - in which GATCOM whilst supporting the early implementation of P-RNAV highlighted the importance of the proposed management oversight process post implementation and the commitment given by GAL that a P-RNAV route could be withdrawn and traffic reverted back to the conventional procedure if it is deemed to have a significant detrimental impact on communities. The Chairman also quoted paragraph 3.1.5 from GAL's consultation documentation "P-RNAV Departure SID Implementation at LGW – 19 July 2012" in which GAL undertook to do this - [click here to see](#).

Reference was made to GAL's input to the CAA's one-year-on post Airspace Change Process review of the implementation of P-RNAV. It was not clear whether communities could input to that review. The Secretariat will contact the CAA to establish the process and members will be informed of the CAA's advice.

GATCOM and GAL fully recognises the sensitivity of developing plans for the future use of airspace and the complexity of the issues that need to be taken into account. The Government's policy of concentration was discussed. There is a need for the Government and the CAA to seriously consider the impacts and concerns of those communities that are situated under concentrated flight paths and how those impacts can be mitigated or compensated.

GAL outlined its intentions to review the options available for respite in the context of the implementation of P-RNAV and the criteria regarding the implementation of the government policy governing airspace management between 4,000 and 7,000 feet, with NATS and the CAA.

GAL also agreed to review the 26 LAM / CLN / DVR PBN SID and consider the effects of its implementation. Once it has explored the issue, and any changes that might be contemplated in light of those discussions, it will report back to GATCOM on what it seems possible to achieve and what consultation might be appropriate in those circumstances.

FLIGHT PERFORMANCE TEAM (FPT) REPORT

GAL's quarterly report covering the period April to June 2014 was considered. The key highlights are:

- Track keeping performance has improved again over the previous year's performance – this is primarily as a result of the implementation of P-RNAV
- Continuous Descent Approach performance continues to improve
- The number of complaints has risen significantly

Reference was made to GAL's responses to noise complaints. GAL advised that the delays in responding to complainants were attributable to the need to clarify the decision to defer the London Airspace Management Programme airspace changes for Gatwick. GAL noted members' request to consider more carefully the language and terminology used when responding to individuals.

NOISE AND TRACK MONITORING ADVISORY GROUP (NATMAG)

The key messages from the meeting of NATMAG held on 17 May 2014 were noted as follows:

- The success of the noise insulation scheme
- The increase in the large number of complaints about the P-RNAV route over Reigate and Redhill.

DATE OF NEXT MEETING

The next scheduled meeting will take place on Thursday 29 January 2015 2.00 p.m.

CALENDAR OF MEETINGS

GATCOM's calendar of meetings for 2015/16 was noted as follows:

GATCOM Steering Group

Wednesday 25 March 2015 at 10.00 a.m.

Thursday 2 July 2015 at 10.00 a.m.

Thursday 1 October 2015 at 10.00 a.m.

Thursday 7 January 2016 at 10.00 a.m.

Passenger Advisory Group

Thursday 26 March 2015 at 1.30 p.m.

Thursday 9 July 2015 at 1.30 p.m.

Thursday 8 October 2015 at 1.30 p.m.

Thursday 14 January 2016 at 1.30 p.m.

GATCOM

Thursday 23 April 2015 at 2.00 p.m.

Thursday 23 July 2015 at 2.00 p.m.

Thursday 22 October 2015 at 2.00 p.m. (N.B. Annual Tour in morning)

Thursday 28 January 2016 at 2.00 p.m.

**Paula Street
Secretariat**