

GATCOM

Minutes of the meeting of the Gatwick Airport Consultative Committee held on 20 October 2016.

Present: Dr. John Godfrey DL (Chairman)

Peter Barclay	-	Environmental and Amenities Groups
Janet Duncton (substitute)	-	West Sussex County Council
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
Alan Jones	-	Burstow Parish Council
Harriet Kimbell	-	Which?
Liz Kitchen	-	Horsham District Council
David Lawton	-	Rusper Parish Council
Douglas Moule	-	Gatwick AOC
Susan Parsons (substitute)	-	ABTA
John Peel	-	Coast to Capital LEP
Eddie Redfern	-	International Air Carriers Association
Dorothy Ross-Tomlin	-	Surrey County Council
Rupert Simmons	-	East Sussex County Council
Jeremy Taylor	-	Gatwick Diamond Business
Geraint Thomas	-	Crawley Borough Council
Charles Yarwood	-	Mole Valley District Council

Also present:

Stewart Wingate	-	Chief Executive Officer, GAL
Charles Kirwan-Taylor	-	Corporate Affairs & Sustainability Director, GAL
Alastair McDermid	-	Airports Commission Director, GAL
Nick Dunn	-	Chief Financial Officer, GAL
Andy Sinclair	-	Head of Airspace Strategy & Engagement, GAL
Daniel Storey	-	Head of Regulatory Strategy, GAL
David Best	-	Department for Transport
Robin Clarke	-	NATS
Nicole Park	-	ANS
Peter Long	-	Independent Technical Adviser
Barry Smith	-	Deputy Honorary Secretary
Paula Street	-	Assistant Secretary

Apologies for absence were received from:

Angie Hills (ABTA), Alex Horwood (Reigate & Banstead Borough Council), John O'Brien (West Sussex County Council), Clive Pearman (Kent County Council), Siwan Puw (London Chamber of Commerce and Industry), Nigel Smith (Tourism South East), Tim May (DfT), Ian Jopson (NATS) and Andrew Kenyon (ANS).

CHAIRMAN'S UPDATE

62. The Chairman thanked Gatwick Airport Limited (GAL) for hosting the tour of some of the projects being taken forward by GAL as part of the "Decade of Change" sustainability strategy. The sites visited included the first stage of Gatwick's new on-site materials recycling facility, the earth bunds biodiversity project, and the flood alleviation scheme upstream of the airport, all of which gave members a better understanding of GAL's sustainability projects and targets.

63. The Chairman also reported that he had met:

- Baroness Tessa Jowell and Stephen Norris to discuss the work of the Gatwick Growth Board
- Representatives from the CAA's Economic Regulation Team along with Peter Hall Chairman of the Passenger Advisory Group (PAG) and the Secretariat to discuss GAL's engagement with PAG as part of the review of Gatwick's new regulatory framework of contracts and commitments
- Andy Sinclair, GAL's new Head of Airspace Strategy and Engagement.

64. Members also noted that the Chairman's Annual Review 2015/16 of the work of GATCOM had been published in August which had been circulated to a wide range of organisations, stakeholders and interested parties.

MINUTES

65. Resolved - That the minutes of the meeting held on 14 July 2016 be approved as a correct record and that they be signed by the Chairman.

GATCOM STEERING GROUP – MATTERS CONSIDERED

66. GATCOM received the report of the Chairman summarising the matters considered at the meeting of the GATCOM Steering Group on 29 September 2016 (copy attached to the signed minutes).

Local Air Quality Monitoring

67. GATCOM noted that after a further three months monitoring at one of the new roadside sites on the A23, the air quality diffusion tube continued to provide readings suggesting that air quality at that location was above the air quality objective. A permanent air quality monitoring station would therefore be installed in that area to gain a better understanding of the problem and to help develop an action plan to address the source of pollution once known.

Night flights

68. GATCOM noted that the Steering Group had considered the current usage of the movements limits and noise quota. The number of night flights this summer was up against the movements limit and GAL had taken action to encourage good behaviour and performance by the airlines to keep to flight schedules. Gatwick was operating well within the noise quotas.

69. Concerns were expressed about the increase in the number of night flights and GAL was asked to provide details of all night flights movements between May and August (inclusive), the number of night flights for each hour and the airlines, and the number of and reasons given for dispensations and the airlines concerned. Mr Wingate advised that Gatwick's landing charges had recently been modified which provided further incentives for airlines to use the quietest aircraft types in the night period details of which were considered later in the meeting. GAL agreed to provide the information requested for consideration at the next meeting.

70. Mr Best, DfT, added that the DfT was due to publish a consultation on the next night flights regime by the end of the year which would provide communities with the opportunity to make their views known. GATCOM urged the DfT to publish the consultation as soon as possible.

AIRPORT COMMENTARY

71. 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

72. Stewart Wingate reported that Gatwick had seen continued growth and achieved a 6.5% year on year increase in traffic with passenger numbers at record levels. The airport was now handling 42.3 million passengers per annum.

New Routes

73. Mr Wingate also reported that both the long haul and short haul networks continued to grow. Members noted that the new routes included Moscow, Cape Town, Keflavik, Romaniemi, and Ljubljana.

Core Service Standards

74. GATCOM was pleased to note that customer satisfaction scores continued to be met in all areas except security waiting times which had been affected by the roll out of the new security screening process, GEN II, in the North Terminal. On time departure performance was still below expectations but GAL was working with airlines and handling agents to address this.

On time departures performance

75. The capacity of runway movements was discussed. Mr Wingate advised that the declared number of movements an hour was 55. Members commented on the resilience of operations given

the growth and intensity of the use of the runway. GAL had regulatory targets to meet in terms of on time departures performance and GAL had put in place many actions to help ensure punctuality performance targets were met. It was noted that airline representatives were supportive of GAL's work to ensure punctuality but that they did not support GAL's proposal put in place minimum turnaround times as that was a commercial decision of the airlines. GAL confirmed that as a result of consultation responses from airlines the proposal to stipulate a minimum turnaround time had been dropped.

Handling Agent, Aviator

76. Mr Wingate advised that one of the airport's handling agents, Aviator, had decided to withdraw from the UK aviation market. It was noted that Aviator handled around 50% of Gatwick's passengers. Arrangements were being put in place to provide continuity of service by Aviator for affected airlines until the end of November 2016. While ground handling arrangements at Gatwick were primarily a contractual matter between airlines and their agents, members were pleased to note that GAL was being proactive in helping affected airlines to develop long term arrangements and assisting both Aviator and airlines to ensure a smooth transition for passengers, airlines and staff affected by the change.

Car parking in local roads

77. Reference was made to the continued problem of car parking by passengers, staff and taxi companies in local roads around the airport. Reigate and Banstead Borough Council was working with Uber to provide car parking facilities with toilets at a designated site and other local authorities were seeking powers to enable them to move on waiting cars. GAL would give a presentation on its parking strategy to a future meeting.

AIRPORT EXPANSION IN SOUTH EAST

78. Alastair McDermid reported that over the summer GAL had met the DfT a couple of times to further update and exchange information mainly concerning rail access and the costs associated with the project as well as the governance arrangements for when a decision is announced. It was noted that in September the Government had set up the Economy and Industrial Strategy (Airports) Sub-Committee to take a new and detailed look the future of London's airports. Mr McDermid advised that GAL had issued a paper in September to summarise [Gatwick's case](#) which compared and contrasted the proposals put forward by Gatwick and Heathrow.

79. The speculation in the media and press about a further delay in the Government's decision was discussed. Mr Smith advised GATCOM of a statement of clarification which had been received from the DfT about the process as follows:

"As the Prime Minister has made clear, a final NPS will be voted on by the House of Commons, following a successful vote the Secretary of State can designate the NPS. That is a matter of law that shouldn't be a surprise – we have been clear that this would be the process from the start and this is in line with the Planning Act 2008

The previous Transport Secretary Patrick McLoughlin clearly set out this process to the Transport Select Committee in [February](#) 2016:

o Q62 Chair: How long from now to a decision?

Mr McLoughlin: I went through it a few moments ago. Earlier this morning, I had a very good aide-mémoire which went right the way through it, but I can't put my hand on it at the moment. The timeline at the moment is for a decision by the Government on the preferred location. Then there will be a draft national policy statement published for consultation and laid in Parliament. This is published a minimum of four weeks after the announcement on the runway location to avoid the legal risk of pre-determination. There is no decision yet on the length of the public consultation, but it could be 16 weeks. A Commons Select Committee will examine the draft NPS and hold a full-blown inquiry for 12 weeks immediately following the public consultation. The Commons Select Committee will submit a report to me by the end of the 12-week period. Once a final NPS is laid, debates and votes must happen within 21 sitting days of the House. At any time after the vote, or it could be the same day, if there is a negative vote, the Secretary of State will change and lay a new NPS, again for 21 voting days.

After that has happened, the next steps, post the 12 months, are that the developer submits a development consent order to the planning inspectorate; there is a planning inquiry and examination of six months, which is fixed; the planning inspector will report to the Secretary of State within a fixed three months; and the Secretary of State will consider the report and announce a decision—again fixed at three months. The potential JR will be for a six-week

period thereafter, as well as at any stage along the line if we did not fulfil the role correctly. That is the big change that came about as a result of the 2008 Planning Act. There is a much clearer timetable as far as developments like these are concerned.”

80. It was noted that the Government’s decision was expected to be announced¹ the following week (25 October). Mr Wingate advised that GAL would outline its position in terms of pursuing its case for a Gatwick runway once the Government’s decision was known and the reasons for its decision had been fully considered.

81. The Chairman reminded GATCOM of its previous position. It was agreed that the Government’s decision be considered at the next meeting.

GATWICK FOUNDATION FUND

82. Alison Addy, Head of Community Engagement, GAL gave an overview of the recently launched Gatwick Foundation Fund (copy of GAL’s press release is attached to the signed minutes). She was pleased to report that GAL had teamed up with Community Foundations in [Kent](#), [Surrey](#) and [Sussex](#) to launch the Gatwick Foundation Fund which would oversee £300,000 worth of annual grants for worthy causes across the region. The donations would be equally divided between defined areas in Kent, Surrey and Sussex Community Foundations to make awards to non-profit organisations including charities, social enterprises, community groups and voluntary organisations for projects that promoted employment, training and skills, alongside support for families, the elderly and young people at a local level across the three counties.

83. It was clarified that GAL’s foundation fund was in addition to those funds given to the Gatwick Airport Community Trust which had been set up under the Section 106 agreement. The addition of the Gatwick Foundation Fund meant that GAL’s donations would reach a wider area around the airport.

84. The Chairman encouraged members to help raise awareness of this potential funding source for worthy projects.

GATWICK RELATED PLANNING APPLICATIONS

85. 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).

GATWICK GROWTH BOARD (GGB)

86. Daniel Storey, Head of Regulatory Strategy, GAL gave an overview of the recently established Gatwick Growth Board (GGB) co-chaired by Baroness Tessa Jowell and Steve Norris (copy of GAL’s press releases are attached to the signed copy of the minutes). He explained that the GGB would provide high level strategic advice and guidance to assist GAL in managing growth over the next decade with or without a second runway.

87. Members noted that the GGB had launched its first study which would provide new and updated estimates of the value added and jobs created by Gatwick’s operations and supporting activity to map out where the benefits arose. The study was due to be reported in November/December 2016. Mr Storey also advised that the GGB was keen to engage with a range of stakeholders including local authorities, MPs and the Coast to Capital LEP and was in the process of arranging meetings with representatives from those organisations.

88. The Chairman reported that he had already met the GGB and the opportunity was taken to highlight that in addition to the GGB’s focus on the South London and Brighton Economic corridor, there was a need to also consider the lateral coastal strip. There was also the need to also consider the impact on Gatwick and the region if it was decided that a new runway should be constructed at Heathrow.

¹ The Government subsequently announced that a new north-west runway at Heathrow Airport as its preferred option to deliver airport expansion in the south-east – [click here](#) to see the Secretary of State’s statement. [Click here](#) to see the Government’s press announcement

THE ROLE OF GATWICK AIRPORT IN THE COAST TO CAPITAL REGION

89. Jonathan Sharrock, Chief Executive, Coast to Capital Local Enterprise Partnership (LEP) gave a presentation on the work of the LEP, the importance of Gatwick Airport in helping to achieve the LEP's vision for the coast to capital region and the key issues and challenges for the region (copy of presentation slides attached to the signed minutes). GATCOM noted that the LEP covered a very economically successful area with good international connectivity and accounted for 40% of the region's contribution to the Treasury (Croydon contributed 15% GVA to the regional economy and the rural economy in Sussex and Surrey contributed 20% GVA to the region). Gatwick Airport was a major driver of growth in the region and that there was evidence across the world that high value businesses tended to congregate around airports. The LEP supported growth at Gatwick and all measures the airport needed to continue to grow and to make best use of its infrastructure.

90. Mr Sharrock also explained that economic growth could only be increased if the challenges of infrastructure (road, rail and a modern high-speed broadband), housing supply and skills within the region were addressed.

91. It was noted that the LEP was a funding partner in the Gatwick Station project and was active in pursuing improvements to the Brighton Main Line.

92. In response to a question Mr Sharrock was of the view that without a second runway Gatwick would continue to grow but that growth would be capped. The LEP would continue to support the airport's businesses in respect of the skills needed and infrastructure provision.

PASSENGER ADVISORY GROUP (PAG)

93. Mr Hall, PAG Chairman, presented his report in respect of activities of PAG since the date of the last meeting (copy attached to signed minutes). He explained that the Airline Moves project was a massive logistical challenge for the airport and that preparatory activities were on schedule with easyJet's and Virgin Atlantic Airways' move to the North Terminal and British Airways' move to the South Terminal scheduled to take place between 23 to 26 January 2017. He was pleased to report that over a third of the 1600 actions identified leading up to the move were already completed and that PAG had been invited to help test the readiness in advance of the moves on planned upcoming test days in November and December.

94. Resolved – That

- (1) PAG's concerns about the poor performance of GTR and the subsequent impact on passenger and staff journeys to the airport be actively supported;
- (2) the collaborative work of GAL in continuing to improve on time departures performance of aircraft be supported; and
- (3) PAG's involvement in a wide range of consultations, projects and operational matters be noted.

GATWICK RAIL SERVICES AND NETWORK PERFORMANCE

95. Gavin Bostock, Head of Corporate Affairs, GTR, and Steve Knight, Programme Director Thameslink, Network Rail, gave an update on the performance and improvement plan for the rail network and services servicing Gatwick (copy of presentation slides attached to the signed minutes).

96. GATCOM was concerned about the continuing industrial dispute on Southern services and the impact this was having on rail services to and from Gatwick. Mr Bostock explained that GTR would prefer to have an agreement with the RMT but was moving ahead with its modernisation programme. The new rolling stock being introduced on services had enhanced on-board technology and GTR wished to make best use of the new technology. It was confirmed that Southern had guaranteed that every train which currently had a conductor would continue to have a conductor or on board supervisor in the future, but on trains where the driver had full control of the train (new modern rolling stock) if for any reason an on board supervisor was unavailable GTR wished to have the flexibility to still run the service. He also explained that GTR had endeavoured to keep disruption to a minimum on services to/from Gatwick on strike days.

97. Mr Bostock gave an overview of performance of services since the last GATCOM meeting. Performance had started to improve following the implementation of the temporary timetable in June. Services were gradually being reintroduced and it was hoped that the full timetable would be restored

in December. There would however be some alteration to services in the Autumn to help maintain performance during the leaf fall season. A number of Gatwick Express services would continue to be reduced during the leaf fall season.

98. GATCOM noted that the Secretary of State for Transport had announced the Gibb Review on 1 September with a £20m fund to tackle problems on the line which placed more rapid response teams on the franchise, accelerated the replacement of worn track, and extra staff being provided at key stations including East Croydon and Gatwick to ensure trains kept to the timetable. The Review would seek to ensure all possible steps were being taken to improve performance of Southern rail services and would seek to ensure closer working and more effective alignment between GTR and Network Rail. Weekly progress reports were being made to the Rail Minister and Secretary of State for Transport. Actions identified to date were to be delivered by the end of the year.

99. GATCOM was also pleased to note that Gatwick Express now had an entire new fleet of trains which better accommodated the needs of air passengers. A new Gatwick Express portal at Gatwick station had been opened along with a new lounge on the platform.

100. Mr Bostock advised that GTR had launched stage 1 of its consultation on the 2018 timetable and he encouraged members to respond to the consultation to help in the future planning of services.

101. Members remained concerned about continued strike action by the RMT and highlighted concerns about the need to have staff on board trains to handle emergency situations and for dealing with passengers requiring special assistance. GATCOM was encouraged by the improvements in performance since the last meeting and hoped that the actions identified by the Gibb Review would be implemented as quickly as possible.

GTR 2018 TIMETABLE CONSULTATION

102. GATCOM gave initial consideration to the Secretariat's paper giving details of GTR's consultation on proposed changes to the timetable for implementation in 2018 following completion of the Thameslink Programme and the suggested form of response (copy attached to the signed minutes).

103. Resolved – That

- (1) the comments set out in Section 4 of the Secretariat's paper be included in GATCOM's response to GTR's timetable consultation;
- (2) Members continue to feed comments to the Secretariat for consideration in the preparation of the draft GATCOM response;
- (3) That the GATCOM Steering Group be asked to agree the draft response to GTR via email; and
- (4) Members encourage their organisations to respond direct to GTR.

REVIEW OF GAL'S LANDING CHARGES

104. Nick Dunn, Chief Financial Officer, GAL gave a presentation on the recent review of aircraft landing charges at Gatwick (copy of presentation attached to the signed minutes). He explained that the proportion of aircraft compliant with the Chapter 4 noise standard (quieter aircraft types) had increased from circa 75% in 2010/11 to almost 100% in 2016/17. Gatwick's new noise charge framework would help to drive further improvement in the types of aircraft operating at Gatwick, with the new ICAO Chapter 14 noise standard being incorporated in Gatwick's charges early. The existing movement charge had been separated into two components; a noise charge and a demand charge. The demand charge applied in the summer season only (April to October).

105. It was noted that the charges would apply all year round and incentivised fuller aircraft in the day, incentivised the acceleration of the A320 FOPP modification, and provided incentives (in absolute terms and relative to competitors) to operate the quietest aircraft types, particularly at night. It was also noted that the new schedule of charges was in line with the CAA's good practice.

106. Mr Dunn also explained that Gatwick airlines had substantial orders for new short haul aircraft (A320neo and B737MAX (B737MAX was not yet in service but was expected to be compliant with ICAO Chapter 14 noise standard)). The airline representatives commented that airlines were actively investing in new quieter aircraft and FOPP modification for the A320 aircraft. The new schedule of

charges demonstrated that the differentials encouraged the use of the quieter aircraft to help deliver improvements in noise performance.

107. GATCOM raised no concerns about the new schedule of charges. A copy of the presentation slides would be made available to members.

DEPARTURE ROUTE 4

108. GATCOM considered GAL's paper providing an update on the operational trial of the modified Route 4 (copy attached to the signed minutes). The trial of the modified Route 4 went live on 26 May for a period of six months. The CAA was monitoring performance of the route before it made a decision as to whether the route should be implemented on a permanent basis. Andy Sinclair advised that track keeping compliance within the noise preferential route (NPR) was now much improved with around 95 per cent of aircraft now flying within the designated NPR swathe, compared with around 90 per cent previously.

109. Mr Sinclair also advised that GAL had received approximately 12,500 comments from the community beneath the centreline of the SID and across the NPR swathe and to the fringes on the north and south of the NPR about the impact of aircraft flying the RNAV-1 SID.

110. Reference was made to the serious concerns of those residents who lived under the centreline of the NPR swathe. The concerns of Salfords and Sidlow Parish Council about the impact of the trial route on its residents were also raised. It was noted that the parish was situated under the centreline of the NPR swathe. The trial route had resulted in aircraft that previously flew along the northern edge of the NPR swathe and with greater dispersion now flying the centreline of the NPR swathe more intensively.

111. Members noted that high levels of noise complaints had been received from Horley residents. Mr Sinclair clarified that it had been identified that it was not the design of the route that had caused the problem but the point at which NATS (Swanwick) controllers had vectored aircraft from the route. GAL was addressing this with NATS to ensure that there was not any breach of the Horley overflight rule. It was commented whether with the new growth in the built up area of Horley (North West Sector Development) the overflight rule would still apply in the same way in the future.

112. GATCOM acknowledged the complexity of this route given the fact that historically there had been a problem with track keeping on the route over many years. The key issue of concern was the concentration of traffic along narrowly defined flight paths and it was commented that the impact of flight path concentration had not been comprehensively assessed which needed to be addressed by the Government.

113. Mr Best, DfT assured members that the DfT was working on a revision to its Air Navigation Guidance and a consultation on areas of aviation noise policy which would address issues such as NPRs, multiple routes, respite and the issues of concentration and dispersal. GATCOM highlighted the importance of the Government addressing the issue and urged the DfT to issue its consultation as soon as possible. GATCOM also felt that the NMB should in the meantime be asked to consider the issues with the use of Route 4 and departures generally at its next meeting.

114. Resolved – That:

- (1) the DfT be urged to issue its consultation on its review of aviation noise policy as soon as possible; and
- (2) the Gatwick Noise Management Board be asked to consider the issues with the use of Route 4 and departures generally at its next meeting.

NOISE MANAGEMENT BOARD (NMB)

115. GATCOM received the unconfirmed minutes of the meeting of the NMB held on 7 September (copy attached to the signed minutes). Members noted the significant progress which had been made on taking forward the actions from the Arrivals Review.

116. GATCOM also considered the Secretariat's paper which set out a suggested list of topics for possible inclusion in the development of the NMB work plan for the period 2017-2018 (copy attached to the signed minutes). Members supported the suggested list of ideas and also highlighted the need as part of the work examining aircraft departures to consider to the two types of aircraft departures

procedure used - NADP 1 and 2 – to establish which departure from an environmental perspective (i.e. noise and fuel burnt) was the most optimal departure profile for Gatwick. Mr Jones, GATCOM's lead member for noise, advised that the DfT's Aircraft Noise Management Advisory Committee (ANMAC) had carried out a review of the departures procedures but had yet to conclude its consideration of the NADP 1 and 2 departures procedure. No meetings of ANMAC had taken place for some months. The DfT was asked to consider convening a meeting of ANMAC.

117. Resolved – That:

- (1) subject to the inclusion of the reference to examining the NADP 1 and 2 departures procedure, the list of suggested topics for possible inclusion in the development of the NMB's work plan for the period 2017-2018 set out in paragraph 2.1 of the paper be forwarded to the NMB Chairman and Secretary for consideration; and
- (2) the Chairman (or his alternate, Paula Street) reports GATCOM's views at the next meeting.

DRAFT NOISE COMPLAINTS HANDLING POLICY

118. GATCOM considered GAL's draft Noise Complaints Handling Policy (copy attached to the signed minutes). Members noted that CASPER (the providers of the noise and track keeping/complaints software) had developed new tools for the on-line complaints system which enabled complainants to input noise complaints direct to the system and which would consistently record all complaints data. The system had been in use since 30 September but would become the main conduit for aircraft noise complaints with effect from 31 October 2016. Reference was made to public perceptions about the accuracy of the CASPER and it was again explained that the system had a direct feed from ATC radar and the CAA regularly reviewed and verified the system.

119. Members discussed the draft policy document. The comments of the GATCOM Steering Group were noted. As regards public accessibility to registering complaints, it was noted that the draft policy stated that the central and main mechanism for registering complaints was through the on-line CASPER system and that all complaints received with a full name, email address and postal address would receive an acknowledgment and have their complaint investigated. GAL confirmed that for those complainants that did not have access to the internet, they could write to GAL with their complaint and staff would input the data to the CASPER system manually so as to maintain a single, uniform and transparent record of all complaints. It was also highlighted that the section on receiving complaints needed clarifying and greater consistency.

120. GAL confirmed that the feedback from GATCOM Steering Group and that of GATCOM and the NMB would be taken into account in the final version of the policy. It was also confirmed that a FREEPOST address would be set up.

121. Resolved – That subject to the inclusion of GATCOM's comments, and those of the Steering Group, the draft policy be endorsed.

NOISE AND TRACK MONITORING ADVISORY GROUP (NATMAG)

122. GATCOM considered the unconfirmed minutes of the meeting of NATMAG held on 29 September 2016 (copy attached to the signed minutes). Members noted the key message to GATCOM that aircraft go-arounds were not a problem, they were a safety measure and the problem was defining the cause of the go-around. ANS was investigating the cause of the problems.

DATES OF NEXT MEETINGS OF GATCOM AND ITS SUB-GROUPS

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

- GATCOM Steering Group – Thursday 5 January 2017 at 10.00 a.m.
- Passenger Advisory Group – Thursday 12 January 2017 at 1.30 p.m.
- GATCOM – Thursday 26 January 2017 at 2.00 p.m.

124. Members also noted that the next meeting of Gatwick Airport Limited's Noise and Track Monitoring Advisory Group (NATMAG) would take place on Thursday 24 November 2016 at 2.00 p.m.

CALENDAR OF MEETINGS FOR 2017/18

125. GATCOM noted its calendar of meetings for 2017/18 as follows:

GATCOM

Thursday 27 April 2017 at 2.00 p.m.

Thursday 13 July 2017 at 2.00 p.m.

Thursday 19 October 2017 at 2.00 p.m. (annual tour of airport in morning)

Thursday 25 January 2018 at 2.00 p.m.

GATCOM Steering Group

Thursday 30 March 2017 at 10.00 a.m.

Thursday 22 June 2017 at 10.00 a.m.

Thursday 28 September 2017 at 10.00 a.m.

Thursday 4 January 2018 at 10.00 a.m.

Passenger Advisory Group

Thursday 6 April 2017 at 1.30 p.m.

Thursday 29 June 2017 at 1.30 p.m.

Thursday 5 October 2017 at 1.30 p.m.

Thursday 11 January 2018 at 1.30 p.m.

Chairman