

**GATCOM**

Minutes of the meeting of the Gatwick Airport Consultative Committee held on 10 April 2014.

Present: Dr. John Godfrey DL (Chairman)

Matthew Balfour	-	Kent County Council
Pier Barrett	-	London Chamber of Commerce and Industry
Keith Brockwell (substitute)-		Crawley Borough Council
John Byng	-	Environmental and Amenity Groups
Simon Elliott (substitute)	-	IACA
Tad Florkiewicz (substitute)	-	TUC
Joan Frazer (substitute)	-	Rusper Parish Council
Mike George	-	Horley Town Council
Peter Hall	-	Passenger Representative
Phil Hamlet (substitute)	-	Burstow Parish Council
Ken Harwood	-	Tandridge District Council
Liz Kitchen	-	Horsham District Council
Neil Maltby	-	Mole Valley District Council
Pieter Montyn	-	West Sussex County Council
Douglas Moule	-	Gatwick AOC
John Peel (substitute)	-	Coast to Capital LEP
Bryan Reynolds	-	Which?
Tony Schofield	-	Reigate and Banstead Borough Council
Rupert Simmons	-	East Sussex County Council
Jeremy Taylor	-	Gatwick Diamond Business
Charles Yarwood	-	Charlwood Parish Council

Also present:

Sir Roy McNulty	-	Chairman, GAL
Stewart Wingate	-	Chief Executive Officer, GAL
Alastair McDermid	-	Airports Commission Director, GAL
Tom Denton	-	Head of Corporate Responsibility, GAL
Tamara Goodwin	-	Department for Transport
David Best	-	Department for Transport
Barry Smith	-	Deputy Honorary Secretary
Ros Howell	-	Independent Technical Adviser
Paula Street	-	Assistant Secretary

**Apologies for absence were received from:**

Chris Hersey (Mid Sussex District Council), Graham Hill (Rusper Parish Council), Angie Hills (ABTA), Alan Jones (Burstow Parish Council), Isobel Knox (BATA), Eddie Redfern (IACA), Dorothy Ross-Tomlin (Surrey County Council) and Ken Trussell (Crawley Borough Council).

**CHAIRMAN'S UPDATE ON ACTIVITIES**

The Chairman reported on the activities and other engagements he had attended on behalf of GATCOM. These included:

- the opening of Platform 7 at Gatwick Station
- the Passenger Advisory Group's Runway 2 Project Group looking at GAL's scheme options from a passenger's perspective
- GAL's Security Executive Group
- the Airports Commission's stakeholder session on 17 March
- GAL's Noise Seminar
- GAL's Growth for Gatwick event on 25 March

## **MINUTES**

169. Resolved - That the minutes of the meeting held on 30 January 2014 be approved as a correct record and that they be signed by the Chairman.

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

170. GATCOM received the report of the Chairman summarising the matters considered at the meeting of the GATCOM Steering Group on 20 March 2014 (copy attached to the signed minutes).

### **SIR ROY MCNULTY, CHAIRMAN, GAL**

171. GATCOM welcomed Sir Roy McNulty, Chairman, GAL to the meeting. Sir Roy highlighted that:

- Gatwick had handled 35.8 million passengers over the last financial year which was the greatest number recorded for Gatwick.
- Over the past six years GAL had invested £1.15bn in the capital investment programme. He assured members that GAL was committed to continuing with its investment in the airport and over the last quarter £41m had been invested in new facilities.
- GAL had maintained its performance in consistently meeting its regulatory service quality standards.
- The severe disruption experienced at the airport on Christmas Eve as result of the unusually high rainfall and flooding was much regretted. David McMillan, Non-Executive Director, GAL had undertaken a comprehensive review of the robustness and effectiveness of the airport's contingency and resilience plans. All 27 of David McMillan's recommendations had been accepted by the GAL Board and GAL had set aside £30m to help implement the report findings in full.
- The new regulatory settlement announced by the Civil Aviation Authority (CAA) in January 2014 adopted GAL's voluntary framework of contracts and commitments which, working with the airlines and business partners, would drive further improvements in the passenger experience.

172. Sir Roy also advised that GAL was required to submit to the Airports Commission its "refreshed scheme" for a second runway by 9 May. GAL's submission at that stage would be the same options as those contained in GAL's second runway options consultation along with its provisional preferred option. It was noted that the Commission would undertake its national consultation in Autumn 2014. GAL was therefore undertaking a local consultation to gain a better understanding of local views which would be taken into account and summarised in a report of local consultation to the Commission at the end of July 2014 when GAL would notify the Commission of its final preferred option for a second runway.

173. In response to a question, Sir Roy confirmed that GAL was only examining possible options at this stage and had not yet decided whether it would invest in a new runway should the next Government decide that the new runway should be constructed at Gatwick. A key element was the CAA's view, not expected until later this year, which would give an indication of the regulatory environment in which the investment would be viewed. It was also noted that the CAA would look at the issue of financing a second runway through airport charges later in 2014.

### **FUTURE CAPACITY AND GROWTH GAL'S CONSULTATION ON OPTIONS FOR A SECOND RUNWAY**

174. Alastair McDermid, Airports Commission Director, GAL gave a presentation of GAL's consultation on options for a possible second runway (copy of presentation attached to the signed minutes). GATCOM also considered a paper by GAL giving details of the consultation arrangements on the options for a second runway (copy attached to the signed minutes).

175. GATCOM noted that:

- GAL was actively promoting the “Gatwick Obviously” campaign to support its proposals for a second runway.
- GAL had launched its local public consultation on 4 April which would run until 16 May 2014
- The consultation document was available online via [www.gatwickairport.com/consultation](http://www.gatwickairport.com/consultation) but hard copies of the consultation document would also be available on request. Everyone in the locality and beyond and all interests groups are encouraged to respond.
- GAL’s provisionally preferred option was Option 3 which was the option that the Airports Commission had included in its shortlist of options for consideration in Phase 2 of its work.
- Public exhibitions would be held in 16 key locations. At the time of the meeting, four exhibitions had already been held and had been well attended. GAL confirmed that any issues arising from those exhibitions/lessons learned would be taken into account and improvements made for the remaining exhibitions.
- The key issues raised at the public exhibitions held so far related to noise, proximity of housing to the airport boundary, the absence of information on flight paths, impact on individual properties and road congestion and road diversions.
- GAL had appointed Ipsos MORI to manage the processing and reporting on the consultation responses. Ipsos MORI would publish an independent report on the consultation.
- GAL would publish the outcome of the consultation at the end of July and this would be submitted to the Airports Commission for consideration.

176. GATCOM welcomed the comprehensive consultation programme and noted the feedback that had been received to date. Members who had attended the first exhibitions commented on the need for a greater number of larger scale plans to be on display at the exhibitions. There was also a request for a larger scale plan of Plan 3C Air Noise Contours to clearly show the airport boundary in relation to the location of housing.

177. As regards surface access, members noted that many of the improvements set out in the consultation document would take place with or without a second runway as many of the improvements planned or committed would help to support an expanded Gatwick. Members supported GAL’s proposed target of 60% of passengers to access the airport by public transport by 2040.

178. Reference was made to the displacement of employment land to the south of the airport and the need to find suitable alternative sites. GAL advised that it was to discuss this issue with Crawley Borough Council and other neighbouring local authorities recognising the importance of identifying alternative means to address any displaced and shortfall in employment land needs.

179. Members also commented on the absence of details as to where future flight paths with a second runway would be located. GAL emphasised that because of the current redesign of the London’s airspace which was subject to the recent consultation by NATS and GAL, GAL was not able at this stage in the process to indicate where the future flight paths for Gatwick would be located. As this was the airspace in which the new runway’s flight paths would operate, the post second runway flight paths would not yet be known/designed. GAL had however given an indication of the potential noise impact for those areas closest to the airport.

180. GATCOM considered a paper by the Secretariat setting out a proposed timetable for considering GATCOM’s response to the consultation (copy attached to the signed minutes). Members discussed whether there was a likelihood that all interests would have a common view on the consultation options and whether it was necessary to hold a special meeting to consider GATCOM’s response. It was agreed that if, following the Secretariat’s consultation with members, there were sufficient responses from member organisations and common issues raised, a special meeting would be held on Thursday 8 May at 2.00 p.m. to consider and agree the Committee’s response. A decision on whether a special meeting would be held would be made by the Chairman, Vice-Chairman and Secretariat at the end of April.

181. Resolved – That,

(1) If, following the Secretariat's consultation with members, there were sufficient responses from member organisations and common issues raised, a special meeting would be held on Thursday 8 May at 2.00 p.m; and

(2) GAL be asked to present its report on the outcome of the second runway options consultation to the next meeting of GATCOM.

### **CHRISTMAS EVE 2013 DISRUPTION – DAVID MCMILLAN'S REPORT**

182. Stewart Wingate, Chief Executive Officer, GAL gave an overview of the key findings and recommendations of David McMillan following his review into the disruption at Gatwick on Christmas Eve 2013, caused by flooding following unusually high rainfall, and how the recommendations were being taken forward by GAL. Members noted the press release issued by GAL highlighting GAL's acceptance of all David McMillan's recommendations and of the commitment to address various issues (copy attached to the signed minutes). A copy of the McMillan report is available on GAL's website:

[https://www.gatwickairport.com/PublicationFiles/business\\_and\\_community/all\\_public\\_publications/2014/McMillan\\_report\\_Feb14.pdf](https://www.gatwickairport.com/PublicationFiles/business_and_community/all_public_publications/2014/McMillan_report_Feb14.pdf)

183. Mr. Wingate advised that GAL had established a team working full time on delivering the recommendations for both the short term and long term. Specific reference was made to recommendations 3 and 4 which related to GAL's contribution to the Ifield element of the Upper Mole Flood Alleviation Scheme and the review of Gatwick's flood risk and protection plans to include an assessment of potential impacts of flooding at Gatwick on communities upstream and downstream of the airport. It was noted that GAL was participating Surrey County Council's Local Flood Forum. GAL was also requested to participate in Reigate and Banstead Borough Council's local Flood Forum.

184. GATCOM welcomed the comprehensiveness of the report and GAL's acceptance of all the recommendations. Members also welcomed GAL's commitment to participate in local flood forums.

### **AIRPORT COMMENTARY**

185. 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**

186. Mr. Wingate reported that Gatwick had seen continued growth year on year and handled 35.8 million passengers over the last financial year which was the greatest number ever recorded for Gatwick.

187. Members noted that Emirates had commenced its daily Airbus A380 services. Members were pleased to learn that this had increased local procurement opportunities in the provision of catering and other on-board aircraft servicing requirements.

#### **Service quality performance**

188. GATCOM commended GAL on its continued achievement of the regulatory service quality performance targets. Members continued to be concerned about the performance of arrivals baggage delivery which remained a top issue for passenger complaints. GATCOM's Passenger Advisory Group (PAG) would continue to work with GAL on seeking ways to improve the performance of airlines and their handling agents.

#### **Public transport connections**

189. Members highlighted that the impact of the growth in passenger numbers on surface access capacity and public transport connectivity needed to be addressed. The importance of facilitating ease of access to Gatwick for people driving to the airport from areas where public

transport connections were poor, particularly from areas to the east of Gatwick, was also emphasised. GAL agreed to give a presentation to the next meeting to provide a comprehensive overview of GAL's work on seeking ways to improve accessibility and public transport connections.

190. GATCOM welcomed the changes that GAL had made to the new local residents' passenger pick-up discount scheme particularly the reduction in the scheme charge to £20 per annum which allowed up to 250 accesses to the short term car park. GAL was also thanked for increasing the length of stay to 20 minutes to enable passenger pick-up.

### **GATWICK RELATED PLANNING APPLICATIONS**

191. 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)**

192. Mr. Hall, PAG Chairman, presented his report in respect of activities of the PAG since the date of the last meeting (copy attached to the signed minutes). Members supported the work of the PAG and its involvement in a wide range of projects, operations and innovations at Gatwick.

193. It was noted that PAG supported GAL's overall approach to consolidate easyJet's operation in the North Terminal which would help to deliver an improved passenger experience. It was also noted that PAG had highlighted concern about the capacity of the inter-terminal shuttle to accommodate passenger movement between the railway station and the North Terminal in view of the high percentage of easyJet's passengers accessing the airport by rail.

194. GATCOM was pleased to note that the provision of pushchairs at arrival had been positively received by passengers.

195. Mr. Hall reported that PAG was inputting to the runway 2 project to provide a passenger perspective on terminal facilities and terminal transfer arrangements. He also advised that PAG was also inputting to GAL's transport interchange "Gatwick Gateway" project. GATCOM would be kept informed of the PAG views. Members highlighted the urgent need to improve the facilities and passenger environment for those travelling to and from the airport by bus. GAL agreed to address this in the surface access presentation to the next meeting.

196. Resolved – That:

- 1) PAG's efforts to engage with the Gatwick AOC regarding baggage waiting times be supported; and
- (2) PAG's involvement in a wide range of projects and operational matters be noted.

### **DEPARTURES SEPARATION TRIAL – ADNID TRIAL ROUTE**

197. Tom Denton, Head of Corporate Responsibility, GAL gave a presentation on the departures separation trial and the use of the new temporary trial route known as ADNID (copy of presentation slides attached to the signed minutes). Mr. Wingate, Chief Executive Officer, GAL assured members that GAL fully acknowledged the sensitivity of the trial. GAL had written to Warnham Parish Council and a small group was to meet to discuss in more detail the trial and the issues. Mr. Wingate also confirmed that the possibility of shortening the trial had been discussed with NATS and the CAA. It was noted that NATS would cease the trial at the earliest possible time (by weeks rather than months) but only if all the necessary data had been obtained.

198. It was pointed out that the trial route was narrower than the existing departure route resulting in a greater concentration of the flight path. It was also pointed out that GAL/NATS had advised that the trial route would result in fewer communities being overflowed. However for flights below 5000ft it was questioned whether this was still the case.

199. A number of members highlighted the serious concerns of local residents from the Warnham, Kingsfold, Slinfold and Rusper areas about the significant disturbance caused by aircraft overflight along the trial departure route which was a new route that had never been flown before. It was emphasised that local residents were most concerned about the possibility of the new trial route being made permanent as part of the wider London airspace change process without any further detailed consultation. It was also emphasised that local people had purchased properties having undertaken research and enquiries to ensure that they were not situated under a flight path and had paid a premium to live in that location. If made permanent there would be a detrimental impact on the value of property. Members highlighted the need for this to be addressed as well as the impact of the Government's policy of concentrating flight paths and to reduce the number of people overflown. It was also vital that communities were consulted and engaged with the consultation process.

200. David Best, DfT confirmed that the Government's Aviation Policy Framework, following two rounds of consultation, sets out the DfT's policy of concentration rather than dispersal. DfT recognised that those living under flight paths would experience the worst impact. In updating its Guidance to the CAA the DfT took on board that concentration would lead to this problem and so look to the airport to work with local communities to develop routes and Precision Based Navigation (PBN) options for respite.

201. Mr. Best also confirmed that the DfT supported the CAA's Future Airspace Strategy and an important part of that strategy was the need for all airspace routes at the designated airports to be performance-based navigation (PBN) compliant by the end of this decade. He explained that when considering its new air navigation guidance, the DfT was keen to ensure that it had a process for introducing the new PBN-routes which was manageable. The DfT worked with the CAA to do this, and in January 2014 it published revised Air Navigation Guidance to the CAA. Chapters 5 and 6 of that document set out the specific arrangements for dealing with changes to, or completely, new NPRs at the designated airports. The revised Guidance enabled the CAA to determine applications for permanent changes to the SIDs, and therefore their associated NPRs, at the designated airports when these involved the replication or redesign of existing conventional routes for the purpose of introducing a new route which uses PBN. For any completely new SID at a designated airport, or where the CAA considers that the replication/redesign of an existing SID involves a significant net detrimental impact on the environment, the CAA's airspace change process would still be followed but the final approval would rest with the Secretary of State.

202. GATCOM highlighted the need:

- For NATS to engage with the communities affected (both positively and negatively) to clearly set out the context and reasons for the trial and to gain a better understanding of the impacts on communities
- For GAL/NATS to clarify the necessary consultation processes in relation to changing routes at lower altitudes, NPRs and SIDs, as part of the wider London airspace change process
- For Government to address the issue of mitigating and compensating the impacts of the policy of concentrating flight paths.

203. GATCOM also considered a statement and a series of questions submitted by Warnham Parish Council to which GAL had provided a response (copy attached the signed minutes). GATCOM asked that GAL's Noise and Track Monitoring Advisory Group (NATMAG) consider the issues and GAL's response and to report its deliberations to the next GATCOM meeting.

## **FLIGHT PERFORMANCE TEAM REPORT (FPT)**

204. GAL's quarterly report for the FPT covering the period October to December 2013 was considered (copy attached to the signed minutes). Members noted that track keeping performance was at 98.04%, a small improvement on the previous year's performance. The greater use of P-RNAV by airlines had helped achieve this.

205. Mr. Denton, Head of Corporate Responsibility, GAL advised that there had been an unusually high number of go-arounds during late December caused by high winds experienced during that time. However, over the year there had been a reduction in the number of go-arounds compared with the previous year.

206. As regards the overflight of Horley, it was clarified that no overflights of Horley should take place to comply with the AIP and that the aim was to 'avoid' rather than 'reduce' overflight.

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

207. GATCOM received the unconfirmed minutes of the meeting of NATMAG held on 27 February 2014 (copy attached to the signed minutes). The key messages in relation to the implementation of the P-RNAV and the excellent ground noise management performance were noted. Members were pleased to note that during airfield checks in the report period, only 3 aircraft (out of 265) were running Auxiliary Power Units (APU), of which only 1 was non-compliant.

#### **DFT AIRCRAFT NOISE MANAGEMENT ADVISORY COMMITTEE (ANMAC)**

208. GATCOM received the minutes of the meeting of ANMAC held on 14 January 2014 (copy attached to the signed minutes).

#### **INDEPENDENT AVIATION NOISE AUTHORITY**

209. A report by the Secretariat summarising the Airports Commission's proposal to create an Independent Aviation Noise Authority and which set out a suggested GATCOM response to the recommendation was considered (copy attached to the signed minutes). Mr. Best, DfT advised that the Government had yet to respond to the Airports Commission's Interim Report.

210. Members discussed the suggested GATCOM response and felt that less emphasis needed to be made about the funding as there were ways in which an independent body could be funded via the Government from the industry. There was also some concern about the suggestion that the CAA could fulfil the role of such a body.

211. Resolved – That, subject to the inclusion of the above comments, the suggested response set out in the Appendix to the report be agreed and submitted to the DfT for consideration.

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

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

GATCOM Steering Group – Thursday 3 July 2014 at 10.00 a.m.  
Passenger Advisory Group – Thursday 10 July 2014 at 2.00 p.m.  
GATCOM – Thursday 24 July 2014 at 2.00 p.m.

213. Members also noted that the next meeting of Gatwick Airport Limited's Noise and Track Monitoring Advisory Group (NATMAG) would take place on Tuesday 13 May 2014 at 10.00 a.m.

Chairman