

UNCONFIRMED MINUTES – TO BE CONFIRMED AT THE NEXT MEETING OF GATCOM ON THURSDAY 29 January 2015

Agenda item no.

GATCOM

Minutes of the meeting of the Gatwick Airport Consultative Committee held on 23 October 2014.

Present: Dr. John Godfrey DL (Chairman)

Matthew Balfour	-	Kent County Council
John Byng	-	Environmental and Amenities Groups
Mike George	-	Horley Town Council
Nick Hague (substitute)	-	Charlwood Parish Council
Peter Hall	-	Passenger Representative
Ken Harwood	-	Tandridge District Council
Martin Heffer (substitute)	-	Coast to Capital LEP
Chris Hersey	-	Mid Sussex District Council
Graham Hill	-	Rusper Parish Council
Angie Hills	-	ABTA
Alex Horwood	-	Reigate and Banstead Borough Council
Alan Jones	-	Burstow Parish Council
Liz Kitchen	-	Horsham District Council
Isobel Knox	-	BATA
Peter Lamb	-	Crawley Borough Council
Pieter Montyn	-	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:

Alastair McDermid	-	Airports Commission Director, GAL
Charles Kirwan-Taylor	-	Corporate Affairs and Sustainability Director, GAL
Willie McGillvray	-	Development Director, GAL
Tim May	-	Department for Transport
Ros Howell	-	Independent Technical Adviser
Paula Street	-	Assistant Secretary

Apologies for absence were received from: Carolyn Evans (Charlwood Parish Council) and John Peel (Coast to Capital LEP), Stewart Wingate (CEO GAL), Tom Denton (Head of Corporate Responsibility, GAL) and Barry Smith (Deputy Honorary Secretary).

CHAIRMAN'S UPDATE

67. The Chairman reported on his activities since the last meeting of GATCOM. These included:

- Several discussions with GAL and various members concerning aircraft overflight and the London Airspace Management Programme.
- He had written his Annual Review of the work of the Committee which would be published shortly.
- He thanked GAL for organising an informative Transport Forum held on 17 October and was pleased that a number of GATCOM members had attended.

68. The Chairman also thanked GAL for hosting such an informative tour of the airport that morning which had included a visit to the new Airside Operations Building. Members were most impressed by the effective collaborative working arrangements that were in place across a whole range of organisations/agencies at the airport to improve efficiency of the airport's operation and the experience for passengers.

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MINUTES

69. Resolved - That the minutes of the meeting held on 24 July 2014 be approved as a correct record and that they be signed by the Chairman.

GATCOM STEERING GROUP – MATTERS CONSIDERED

70. GATCOM received the report of the Chairman summarising the matters considered at the meeting of the GATCOM Steering Group on 2 October 2014 (copy attached to the signed minutes).

Runway 2 Community Pledges

71. The Chairman referred to paragraph 2.2 of his report and emphasised the Steering Group's desire for GATCOM to be involved in the implementation and monitoring of GAL's community pledges in the event that it was decided by the Airports Commission and the Government that a second runway should be constructed at Gatwick. He was pleased to report that GAL had agreed that the Committee should be involved in the implementation and monitoring of the community pledges.

GATWICK'S RUNWAY 2 WORK AND COMMUNITY PLEDGES

72. Alastair 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). He 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.

73. Mr. McDermid also reported that GAL had responded to the Commission's Discussion Papers on "Use of the UK's existing airport capacity" and "Delivering new runway capacity".

74. In respect of the latter discussion paper, GATCOM noted that GAL's view was that, so long as the choice remained 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 that paper GAL had 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.

75. Mr. McDermid also advised that the Airports Commission was due to commence its national consultation on the shortlisted options at the end of October/early November 2014. It was expected that responses would be invited by the end of January 2015, which would enable the GATCOM Steering Group to give initial consideration to GATCOM's suggested response for recommendation to GATCOM on 29 January. The Chairman advised that all GATCOM members and their organisations would 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

76. Willie McGillvray, Development Director, GAL gave an overview of the new 2014 Capital Investment Plan which contained projects which would continue the transformation of the airport. GATCOM noted that over the financial year 2014/15 GAL was planning to invest between £170m - £180m. The two largest projects were currently underway:

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

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77. Members also noted that in addition, the major programme to transform the North Terminal had commenced and over the next four years GAL would transform the security and check-in areas, the departure lounge and the immigration hall.

78. Mr. McGillvray advised that the Capital Investment Plan would be reviewed and updated annually as required by the new regulatory framework of contracts and commitments. Mr. Hall, Chairman, GATCOM Passenger Advisory Group (PAG), reminded members that PAG now had a formal role in the Capital Investment Plan formulation and review process to help ensure that the passengers' perspective was taken into account. He was pleased to report that GAL had already invited PAG to start to consider what areas of the airport it felt should be considered in the annual 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

79. Mr. McDermid updated GATCOM on the development of project plans for Gatwick Station. There were four options of varying scope and cost ranging between £106 million and £186 million that were under consideration. The project would provide for a new concourse and improved vertical access to the platforms. He was pleased to report that the business case for all options was robust and that GAL was working closely with partners to secure the necessary funding contributions, including the Coast to Capital LEP.

80. The Chairman reminded members that the station enhancement scheme was separate from the decision on the second runway and was one of those schemes that the Airports Commission had recommended for the implementation in the short term to address the needs of users as a single runway airport. The full transport interchange "Gatwick Gateway" project formed part of the option for a second runway.

81. Mr. Hall, Chairman PAG, highlighted the importance of GAL continuing to work with Network Rail and Govia Thameslink Railways (GTR) on short term improvements for the station concourse facilities to ensure that they kept pace with the growth in Gatwick's passenger traffic as well as the growing demand from commuters from the locality. GAL fully acknowledged the need to address the impact of passenger growth in over the short term.

AIRPORT COMMENTARY

82. 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

83. Mr. McDermid reported that Gatwick had seen continued growth and now had around a 30% share of the London airports market. It was likely that Gatwick would handle around 38.5 million passengers in 2014. Whilst noting the continued growth, a few members pointed out that the increase in traffic performance meant that there was an increase in disturbance suffered by those living under Gatwick's flight paths.

Service Quality Performance

84. Mr. McDermid was also pleased to report that Gatwick had continued to meet all its regulatory service quality performance targets against a background of continued growth. GATCOM welcomed the fact that the overall passenger experience performance score remained strong. Arrivals baggage continued to be an area of concern to GATCOM. It was noted that GAL's management continued to work closely with the handling agents to ensure the airport achieved the best possible performance in this area. Members were pleased to note that arrivals baggage performance for September had achieved the highest performance for three years.

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Ebola

85. GATCOM noted that screening for Ebola commenced that week at Gatwick. Mr. McDermid confirmed that there were no direct flights from affected countries in Africa but that processes were in place to screen those who had visited those countries.

Carbon

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

Links with local schools and colleges

87. Members welcomed the links GAL had developed with Croydon College, and the support being given to Gatwick School and Central Sussex College. Members highlighted however the need to ensure that GAL offered support to other colleges and schools in Surrey and Kent.

Airspace Change Consultation

88. Members noted that GAL would publish in the near future the IPSOS Mori report on the response to the Airspace Change Consultation. The Secretariat would advise members of its publication.

GATWICK RELATED PLANNING APPLICATIONS

89. 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).

90. Reference was made to planning ref: CR/2014/3001/EIA – screening opinion for aircraft maintenance hangar and associated development in the North West Zone. GAL was asked to provide details of the visual screening for the development.

PASSENGER ADVISORY GROUP (PAG)

91. 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).

92. He advised that the performance of arrivals baggage remained a key concern. The PAG was continuing to work with GAL and the Group has welcomed the opportunity to input views on the development of a new handling agent agreement. He advised that PAG would like to see 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.

93. GATCOM noted the efforts of GAL in helping handling agents at busy times to ensure that performance levels were maintained for passengers and airlines. Members commended the work of GAL staff volunteers in helping to ease problems with arrivals baggage over the summer period.

94. Resolved – That:

(1) the continued efforts of GAL in seeking to improve the performance of arrivals baggage delivery be supported and the work of GAL staff volunteers in helping to ease problems over the summer period be commended;

(2) PAG’s continued involvement with and contribution to the Capital Investment Plan be supported;

(3) PAG’s continued efforts to raise awareness of the Local Residents’ Discount Scheme for passenger pick-up be supported; and

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- (4) PAG's involvement in a wide range of projects and operational matters be noted.

LONDON AIRSPACE CHANGE

95. GATCOM received a paper by GAL providing an update on the Phase 1 of the London Airspace Consultation which had been presented to GATCOM Steering Group (copy attached to the signed minutes). Charles Kirwan-Taylor, Corporate Affairs and Sustainability Director, GAL outlined the current position as follows:

(a) **London Airspace Consultation**

96. It was explained that 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 had agreed that they would 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 was therefore a deferment rather than a cancellation of the process altogether.

(b) **ADNID trial**

97. Mr. Kirwan-Taylor advised that the trial had concluded in August and the data received was now being analysed. The use of the trial route had ceased and traffic reverted to the original departure route but aircraft were now using P-RNAV navigation technology which was implemented in May 2014. He assured members that there were currently no other trials taking place in respect of Gatwick's airspace/traffic.

98. GATCOM was supportive of the decision to defer the airspace change process as it provided GAL and NATS with the opportunity to reflect on the feedback received, undertake more detailed work on the route options and point merge, undertake further work on the opportunity for respite (including between 4000ft and 7000ft) and to consider how GAL/NATS might engage/consult on detailed options and a detailed programme of engagement through GATCOM.

(c) **Implementation of P-RNAV on Gatwick's departure routes**

99. Mr. Kirwan-Taylor reminded members that the formal consultation on the implementation of the PBN [P-RNAV] on Standard Instrument Departures (SIDs) was undertaken in 2012 and was subject to a formal airspace change proposal. Following the consultation the airspace change proposal was submitted and subsequently approved by the CAA and was implemented in May 2014. He confirmed that the operational use of the revised departure routes would therefore continue and was not affected by the deferment of the wider airspace change proposals.

100. He explained the situation concerning the SID on route 26 LAM/CLN/DVR – the westerly wraparound route. The P-RNAV SID on that Noise Preferential Route (NPR) meant that on the turn aircraft were just outside the current NPR for a short distance, and this had been approved by the CAA as part of the airspace change proposal. Members noted the position and pointed out that it was not only the route between Horley and Redhill that departed from the NPR that was causing problems but also the now intensely used easterly wraparound route for departures using runway 08R which had resulted in aircraft flying closer to the more densely populated areas of Holmwood, Redhill and Reigate than the previously used conventional SID. Those communities were suffering the effects of P-RNAV on both routes. In view of this some members felt that the implementation of P-RNAV on those routes should be subject to review.

101. The Chairman highlighted [GATCOM's response](#) to the P-RNAV consultation 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 was 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.

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102. 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 would contact the CAA to establish the process and members will be informed of the CAA's advice.

103. In view of the comments from members, GAL agreed to review the P-RNAV wraparound routes for departures that turn right from runway 26L, as well as departures that turn left from runway 08R, and to consider the effects of the implementation. Once GAL had explored the issue, and any changes that might be contemplated in light of those discussions, it would report back to GATCOM.

General Discussion

104. GATCOM and GAL fully recognised the sensitivity of developing plans for the future use of airspace and the complexity of the issues that need to be taken into account. Members discussed the Government's policy of concentration and it was acknowledged that the impact of the policy on communities was now becoming apparent. GATCOM felt that the Government and the CAA needed to seriously consider the impacts and concerns of those communities that are situated under concentrated flight paths and how those impacts could be mitigated or compensated. Providing options for appropriate respite was of key importance. Members also felt there was a need to examine the height of aircraft, the angle of descent and the location of the proposed Point Merge.

105. 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.

FLIGHT PERFORMANCE TEAM REPORT (FPT)

106. GAL's quarterly report for the FPT covering the period April to June 2014 was considered (copy attached to the signed minutes). GATCOM noted that 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 performance continued to improve

107. GATCOM acknowledged the significant rise in the number of complaints that had been received. Reference was made to GAL's response times to noise complaints. GAL advised that the delays in responding to complaints were attributable to the need to clarify the decision to defer the London Airspace Management Programme airspace changes for Gatwick. GAL noted members' requests to consider more carefully the language and terminology used when responding to individuals.

108. The mid-season report for night flights for summer 2014 was discussed. Some members expressed disappointment in the increase in the number of night flights and the resulting disturbance of local communities. It was emphasised that the airport was still operating with the permitted movements limits and the noise quotas.

NOISE AND TRACK MONITORING ADVISORY GROUP (NATMAG)

109. GATCOM received the unconfirmed minutes of the meeting of NATMAG held on 25 September 2014 (copy attached to the signed minutes). The key messages to GATCOM in respect of the success of the noise insulation scheme and the increase in the large number of complaints about the P-RNAV route over Reigate and Redhill were noted.

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CALENDAR OF MEETINGS

110. 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.

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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.

DATES OF NEXT MEETINGS OF GATCOM AND ITS SUB-GROUPS

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

GATCOM Steering Group – Thursday 8 January 2015 at 10.00 a.m.

Passenger Advisory Group – Thursday 15 January 2015 at 2.00 p.m.

GATCOM – Thursday 29 January 2015 at 2.00 p.m.

112. Members also noted that the next meeting of Gatwick Airport Limited's Noise and Track Monitoring Advisory Group (NATMAG) would take place on Thursday 27 November 2014 at 10.00 a.m.

Chairman