

GATCOM

Minutes of the meeting of the Gatwick Airport Consultative Committee held on 26 January 2017 at Gatwick Airport.

Present:	Dr. John Godfrey DL (Chairman)	
	Alun Adler	- BATA
	Peter Barclay	- Environmental and Amenities Groups
	Mike George	- Horley Town Council
	Nick Hague (substitute)	- Charlwood Parish Council
	Peter Hall	- Passenger Representative
	Ken Harwood	- Tandridge District Council
	David Lawton	- Rusper Parish Council
	Graham Hill (substitute)	- ABTA
	Alex Horwood*	- Reigate and Banstead Borough Council
	David Jackson*(substitute)	- Reigate and Banstead Borough Council
	Alan Jones	- Burstow Parish Council
	Harriet Kimbell	- Which?
	Liz Kitchen	- Horsham District Council
	Bob Lanzer	- West Sussex County Council
	Douglas Moule	- Gatwick AOC
	Clive Pearman	- Kent County Council
	John Peel	- Coast to Capital LEP
	Dorothy Ross-Tomlin	- Surrey County Council
	Jeremy Taylor	- Gatwick Diamond Business
	Geraint Thomas	- Crawley Borough Council
	Charles Yarwood	- Mole Valley District Council

*Attended part of meeting

Also present:

	Stewart Wingate	- Chief Executive Officer, GAL
	Charles Kirwan-Taylor	- Corporate Affairs & Sustainability Director, GAL
	Alastair McDermid	- Airports Commission Director, GAL
	Andy Sinclair	- Head of Airspace Strategy & Engagement, GAL
	Daniel Storey	- Head of Regulatory Strategy, GAL
	Tim May	- Department for Transport
	Robin Clarke	- NATS
	Markus Biedermann	- ANS
	Peter Long	- Independent Technical Adviser
	Paula Street	- Assistant Secretary

Apologies for absence were received from:

Carolyn Evans (Charlwood Parish Council), David Lawton (Rusper Parish Council), Eddie Redfern (IACA), Rupert Simmons (East Sussex County Council) and Barry Smith (Deputy Secretary).

CHAIRMAN'S UPDATE

126. The Chairman reported that he had attended Gatwick Area Conservation Campaign's (GACC) Annual General Meeting on 11 November. At that meeting the principle of respite was discussed and whether this should be an alternation between morning and afternoon, changing the route from week to week or the use of different routes on different days. In a straw poll there was almost universal support for using different routes on different days. This was noted by GATCOM.

127. The Chairman also reported that GAL had appointed Sir David Higgins as its new Chairman. It was agreed that the Chairman would write to GAL's former Chairman Sir Roy McNulty.

128. It was also noted that the Chairman had attended the launch of the Gatwick Foundation Fund, the Passenger Advisory Group's Christmas lunch to express appreciation and thanks to the volunteer members, Gatwick's Security Executive Group and the High Sheriff of West Sussex's visit to Gatwick.

PETER LONG, INDEPENDENT TECHNICAL ADVISER

129. The Chairman reported that Peter Long, GATCOM's Independent Technical Adviser, had decided to retire at the end of March 2017. Mr Long had had a long association with the work of GATCOM over many years when Crawley Borough Council first appointed him as a technical adviser to assist with technical matters when the Noise and Track Keeping Working Group was first established in 1992 (now NATMAG). The Committee expressed their appreciation and thanks to Mr Long for the time he devoted to the work of GATCOM and GAL over many years.

MINUTES

130. Resolved - That the minutes of the meeting held on 20 October 2016 be approved as a correct record and that they be signed by the Chairman.

GATCOM STEERING GROUP – MATTERS CONSIDERED

131. GATCOM received the report of the Chairman summarising the matters considered at the meeting of the GATCOM Steering Group on 5 January 2017 (copy attached to the signed minutes).

Noise Management Board (NMB)

132. The Chairman reported that significant progress had been made on taking forward the actions from the Independent Arrivals Review. It was noted that work, involving the community groups, continued on defining the term "Fair and Equitable Distribution (FED)". This term was highly complex to define but the Steering Group hoped that once a definition had been agreed it could be commended for use by the DfT, CAA and others.

133. GATCOM was encouraged by the significant progress that had been made and reiterated its request that the NMB include the consideration of departures in its work programme for 2017-18. GATCOM also noted the serious concerns of those communities closest to the airport about the implications of the draft Runway in Use Protocol and that adopting such a protocol had very minimal benefit to the wider communities around Gatwick. The use of a reviewed Noise Action Plan as a basis from which all stakeholders could monitor and track continuous improvement and actions was supported.

134. Resolved – That:

- (1) GAL and the NMB be asked to consider the use of a reviewed Noise Action Plan incorporating all the actions being taken forward by GAL and the key parties, as comprehensive basis from which to monitor work, initiatives and actions on seeking the continuous improvement of the noise climate;
- (2) the draft Runway in Use protocol not be supported; and
- (3) the NMB include consideration of aircraft departures in its work programme for 2017-18

Night Flying Restrictions at Gatwick

135. Following a request at the last meeting of GATCOM, the Chairman reported that GAL had provided the Steering Group with information on all air traffic movements during core night period 2300-0600 between 1 May and 31 August 2016. The report and figures reported to Steering Group would be circulated to all members and made available on GATCOM's website.

MedView Airlines

136. Reference was made to the disturbance created by the regular off schedule MedView Airlines operation resulting in the airline, which used QC2 and QC4 aircraft, operating in the night period. Members noted that GAL was addressing the matter with the airline. GAL was asked to report on the airline's performance at the next meeting of NATMAG and will report back to GATCOM.

AIRLINE MOVES PROJECT

137. Chris Woodroffe, Chief Operating Officer, GAL reported on the success of the airlines moves project which involved the consolidation of easyJet's operation to the North Terminal, Virgin Atlantic Airways' move to the North Terminal and British Airways' move to the South Terminal over the past three days (23 to 26 January 2017). The project presented a massive logistical challenge to GAL, the airlines, handling agents and the airport community. GATCOM congratulated GAL on the meticulous

planning involved over the past two years and commended the collaborative working across the airport community. GATCOM's Passenger Advisory Group was also thanked for its input to the project and for taking part in many of the trials leading up to the move.

AIRPORT COMMENTARY

138. 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).

Future Investment

139. Stewart Wingate reassured members that GAL's investment levels were being maintained to match passenger volumes. Investment over the coming year was in the region of £242m which was the largest investment programme in the airport's history. Members noted that provisional budgets for 2017-18 also indicated that capital investment was likely to be in the region of £275-£300m. Mr Wingate advised that the draft Capital Investment Programme (CIP) would be published soon for consultation with the airlines and the Passenger Advisory Group. The new CIP would contain growth forecasts and would address anticipated growth. The airlines representative welcomed the proposed investment in the airfield apron. The new CIP would be presented to a future GATCOM meeting.

140. Reference was made to GIP's majority share in GAL and the lifetime of the Investment Fund. Mr Wingate advised that in December 2009 the then Chairman of GAL, Sir David Rowlands, indicated to GATCOM that GIP's ownership horizon was likely to be 5-8 years. However, Mr Wingate advised that there were no plans at the current time for a GIP sale transaction.

New GAL Chairman

141. Mr Wingate reported that [Sir David Higgins](#), became Chairman of Gatwick Airport Limited on 1 January replacing Sir Roy McNulty who would remain on the GAL Board as Deputy Chairman. Sir David Higgins would be invited to attend a future meeting.

New Chief Planning Officer

142. GATCOM noted that Alastair McDermid, Airports Commission Director, GAL was stepping down from his current role as Airports Commission Director in February 2107. GATCOM paid tribute to Mr McDermid's long association with Gatwick over the years and for the way in which he constructively engaged with wide range of interests on difficult and sensitive matters enabling them to contribute to GAL's thinking and decision-making. Mr Wingate advised that Tim Norwood was to join GAL's Executive Management Board as Chief Planning Officer at the end of February and would lead a review of Gatwick's Masterplan. He would also lead Gatwick's response to the Government's Draft Airports National Policy Statement and the Aviation Strategy review.

Traffic Growth

143. Stewart Wingate reported that Gatwick had seen continued growth and achieved a 9.5% year on year increase resulting in Gatwick handling a record breaking 43 million passengers a year, a first for a single runway airport. GATCOM noted the growth but the impact of that growth on carbon emissions, climate change and increased disturbance from aircraft noise and overflight was highlighted. GAL would report on its carbon emissions and climate change work and targets through the "Decade of Change" Performance Report.

New Routes

144. Mr Wingate also reported that both the long haul and short haul networks continued to grow. Members noted that a new weekly Thomson service to Phu Quoc, new BA services for Fort Lauderdale, new Air Canada Rouge services to Vancouver, new Ryanair services to Alicante and new EasyJet services to Granada and Varna had been added to Gatwick's route network.

Core Service Standards

145. GATCOM was pleased to note that customer satisfaction scores continued to be met in all areas. Mr Wingate advised that on time departure performance was still below expectations but GAL was working with airlines and handling agents to address this.

Boeing Maintenance Hangar

146. Members noted that approval had been sought for an environmental impact screening opinion relating to the construction of a maintenance hangar for Boeing. GAL was asked to ensure that as

part of the planning approval process that assurances were given to ensure that construction vehicles would not be permitted to use the Povey Cross entrance of the airport.

Departure Route 4

147. Charles Kirwan-Taylor, Corporate Affairs & Sustainability Director, GAL reported that the monitoring period for the re-designed Route 4 came to an end on 26 November. GAL had provided all the data required to the CAA who would assess the results from the monitoring period and would make a decision on whether or not the re-designed route should be implemented on a permanent basis. It was noted that GAL's initial assessment was that the re-designed route achieved what it was required to do. It had resulted in c.94% compliance in track keeping within the noise preferential route (NPR) and had at the same time achieved a degree of dispersal around the route's turn, something that was particularly requested by the local communities.

148. GATCOM also noted that the overflight of Horley had been addressed by GAL and NATS. The number of overflights of Horley had reduced to 0.5% (14) in December 2016. GAL continued to monitor the number of Horley overflights and would work with NATS to ensure the highest possible level of compliance. GAL was thanked for the action that had been taken to address the Horley overflight issue and it was commented that if this had been addressed by NATS from the outset it might have resulted in less complaints and feedback to trial.

149. Reference was made to the traffic dispersal that had been achieved on the turn of Route 4. GAL was asked whether dispersal could be achieved on other routes. The significant impact of the redesigned route on the parish of Salfords and Sidlow was highlighted as an example where dispersal of tracks could achieve benefits for those communities. GAL advised that the design of the turn, and varying weather, resulted in different aircraft types achieving different track results. It was not expected that a similar result could be achieved for aircraft flying in a straight line.

Gatwick Area Community Trust (GACT)

150. The Chairman highlighted that the Gatwick Area Community Trust was currently inviting grant applications with a closing date of 17 March. More details were available on GACT's website: <http://www.gact.org.uk/>.

AIRPORT EXPANSION IN THE SOUTH EAST

151. Alastair McDermid, Airports Commission Director, GAL reported on GAL's reaction to the Government's announcement in October 2016 that its preferred option for a new runway was the Heathrow north-west runway. GAL was disappointed that the Government had not properly addressed all the issues that the various interested parties/organisations had raised in response to the Airports Commission's Final Report particularly in relation to the traffic forecasts, the issue of connectivity and the interpretation of the economic benefits which GAL believed departed from the Government's guidance on how to assess the economic benefits.

152. Mr McDermid referred to the DfT's indicative timetable for the National Policy Statement process and advised that a coalition of London councils including Hillingdon, Richmond, Wandsworth and Windsor and Maidenhead together with Greenpeace had sought a Judicial Review on the failure of the Government to consult residents around Heathrow. [the High Court challenge failed as there was provision in the Planning Act 2008 to challenge the Government's decision within six weeks of the NPS being adopted].

153. Mr McDermid also confirmed that GAL had no current plans to submit a planning application for a second runway in the absence of any supportive Government planning policy but would keep this under review if circumstances changed.

154. GATCOM considered the Secretariat's report setting out a suggested response to the Secretary of State's announcement (copy attached to the signed minutes). Members agreed that a letter should be sent to the Secretary of State to reiterate issues of concern and matters that needed to be addressed by the Government in taking forward the runway expansion proposals. GATCOM was particularly concerned about the funding gap for the Gatwick Railway Station improvement scheme as recommended by the Airports Commission. Reference was made to the UK's carbon emission targets and questioned the impact the Heathrow scheme would have on other regional airports if the

Heathrow scheme took the lion's share of carbon emissions. It was agreed that this should be highlighted in the letter to the Secretary of State for Transport.

155. GATCOM noted that the Government was to undertake consultations on:

- A draft National Policy Statement (NPS) for Heathrow which would be subject to a 16 weeks consultation [published on 2 February]
- UK airspace policy [published on 2 February] which would also be subject to a 16 weeks consultation.

156. Mr McDermid advised that it was GAL's intention to publish its submission to the draft NPS within 10 weeks of the publication of the consultation to assist others in formulating their response to the consultation.

157. Tim May, DfT advised that the Department was hosting regional consultation events in London and Brighton which was by invitation only. GATCOM members were reminded to register their interest in attending a regional event.

158. It was also noted that the DfT had set up an Airspace and Noise Engagement Group (ANEG) to maintain a formal channel of communication between the DfT and its external airspace and noise stakeholders and to discuss all aspects of national airspace and noise policy development. The Liaison Group of UK Airport Consultative Committees (UKACCs) had a seat on ANEG. The Secretariat would therefore ensure that GATCOM's views were passed on to UKACCs to raise at ANEG.

159. Mr Jones, GATCOM's Lead Member for Noise reported on the first meeting of the CAA's new Community Discussion Forum which brought together community representatives from areas impacted by aviation across the UK. He advised that the development of detailed guidance to support the airspace change process, the review of the CAA's Future Airspace Strategy and a review of the CAA's role in noise management were the main topics of discussion.

160. Resolved – That, subject to the inclusion of the reference to the impact on the UK's carbon emission's target arising from the Heathrow scheme, the suggested letter to the Secretary of State for Transport as set out in Appendix 1 of the Secretariat's report be agreed.

CAR PARKING AT GATWICK

161. Gary Wallace, Head of Car Parking, GAL gave a presentation on GAL's car parking strategy, parking products, capital investment and issues being addressed (copy of presentation slides attached to the signed minutes).

162. Mr Wallace gave an overview of GAL's investment in car parks and the proactive approach taken to manage car parking demand at the airport. Members acknowledged that there was a careful balance that needed to be struck between providing car parking and encouraging passengers and staff to use public transport. Members were pleased to note that 44% of passengers now used public transport to access the airport. It was also noted that GAL's car parking capacity growth had exceeded growth in demand over the past few years.

163. Mr Wallace explained that GAL continued to engage with local planning authorities and an Interim Car Parking Strategy would be issued in February 2017. The full car parking strategy would be published alongside a revised Surface Access Strategy following a revision to the Airport Master Plan. The timetable for that work had yet to be set.

164. Mr Hall, Chairman of the Passenger Advisory Group, highlighted that GAL's Approved Operator Scheme had been cited as a model of best practice by the CAA and had been commended for use at other UK airports.

165. Many members remained concerned about the number of passengers and staff that parked in local roads to catch the bus or take a taxi to the airport. Mr Wallace assured members that GAL was aware of the problem and agreed to arrange a meeting with local councillors to discuss ways in which the problem could be addressed.

166. GAL was also asked to give more information on its website to try to discourage passengers from parking in local roads.

167. Resolved – That GAL arrange a meeting with local councillors to discuss car parking problems in local roads and possible solutions.

GATWICK RELATED PLANNING APPLICATIONS

168. 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). Reference was made to the screening proposals for the hangar development and GAL was asked to ensure the proposals were discussed with local residents. Crawley Borough Council's representative was asked to ensure the Borough Council provided more details to Charlwood Parish Council and Mole Valley District Council.

GATWICK GROWTH BOARD (GGB)

169. Daniel Storey, Head of Regulatory Strategy, GAL gave an update on the work of the Gatwick Growth Board (GGB). He advised that the outcome of the GGB's first study report into the economic impact of Gatwick Airport had been published and was available on GAL's website. It was noted that the report by [Oxford Economics](#) had concluded that Gatwick could support an extra 13,000 new jobs by 2025 with its existing single runway and boost its total contribution to the national economy to £6.5 billion if passenger numbers grew by around 20% from the current 43 million passengers per annum.

170. Mr Storey also advised that the GGB had commissioned ARUP to do a study of road and rail connectivity looking at the pinch points in the region's road and rail networks. The Study Report was due to be issued by Easter 2017.

171. Reference was made to the assumptions made in the Oxford Economics report about the rate of growth and how that could be achieved with a single runway and how the extra jobs could be resourced. Mr Storey advised that further growth could be achieved by maximising capacity in the shoulder periods and at off peak times such as in the winter season as well as increased passenger loads and larger aircraft. As regards the jobs market, the GGB had identified that as the next study topic.

172. GATCOM noted that the GGB would continue to engage with government departments and other key stakeholders such as the Coast to Capital LEP and local authorities.

173. It was highlighted that the GGB had not yet addressed the issue of the environmental consequences of further growth. This issue had been noted by GAL.

PASSENGER ADVISORY GROUP (PAG)

174. 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). He explained that PAG was monitoring GAL's collaborative working with airlines, handling agents and air traffic control providers to improve on-time departures performance (OTD). He highlighted that during the summer GAL had achieved 60% of its OTD performance target. The 40% shortfall was in the main due to ground performance but also included late arrival of aircraft, airfield congestion and airspace restrictions.

175. He also reported that five passengers had referred their complaints to GATCOM. PAG had reviewed the way in which the complaints had been handled by GAL. In one case, which related to the process of reuniting a passenger with a lost mobile phone, PAG had made some recommendations to GAL to improve the information about the lost property facility on the airport's website. PAG had concluded its consideration of all the referrals to GATCOM.

176. Resolved – That:

- (1) PAG's concerns about the significant funding gap for the Gatwick Railway Station redevelopment project be endorsed and support be given to GAL's lobbying to the DfT;

- (2) the outcome of the CAA's review of issues affecting passengers' access to UK airports be noted and that PAG found no major concerns for Gatwick as a result of the review; and
- (3) PAG's involvement in a wide range of consultations, projects and operational matters be noted.

AIRBUS A320 NEO AIRCRAFT

177. Captain Douglas Moule, Flight Operations, easyJet, gave a [presentation](#) on the new A320neo (new engine option) aircraft being introduced to easyJet's fleet operating into Gatwick (copy of presentation slides attached to the signed minutes). He explained the improvements the new aircraft brought in terms of reduced noise and emissions. The neo aircraft were 50% quieter during the landing and take-off phases than the current A320 aircraft and produced a 15% fuel burn reduction per seat than the current A320s which would improve to 20% over the next 3 years. GATCOM was encouraged to note that easyJet had an order for 130 A320neo aircraft and that the airline would quickly become the largest single operator of the A320neo. Members were pleased to note that the new fleet would start to arrive from June 2017 and would operate from Gatwick.

178. Captain Moule also gave an update on the A320 retro-fit programme of vortex generators (to eliminate the "whine" noise). Of easyJet's current fleet (261 aircraft), 141 had already been retrofitted and 44 aircraft were already factory fitted. 76 aircraft remained to be retrofitted. Members were pleased to note that EasyJet had brought forward the completion date of its programme which was now by the end of 2017.

DfT 2015 NOISE EXPOSURE CONTOURS FOR GATWICK

179. GATCOM considered a paper by the Independent Technical Adviser summarising the results of noise monitoring at Gatwick Airport for the summer period of 2015 which had been published by the DfT in January 2017 (copy attached to the signed minutes). Members noted that there had been an increase, day and night, in the areas of the outermost contours of noise attributable to Gatwick Airport, for both actual and standard contours. This was mainly the result of an increase in movements for daytime and night. It was also noted that the increase in the population for the night contours was mostly caused by the change in modal shift bringing in populations that were outside the contour in 2014 and not due to an increase in number of night flights.

180. It was commented that the growth in traffic at Gatwick had increased noise over communities. It was hoped that airlines' investment in the new A320neo aircraft would have a positive effect on future noise contours.

DfT CONSULTATION – NIGHT FLYING RESTRICTIONS AT HEATHROW, GATWICK AND STANSTED AIRPORTS

181. Tim May, DfT gave a brief overview of the consultation proposals for the next night flights regime insofar as they related to Gatwick Airport. He advised that the proposals included:

- Replacing the three environmental objectives with a single objective
- Setting a regime for a period of five years
- A new QCO.125 category
- All operations by quieter aircraft types counted towards the airport's movements limit
- Retaining the current movements limits
- Reducing the noise quota for both the winter and summer seasons

182. GATCOM considered the Independent Technical Adviser's report which set out a suggested response to the consultation (copy attached to the signed minutes). It was noted that the suggested responses to the consultation had been based on GATCOM's previous comments submitted to the DfT as part of its evidence gathering in the review of night flights and sought to balance those comments that had been received from members.

183. Paula Street, Secretariat, reported that the community groups had expressed concerns that the DfT's consultation did not adequately address the economic argument for night flights and that they were disappointed that there were no proposed reductions in the movements limits particularly as it was the aircraft overflight events that caused disturbance. Community groups were also disappointed that the DfT's delay in publishing the consultation meant that the consultation period

was now much reduced and allowed little time for the DfT to consider other suggestions that might come forward in response to the consultation. These views were reiterated by the environmental and communities groups' representative at the meeting. Additional wording for inclusion in the suggested GATCOM response was circulated at the meeting to accommodate the concerns that had been raised (copy also attached to the signed minutes).

184. It was noted that the airlines were still considering the implications of the proposed reduction in the noise quota and was not able to offer comment at the meeting.

185. The Chairman emphasised that GATCOM's response to the consultation needed to reflect a balance of views from all members and encouraged individual member organisations to submit their specific views on the proposals direct to the DfT.

186. Resolved – That, subject to the inclusion of the addition wording circulated at the meeting, the suggested response set out in the Appendix to the Independent Technical Adviser's report be agreed and submitted to the DfT.

NOISE MANAGEMENT BOARD (NMB)

187. GATCOM received the unconfirmed minutes of the meeting of the NMB held on 15 November 2016 (copy attached to the signed minutes). Members noted the significant progress which had been made on taking forward the actions from the Arrivals Review.

188. The progress report (as at 1 November) on the implementation of the actions from the Arrivals Review was also noted (copy attached to the signed minutes).

NOISE AND TRACK MONITORING ADVISORY GROUP (NATMAG)

189. GATCOM considered the unconfirmed minutes of the meeting of NATMAG held 24 November 2016 (copy attached to the signed minutes). Members noted the key messages to GATCOM as follows:

- Departure routes - ANMAC would be invited to have more input in future airspace design as it had been over a year since it was last involved in airspace projects.
- NATS was successfully working with its controllers to reduce aircraft vectoring from Route 4 over Horley and that it would continue to work to minimise overflight in line with the AIP restrictions.
- Arrivals Review recommendation IMM 10 - There were issues with the change to the joining point as some residents were not pleased with the result of the swathe widening.

GAL'S COMMUNITY ENGAGEMENT WORK – UPDATE

190. This item was deferred to the next meeting.

DFT CONSULTATION ON THE USE OF DRONES

191. GATCOM considered a paper by the Secretariat giving details of the DfT's consultation on the use of drones and the suggested response to the consultation proposals insofar as they related to the flying of drones near airports (copy attached to the signed minutes).

192. NATS reported that it had recently launched an App "Drone Assist" which gave drone pilots an interactive map of areas of airspace used by commercial air traffic and also included the location of ground based hazards that might pose a safety or privacy risk.

193. Resolved – That the suggested response set out in the Appendix to the Secretariat's report be agreed and submitted to the DfT.

DATES OF NEXT MEETINGS OF GATCOM AND ITS SUB-GROUPS

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

GATCOM Steering Group – Thursday 30 March 2017 at 10.00 a.m.

Passenger Advisory Group – Thursday 6 April 2017 at 1.30 p.m.

GATCOM – Thursday 27 April 2017 at 2.00 p.m.

195. Members also noted that the next meeting of Gatwick Airport Limited's Noise and Track Monitoring Advisory Group (NATMAG) would take place on Thursday 23 February 2017 at 2.00 p.m.

Chairman