

**GATCOM**

Minutes of the meeting of the Gatwick Airport Consultative Committee held on 9 November 2017 at Gatwick Airport.

Present:	Dr. John Godfrey DL (Chairman)
Peter Barclay	- Environmental and Amenities Groups
Carolyn Evans	- Charlwood Parish Council
Tom Evans	- London Chamber of Commerce and Industry
Mike George	- Horley Town Council
Peter Hall	- Passenger Representative
Ken Harwood	- Tandridge District Council
Chris Hersey	- Mid Sussex District Council
Angie Hills	- ABTA
Alex Horwood	- Reigate and Banstead Borough Council
Alan Jones	- Burstow Parish Council
Harriet Kimbell	- Which?
Liz Kitchen	- Horsham District Council
Graham Knight	- Surrey County Council
Brett North (substitute)	- Gatwick Diamond Business
Michael Payne	- Kent County Council
John Peel	- Coast to Capital LEP
Eddie Redfern	- AIRE
Nigel Smith	- Tourism South East
Geraint Thomas	- Crawley Borough Council
Charles Yarwood	- Mole Valley District Council

Also present:	
Stewart Wingate	- Chief Executive Officer, GAL
Tim Norwood	- Chief Planning Officer, GAL
Andy Sinclair	- Head of Airspace Strategy & Engagement, GAL
Tim May	- Department for Transport
Robin Clarke	- NATS
Markus Biedermann	- ANS
Bo Redeborn	- Chairman, NMB
Graham Lake	- Secretary, NMB
Barry Smith	- Deputy Honorary Secretary
Paula Street	- Assistant Secretary

Apologies for absence were received from: Stuart Buss (Airlines UK), Bob Lanzer (West Sussex County Council), Jamie Major (TUC), Douglas Moule (Gatwick AOC), Rupert Simmons (East Sussex County Council), and Jeremy Taylor (Gatwick Diamond Business)

**CHAIRMAN'S UPDATE**

67. The Chairman thanked GAL, particularly Bronwen Jones, Development Director, and her team, for hosting the presentation on the Capital Investment Plan and tour of various parts of the airport. It was greatly appreciated and helped to give members a more in depth understanding of the airport's investment plans and challenges for the future.

68. The Chairman reported that an induction session had been held on 17 October for new members to explain the work and role of GATCOM and the role of members. The invitation to attend the event had for the first time been extended to existing members and their supporting officers. The session had proved successful and the intention was to hold an induction session on an annual basis.

69. He also reported that he had met the Leader and Chief Executive of West Sussex County Council to discuss GATCOM's work and future issues and that GATCOM's Annual Review had been published in August.

70. The Chairman invited Alan Jones, GATCOM's Lead Member for Noise, to feedback on the meetings he had attended on behalf of GATCOM.

71. **ANMAC's Technical Working Group** - Mr Jones reported that ANMAC's Technical Working Group was continuing its work on examining aircraft departure procedures at the three noise regulated London airports. That Group was specifically looking at aircraft height, whether noise infringements were caused through individual or multiple events, which type of noise abatement departure procedure was best in terms of noise reduction and air quality impacts. Members noted that the biggest noise exercise to date was being conducted at Heathrow on the Detling Departure Route where 15 noise monitors had been deployed to capture data.

72. **CAA Community Discussion Forum** – Mr Jones reported that the key topics discussed were the structure and operation of the Government's proposed Independent Commission on Civil Aviation Noise (ICCAN), the role of airport consultative committees, the CAA's noise management review, and the new airspace change process which would come into effect early in the new year.

## **MINUTES**

73. Resolved - That the minutes of the meeting held on 13 July 2017 be approved as a correct record and that they be signed by the Chairman.

### **Brighton Mainline Alliance**

74. Katie Nurcombe, Coast to Capital LEP, advised that following the LEP's update at the last meeting, the 'Brighton Mainline Alliance' had been launched. This was an Alliance of a group of businesses and organisations that supported the aim for the Government to fully commit to funding strategic investment in the Brighton Mainline. The LEP was now approaching various organisations and bodies seeking their support to join the Alliance. The Chairman advised that GATCOM had received such an invitation. A member also highlighted the need for the LEP to gain the support of the Sub National Regional Transport Board.

75. Resolved – that GATCOM accepts the LEP's invitation to join the Brighton Mainline Alliance.

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

76. GATCOM received the report of the Chairman summarising the matters considered at the meeting of the GATCOM Steering Group on 28 September 2017 (copy attached to the signed minutes).

### **New Aviation Strategy**

77. The Chairman reported that [GATCOM's response](#) to the Government's call for evidence on the proposed approach for developing a new aviation strategy had been agreed and submitted to the DfT.

### **Section 106 agreement**

78. Members noted that GAL, Crawley Borough Council and West Sussex County Council had agreed in principle that the terms of the existing Section 106 agreement would be extended with minor adjustments to update the requirements and the inclusion of one or two new obligations to cover the period to 2020/21 while the review of the airport master plan was being undertaken.

### **Noise complaints handling**

79. GATCOM noted that GAL's noise complaints policy had been updated in respect of the way in which persistent complaints were recorded and handled. Members were pleased to note that progress had also been made on the introduction of a telephone reporting facility which would be linked to the Noise Lab web tool.

## **AIRPORT COMMENTARY**

80. 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**

81. Mr Wingate, Chief Executive Officer, GAL was pleased to report that Gatwick had seen continued growth and achieved a 2.2% year on year increase in traffic with the airport handling 45.4 million passengers per annum. The number of runway movements had also increased and on the busiest day over the summer (1 September) there were 950 movements compared with 949 movements on the busiest day the previous year.

### **On-time departures performance (OTD)**

82. Mr Wingate also reported that over the busy summer period the airport achieved an aggregate improvement of 7% year on year as a result of a coordinated effort on behalf of the airport, airlines, handling agents and ATC.

### **Core Service Standards**

83. GATCOM was pleased that the quality of service performance standards continue to be achieved.

### **Monarch Airlines**

84. Mr Wingate reported that the collapse of Monarch had a significant impact at Gatwick. A third of the airline's fleet was based at Gatwick, the company employed around 2000 staff and held a large slot portfolio. Airport Coordination Limited, the slot regulator, was awaiting the outcome of a judicial review on how the reallocation of Monarch's slots could be taken forward. GATCOM congratulated the CAA, GAL and the airport community on the way in which the repatriation process had been managed, coordinated and communicated to passengers and the industry.

### **Maintenance/emergency runway**

85. In response to a question raised by the environmental and amenity groups' representative, Mr Wingate advised that as part of GAL's review of its airport master plan, GAL would be looking at the capability of Gatwick's main runway and the northern (Maintenance/Emergency) runway before looking at a new runway over the coming months. GATCOM was reminded that the 1979 legal agreement, which prohibited the concurrent use of the emergency runway, expired in 2019. GATCOM asked to be kept fully informed of GAL's work on examining options for maximising the use of the airport's existing infrastructure and highlighted the need to engage with local communities at an early stage in the process.

### **Gatwick Station**

86. Mr Wingate advised that progress continued to be made on the station redevelopment project. Funding had been approved and the project was now entering the detailed design stage. The outline design was due to be completed by Spring 2018 with preliminary works commencing on site early in 2019.

### **NMB Public Meeting**

87. Members noted that GAL and the Noise Management Board (NMB) were to host their annual Airspace and NMB public meeting on Thursday 7 December. Invitations to the event were currently being sent out to a wide range of interested parties including GATCOM members.

## **GATWICK RELATED PLANNING APPLICATIONS**

88. GATCOM noted the report by Crawley Borough Council's Head of Planning and Environmental Services on planning applications determined and outstanding in respect of Gatwick since the date of the last meeting (copy attached to the signed minutes).

### **Boeing Hangar**

89. Crawley Borough Council's representative advised that after detailed consideration at a full meeting of the Council, planning permission had been granted with a large number of conditions for Boeing's new aircraft hangar. The new hangar would be located in the North West zone of the airport and was expected to support more than 200 jobs at Boeing and its suppliers in the region. Works were scheduled to commence later in 2017 with the aim of having the facility fully operational in early 2019.

## **AVIATION & BREXIT**

90. GATCOM noted the Secretariat's paper highlighting the issues for the industry and the need for the Government to put in place arrangements to secure market access to/from the remaining 27 member states post Brexit (copy attached to the signed minutes). Members noted that it was not just a UK issue but an important issue for Europe too.

91. Mark Lever, Head of Public Affairs, GAL outlined the implications of Brexit for Gatwick. He advised that GAL was confident that the aviation issues were well understood across Government and was optimistic, while not complacent, that the Government would reach a deal that put in place

transitional arrangements by summer 2018. GAL was working with the DfT on contingencies should a deal not be reached. Discussions with the USA and Canada were well advanced and all parties appeared keen to sign agreements as soon as possible so as to provide certainty.

92. The AIRE representative advised that:
- o There were 142 EU/EEA carriers operating into the UK (excluding UK carriers)
  - o There were 1,142,892 flights operated by EU/EEA carriers in Summer 2016 Winter 2016/7 (excluding UK carriers)
  - o There were 27 UK carriers (16 passenger) operating to the EU
  - o The number of flights operated by UK carriers for Summer 2016 Winter 2016/7 was 1,007,743 flights

93. The importance of outbound tourism, which contributed £28.31 billion a year to the UK economy, was highlighted as well as the fact that the EU was the UK's main market for overseas travel and the main source market for visitors to the UK.

94. GATCOM noted that resourcing and managing the border and customs was a key issue in terms of the free movement of people and goods post Brexit. GATCOM supported GAL's concerns and work and was pleased to note that GAL was continuing discussions with the DfT and the Home Office.

95. GATCOM also noted that difficulties were already being experienced by Hotels and the hospitality sector in attracting staff and retaining overseas staff.

## **THE VISITOR ECONOMY AND THE ROLE OF GATWICK**

96. Nigel Smith, Chief Executive, Tourism South East (TSE) gave a presentation on the role of Gatwick in supporting the visitor economy and the work of TSE (copy of presentation slides attached to the signed minutes). Mr Smith advised that TSE aimed to provide services and expertise to support the performance and growth of the tourism businesses and destinations across the South East (outside of London) for both UK residents and for international visitors. He explained that inbound tourism to the UK earned around £30bn per annum and the South East attracted around 5.21 million international visitors a year which was greater than the number of international visitors to Scotland and Wales combined. Travel via air continued to increase whereas travel via the Channel Tunnel and sea had declined. Gatwick Airport was therefore important for the region in terms of serving the South East as a holiday destination and in terms of attracting and supporting business. It was noted that around 8 million visitors to the UK passed through Gatwick Airport which generated around £6.1bn to GDP and 130,600 related jobs. A key challenge was the provision of a good and efficient rail service as international visitors preferred not to drive on Britain's roads. TSE had therefore signed up to the Coast to Capital LEP's Brighton Mainline Alliance.

97. Mr Smith also explained that post the London Olympics in 2012, Britain's ambition in respect of inbound tourism was to attract 40 million visitors by 2020. The estimate for 2017 was already 39.7 million visitors but growth was slowing mainly as a result of the exchange rate. By 2025, it was estimated that the impact on GDP from Gatwick enabled tourism could rise to £7.5bn (from £6.1bn) and employment to 154,000 jobs (from 130,600).

98. The Chairman thanked Mr Smith for his informative presentation and it was noted that the Gatwick Growth Board was to examine the impact of the visitor economy and the role of Gatwick over the coming months. The outcome of that study would be reported to GATCOM.

## **PASSENGER ADVISORY GROUP (PAG)**

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

100. PAG had congratulated the CAA, GAL and the airport community for the efficient and effective handling of the collapse of Monarch's operations and the repatriation of travellers which GATCOM fully endorsed.

101. GATCOM also shared PAG's concerns about Border Force's resourcing of front line staff. GATCOM agreed to write to the Home Office to express concern and to seek action.

102. It was noted that GAL's average response times for passenger complaint handling had decreased slightly over the last quarter which was a concern but Mr Hall was pleased to report that GAL was now addressing this. GATCOM had received three passenger complaint referrals where passengers had not been satisfied with the response they had received from GAL. These referrals had all been reviewed by members of PAG and as a result PAG had made a few recommendations to GAL on ways to improve the complaints handling process.

103. It had been a busy year for PAG and the Chairman expressed thanks to the volunteer members for all the time and commitment devoted to the important work of PAG.

104. Resolved – That:

(1) PAG's concerns about the level of Border Force staff resources be supported and agreed that the Secretariat write to the Home Office to express concern and to seek action; and

(2) PAG's involvement in a wide range of consultations, projects and operational matters be noted.

## **UK AVIATION & AIRSPACE POLICY - RECENT GOVERNMENT ANNOUNCEMENTS**

### **New Minister for Aviation**

105. Mr. May, DfT, reported that in October [Baroness Sugg CBE](#) had been appointed as Minister for Aviation.

### **UK Airspace Policy**

106. GATCOM noted that the Government's [response to the UK Airspace policy consultation](#) had been published on 24 October. The Government had confirmed the establishment of an independent noise body, the Independent Commission for Civil Aviation Noise (ICCAN), to ensure communities around airports had a say in airspace changes. Mr May advised that ICCAN would be set up quickly and arrangements were already being made to appoint a Chairman and the ICCAN Board. The Government had also confirmed that it had not taken forward the proposal to transfer responsibility for noise controls to the designated airports (Heathrow, Gatwick and Stansted). Instead, the Government would make designated airports responsible for sponsoring changes and these would require the approval of the Secretary of State. This was welcomed by GATCOM.

### **Revised Draft Airports National Policy Statement**

107. Mr. May also advised that that the Government was currently undertaking a consultation on a [revised draft Airports National Policy Statement \(NPS\)](#) which took into account the Government's new National Air Quality Plan and the updated [aviation demand forecasts](#). It was noted that the Government's view in respect of the Gatwick runway option remain unchanged and that its preferred option continued to be Heathrow's north-west runway.

108. GATCOM considered the Secretariat's report (copy attached to the signed minutes) and noted that the updated aviation demand forecasts showed that the need for additional runway capacity was even greater than originally thought and that the forecasts showed that all five of London's main airports would be completely full by the mid-2030s, and four of them within a decade. Mrs Street advised that the comments previously submitted by GATCOM on the draft NPS remained valid and suggested that these be reiterated to the Government as part of the current consultation on the revised draft NPS.

109. Mrs Street also advised that the House of Commons Transport Committee was carrying out an Inquiry into the revised draft Airports NPS and was currently seeking submissions by 30 November.

110. Resolved – That:

(1) the publication of the revised draft NPS be noted and that the Secretariat reiterates the Committee's previous in response to the consultation; and

(2) GATCOM does not submit any evidence to the House of Commons Transport Committee's Inquiry.

## **LONDON AIRSPACE MANAGEMENT PROGRAMME (LAMP 2)**

111. Brendan Kelly, NATS and Rick Pearce, GAL gave a presentation on the preliminary work being undertaken to take forward the second phase of LAMP (copy of presentation slides attached to the signed minutes). Mr Kelly explained that NATS was in the initial stages of identifying the principles and designs (concepts rather than lines on maps) for solutions to modernise the airspace in the London Terminal Manoeuvring Area above 9000ft. He gave an overview of NATS' planning work and Mr Pearce outlined the potential benefits of the modernisation programme in helping to reduce the impacts of aircraft departures and arrivals at Gatwick and also reducing aircraft emissions. GATCOM also received GAL's [briefing paper](#) giving background and an overview to this joint project (copy also attached to the signed minutes).

112. GATCOM noted that the timeframe for implementation of new airspace designs was a few years away with an anticipated implementation in 2023/24. Over the coming months much work needed to be undertaken such as completing PBN research and designing a separated route structure using new minimum aircraft separations as well as undertaking extensive public engagement and consultation on the proposed changes as part of the airspace change process. Mr Kelly advised that NATS was due to report to the Secretary of State for Transport in November on progress and then, following an extensive period of modelling and validation, would submit its final report in May 2018 on an integrated deployment plan and feasibility of the concepts.

113. GATCOM acknowledged the potential benefits of the modernisation programme but emphasised the importance of effectively communicating the proposals to the public and local communities to ensure they were fully engaged and consulted throughout the process. GAL and NATS confirmed that they fully recognised the need to work with local communities on the design principles for any proposed airspace change. An initial engagement event had already taken place with local authorities and community groups to explain the project. GAL and NATS would continue to keep them informed of progress on this project.

114. The future of the departure noise preferential routes (NPR) was discussed. GAL advised that there were no plans to amend or remove the NPRs, but that the new LAMP2 concepts could include options for concentration and dispersal of traffic taking advantage of the improved capability of modern aircraft. This could possibly lead to the need to review NPR conformance requirements.

115. GAL and NATS would keep GATCOM informed of progress.

## **NOISE MANAGEMENT BOARD (NMB)**

116. GATCOM considered the NMB Secretary's "Informal Review" of the deliberations and outcomes from the NMB meeting held on 6 September (copy attached to the signed minutes). Bo Redeborn, Chairman NMB, advised that the main focus of that meeting was agreeing the NMB's work plan and priorities in respect of fair and equitable dispersal (FED), continuous descent operations (CDO) and reduced night noise as well as an additional work topic proposed by the community noise groups on the need to consider airport growth and noise and how the Government's policy was being adhered to.

117. Mr Redeborn also reported on the considerable progress that had been achieved by the NMB since it was established 18 months ago such as improving CDO performance – about 90% of all Gatwick flights were now achieving CDO and the airport was the leading CDO performer in the UK; airlines were successfully delivering the A320 FOPP modification programme; and work continued with NATS on the widening of the arrivals swathe. He explained that taking forward the work on FED was however a real challenge as there were many differing views between the community noise groups which had hindered progress. The next NMB meeting on 15 November would however aim to focus on agreed project priorities so that greater attention could be given to taking forward those projects of greatest importance to community groups. If this was achieved then greater progress could be made on developing solutions to continue to improve the noise climate.

118. GATCOM noted the letter that the community noise groups around Gatwick had collectively sent to the Secretary of State for Transport (copy attached to the signed minutes) raising concerns about the need for greater attention to be given to address the rapid increase in traffic growth at Gatwick and the consequential noise impact. Mr May advised that balancing traffic growth and noise impacts was an important policy issue. The Government's review of the aviation strategy over the

coming year would consider these sorts of highly strategic questions as part of that review. He also highlighted that in the meantime the review of the Environmental Noise Directive noise action plan (END NAP), which covered a five years period, provided the framework for airports to consider and address noise impacts.

119. Members also noted GAL had agreed with the NMB that work to identify and agree what specific metrics could be used to measure the airport's performance. This work was already underway and GAL was currently looking at its application and interpretation of Government policy. The community noise groups would be kept informed of the outcome of that work.

120. Members commented that whilst noise impacts arising from the increase in growth were a significant factor to be addressed they were not the only factor as increased growth also had consequential impacts on local road traffic and congestion, air quality and the capacity of the rail network. GATCOM agreed that further consideration would be given to this important issue once a response from the Secretary of State had been received.

## **REVIEW OF END NOISE ACTION PLAN**

121. GATCOM considered GAL's paper outlining the scope, programme and proposed list of actions for the review of the Gatwick END Noise Action Plan (END NAP) (copy attached to the signed minutes). It was noted that DEFRA had requested that GAL undertake a light touch review of the END NAP. GAL's review of the END NAP was being undertaken in accordance with DEFRA's guidance on how to revise the NAP and a period of consultation was now underway with interested parties on the proposed list of actions to be included in the draft revised END NAP. The consultation period on the draft plan ran until Friday 2 February.

122. Members noted the [proposed list of actions](#) to be included in the draft revised END NAP and were asked to provide comments to the Secretariat for initial consideration by the GATCOM Steering Group at its meeting on 4 January. The deliberations of the Steering Group would be reported to the next meeting of GATCOM.

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

123. GATCOM received the unconfirmed minutes of the meeting of NATMAG held 21 September 2017 (copy attached to the signed minutes). The Chairman reported that he had arranged a meeting with GAL and the Chairman and Secretary of the NMB to discuss the relationship between the various Gatwick noise management bodies particularly between NATMAG, NMB and GATCOM to ensure that roles and functions were clearly defined to avoid duplication of effort and improve communication and coordination.

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

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

GATCOM Steering Group – Thursday 4 January 2018 at 10.00 a.m.  
Passenger Advisory Group – Thursday 11 January 2018 at 1.30 p.m.  
GATCOM – Thursday 25 January 2018 at 2.00 p.m.

125. Members also noted that the next meeting of Gatwick Airport Limited's NATMAG would take place on Thursday 30 November 2017 at 10.00 a.m.

126. Members noted that the next meeting of Gatwick Airport Limited's Noise Management Board (NMB) would take place on Wednesday 15 November 2017.

Chairman