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## GATCOM 27 APRIL 2017

### KEY MESSAGES AND OUTCOMES FROM MEETING

The agenda and papers considered at the meeting are available on GATCOM's website at <http://www.gatcom.org.uk/agendas-and-minutes/>

#### GATCOM'S TECHNICAL ADVISER

Crawley Borough Council has agreed to provide technical support to GATCOM and Brian Cox, Principal Environmental Health Officer, has been appointed as GATCOM's Technical Adviser. Brian has for many years provided technical assistance alongside GATCOM's Independent Technical Adviser to GATCOM's NATMAG members.

#### GATCOM STEERING GROUP – CHAIRMAN'S REPORT

The Chairman's report of the GATCOM Steering Group meeting was received. Key points to note are:

##### Night flights consultation - GAL's response

- GAL supported most of the specific proposals, but not those relating to reductions in QC limits.
- GAL supported the proposal for a 5 year regime.
- GAL supported the proposal to recognise a new QC/0.125 category.
- GAL supported the proposal to include all QC/0 aircraft in the movement limit. This would mean some existing small business jet flights being brought into the current air traffic movement count which introduces a small reduction to the night air traffic movement count for other services.
- GAL did not support a 20% reduction in the noise QC limit at Gatwick or further annual reductions in the noise QC limit at the airport over the regime period. GAL advised that when taking into account improvements in on time performance, the rate of change in the fleet mix, increase in long haul routes and uncertainty over fleet replacement this would introduce punitive night capacity constraints; which is not the DfT objective. GAL instead proposed a step reduction in the QC limit of 5% in Summer 2017 but with no taper thereafter. GAL's response in respect of the 20% reduction in the QC limit is not consistent with the views expressed by GATCOM in [its response](#) to the DfT.
- GAL also believed that further consideration should be given to the role that airport charges play in meeting the environmental objective through shaping airline behaviours.
- GAL proposed no change to the Winter QC limit or taper thereafter.

The Government's announcement on the next night flights regime is awaited.

##### Medview Airlines

- GAL has taken action to address the problem of Medview Airlines regularly operating off schedule in the night period.
- GAL cannot refuse the use of a slot allocated to an airline by the UK's slot coordinator, ACL but it can take action to encourage better on time performance and to mitigate the impact of the airline's operation on local communities.
- GAL had banned the airline from using night movements for 10 weeks of the last summer season and has advised the airline that it would be refused permission to operate during summer 2017 night period without an improvement in operating to its allocated slot. GAL will continue to monitor the performance of the airline and will report progress through NATMAG.

- GATCOM asked that NATMAG look at individual noise events of the airline's off schedule operations so that noise impact on communities is evidenced.

## Route 2

- Since the publication of the original PIR report by the CAA, GAL produced an amendment to reduce the amount of 'ballooning' aircraft made as they turned south on the easterly '08 SEAFORD' SID route – this is the route to the west of East Grinstead. However, over time, the level of 'ballooning' of aircraft as they turn towards to the south has gradually reduced. Therefore the CAA is not now requesting any further action regarding this particular route.

## Car Parking in Local Roads

- GAL convened a meeting with neighbouring councils and the local highway authorities to discuss the problem of airport related car parking in local roads.
- GAL has provided a [briefing note](#) of the actions identified at the meeting.
- GATCOM Steering Group was encouraged that GAL viewed this as the start of work with other parties in trying to address the problems. GAL was asked to ensure that neighbouring parish councils were invited to participate in future meetings.
- A further report on report on progress would be given at a future meeting.

## AIRPORT COMMENTARY

The Chief Executive Officer's commentary on activity and performance of Gatwick over the previous quarter was received.

- **Tim Norwood, Chief Planning Officer, GAL** - joined Gatwick's Executive Management Board in February and will lead a review of Gatwick's Masterplan. He will also lead Gatwick's response to the Government's Draft National Policy Statement and the Aviation Strategy review. Mr Norwood was welcomed to his first GATCOM meeting.
- **Gatwick Master Plan** – GAL advised that the current focus was on responding to the Government's consultation on the draft Airports National Policy Statement and the forthcoming DfT consultations on discussion papers reviewing the Aviation Policy Framework. GAL would start to review the current Gatwick Master Plan in conjunction with the review of the aviation policy framework. The programme for the master plan review would be reported to a future meeting, probably later in 2017. The draft reviewed Master Plan would be subject to consultation with local communities and interested parties/organisations.
- **Traffic Growth** - Gatwick has seen continued growth and achieved a 10% year on year increase in passenger growth resulting in Gatwick handling a record breaking 43.96 million passengers at its financial year end on 31 March – a first for a single runway airport. This increase was driven by an extra 3,199 aircraft movements compared to the same period last year. The impact of growth on disturbance suffered by local communities, carbon emissions and climate change was highlighted to GAL. The consequential increase in noise complaints was also highlighted and the environmental and amenities group representative reiterated the communities' desire for GAL to reinstate the telephone noise line.
- **New Routes** – both long haul and short haul networks continue to grow with Norwegian announcing four weekly services to Seattle and two weekly services to Denver which will commence on 17th September and 16th September respectively. RwandAir also announced a new route to Kigali and Georgian Airways announced a new route to Tbilisi.
- **Core Service Standards** – customer satisfaction scores continue to be met in all areas.
- **On time departure performance** - is still below expectations but GAL is working with airlines and handling agents address this. GATCOM's Passenger Advisory Group has welcomed GAL's incentive scheme for handling agents and is continuing to monitor the recruitment of handling agent staff as it is critical that there is the right number of staff to handle the growth in passenger numbers and ensuring on time performance.
- **Gatwick Station** – GAL is continuing to work with Network Rail, DfT and the Coast to Capital LEP to secure funding for a significant upgrade to Gatwick railway station costing in the region of £90m-£120m. GAL is pressing for the delivery of the scheme at the earliest possible opportunity.
- **Waste Management Plant** - the new £3.8million waste plant (that GATCOM members visited in October) was opened in March 2017. The plant is expected to save £1,000 in energy and waste management costs for every day it operates with the objective of boosting the airport's recycling rate from the current 49% to around 85% by 2020.
- **Local economic/business meetings and events** – GAL's involvement in supporting a number of local economic/business meetings and events, including the Gatwick Diamond

Business Awards; the Kent Chamber Business Awards; and a joint presentation with Gatwick Diamond Initiative to the Greater Brighton Economic Growth Board was welcomed. GAL is also continuing to engage with and support the work of Coast to Capital LEP and has had an introductory meeting with senior representatives of the South East LEP, which covers the East Sussex, Essex, Kent, Medway, Southend and Thurrock area.

#### **GAL'S COMMUNITY ENGAGEMENT WORK – UPDATE**

- GAL gave a [presentation](#) on its community engagement activities over the year. Activities included:
  - 43 local and regional events supported through GAL's sponsorship and participation.
  - 125 parish, town council and neighbourhood group representatives attending airport engagement events hosted GAL.
  - 168 local causes supported with GAL funding through the Gatwick Foundation Fund and Gatwick Airport Community Trust
  - £156.5k raised for GAL's three charity partners, Cancer Research UK, St Catherine's Hospice and Gatwick Travelcare, by passengers and staff.
- GAL's engagement, sponsorship and participation activities covered a wide area around the airport.
- GATCOM commended GAL's work and welcomed the enhanced engagement with all tiers of local government, local community groups and other interested parties.
- The work of the Gatwick Area Community Trust and the contribution of the Gatwick Foundation Fund was a welcome source of funding for many local groups. Members were encouraged to help promote the availability of grant funding sources within their organisations and communities. The weblinks for more information are:
  - Gatwick Area Community Trust - <http://www.gact.org.uk/>
  - Kent Community Foundation - <http://www.kentcf.org.uk/>
  - Surrey Community Foundation - <http://cfsurrey.org.uk/>
  - Sussex Community Foundation - <http://sussexgiving.org.uk/>

#### **GATWICK RELATED PLANNING APPLICATIONS**

- Crawley Borough Council's report on planning applications determined and outstanding in respect of Gatwick was noted.
- GAL was asked whether further consideration could be given to providing a green roof on the proposed Boeing Hangar as the site is a green space and green roofs are in existence at other airports. GAL would further consider the feasibility of providing a green roof.

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

The report from the Chairman of PAG was considered. The key points to note are:

- PAG congratulated GAL, airlines, handling agents and the airport community for delivering on time and efficiently the airlines moves project.
- GATCOM welcomed GAL's initiatives to improve on-time performance and baggage delivery performance.
- GATCOM shared PAG's concerns about UK Border Force's (UKBF) resourcing over the busy summer period. Significant queuing for non-EU passengers continues to be a concern but UKBF is meeting its national targets which are to process 95% of non-EU passengers through immigration within 45 minutes and 95% of EU passengers through immigration within 25 minutes. There is a need for UKBF to undertake a review of its national targets and this is something that PAG will discuss with UKBF when it meets UKBF representatives later in the year.
- GAL is installing additional e-gates in both terminals over the coming months. The automated passenger processing at immigration will help to ease queuing for passengers.
- GATCOM hoped that the funding issues for the Gatwick Station redevelopment project can be resolved in the near future.

#### **DFT CONSULTATION: DRAFT AIRPORTS NATIONAL POLICY STATEMENT: NEW RUNWAY CAPACITY AND INFRASTRUCTURE AT AIRPORTS IN THE SOUTH EAST OF ENGLAND"**

- GAL reported that it has made a [submission](#) to the House of Commons Transport Committee's Inquiry on the Airports National Policy Statement (NPS).
- GAL believed that the draft NPS placed undue weight on the role and value of Heathrow's hub status and did not sufficiently address the considerable legal, environmental, financial, planning

and construction risks facing the Heathrow Northwest Runway, which were likely to result in the economic benefits being delayed, not materialising as assumed, or not materialising at all.

- GAL and GATCOM have concerns about the draft NPS only setting out the planning framework for the consideration of the Heathrow North West scheme and did not provide clarity on the future growth and expansion of other airports in the South East or the UK.
- The DfT advised that the matter of growth at other UK airports would be addressed in the forthcoming consultations on the review of the Aviation Policy Framework.
- It was not yet known how the Government would take into account comments relating to the application of the National Air Quality Plan and updated demand forecasts which had not yet been published, and were now delayed due to the calling of the General Election.
- GATCOM considered and agreed its response as set out in the [Secretariat's report](#).
- GATCOM also agreed to register its interest in having the opportunity to participate in Heathrow Airport Limited's consultation on the design principles for changes to airspace to accommodate the new runway.

#### **DFT CONSULTATION: "UK AIRSPACE POLICY: A FRAMEWORK FOR BALANCED DECISIONS ON THE DESIGN AND USE OF AIRSPACE"**

- The DfT gave a [presentation](#) outlining the consultation proposals to support the reform of airspace, to minimise the negative local impacts of aviation and engagement, including the proposed establishment of an Independent Commission on Civil Aviation Noise (ICCAN).
- There are many aspects of the consultation proposals that GATCOM and GAL support in principle in that the new policies would improve guidance to the industry, give greater ability to seek local solutions to noise management, better ensure engagement and transparency and improve arrangements to compensate those people impacted by aircraft/airport operations.
- The risk of the potential delay in seeking improvements for airspace changes that would fall within the proposed Tier 2 category was highlighted as the process and engagement requirements were more comprehensive.
- There was a mix of opinion about the proposed establishment of ICCAN which would be an independent body within CAA, publicly funded and would be reviewed after 5 years. It was commented that the DfT had been accessible, provided constructive advice and expert guidance over the years and it was felt that the funding for ICCAN could be better used to enable the DfT to look into issues in greater detail with the CAA. It was also felt that for ICCAN to be truly independent that it should not sit within the CAA.
- The transfer of the DfT's responsibilities in respect of the three noise designated London airports to the airport/local authorities was of concern and it was highlighted that the local planning authority would not cover all the areas impacted by aircraft overflight.
- GATCOM considered its response to the consultation set out in the [Secretariat's report](#), which was agreed with minor amendment to reflect the views expressed by members.
- GATCOM also agreed to write to the CAA and the Secretary of State for Transport to set out its concerns about the CAA's definition of aircraft overflight and the need to provide greater clarification.
- GATCOM also noted that the CAA had published its consultation on its draft Airspace Design Guidance. As the deadline for responses was 30 June (before the next meeting of GATCOM) it was agreed that the GATCOM Steering Group would consider and agree a response on behalf of GATCOM.

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

- The Chairman's report from the meeting of the NMB held on 5 April was noted. The key points to note are:
  - A workshop of aircraft departures has been arranged to take place on 1 June. A range of stakeholders would be invited to participate.
  - Arrivals Review Recommendation IMM 11 – draft runway protocol – in advance of the NMB meeting the GATCOM Steering Group considered the proposal to conduct a 12 months trial. The Steering Group concluded that in the absence of modelling being undertaken to better understand the noise impacts for all communities that GAL should first use the data already available to produce much more accurate modelling of the noise and overflight impacts. The Steering Group did not support the trial and the Chairman reported this at the meeting. As there was also a lack of support from the community groups west of Gatwick and collectively the community groups' representatives were unable to reach agreement on whether or not to proceed with a trial. The NMB therefore agreed not to pursue the trial at the current time.

- Significant progress had been made by the airlines in the A320 noise modification retrofit programme. This was welcomed by GATCOM.
- The Chairman continued to highlight the need for GAL to review its noise action plan so that all the actions that GAL is undertaking to address the impact of noise and overflight are contained in the one document which all groups (NMB, NATMAG, joint local authorities group and GATCOM) can use to monitor progress and identify new actions in seeking continuous improvement.
- The progress report (as at 29 March) on the implementation of the actions from the Arrivals Review was noted.
- Ground noise at the airport was highlighted as area not to be overlooked. It was agreed that NATMAG would be asked to look at day to day issues.

## **RNAV DEPARTURE ROUTES - UPDATE ON THE CAA'S PIR MODIFICATIONS**

### **Route 4 (26 LAM Departure SID)**

- The CAA has published its decision in respect of the modified RNAV-1 route for Route 4. As part of its decision the CAA has asked GAL to give a number of undertakings including:
  - To investigate the potential of meaningful respite, the airport will consider options for additional Route 4 departure designs, from the points where the route heads east.
  - To consider the potential for obtaining respite by alternating or switching a proportion of Route 4 departures onto another route.

The full list of undertakings can be found on page 10 of the CAA's [report](#).

- GAL will take forward consideration of the undertakings at the departures workshop planned for 1 June. GATCOM highlighted the need to ensure that local parish and district/borough councils as well as representatives from communities affected by aircraft departures needed to be invited to participate in the workshop as they did not have direct representation on the NMB.
- The impact of concentrated flight paths on the parish of Salfords and Sidlow and the need to monitor noise levels was highlighted. The Gatwick Environmental Health Officers Group and NATMAG considered the locations for mobile noise monitors. This would be brought to their attention.

### **Route 5**

- The modified route went live on 30 March 2017. Details of the Route 5 trial are available on GAL's website: <http://www.gatwickairport.com/route5>
- GAL will collate operational performance data and feedback statistics over a six-month period and, as with Route 4, will provide this to the CAA for their consideration.
- Due to the runway direction recently, the trial route had not been used much and no specific complaints had yet been received on days when it had been used.

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

- The minutes of the meeting of ANMAC held on 9 February were noted.
- GATCOM's Lead Member for Noise, Alan Jones, continued to emphasise that an increasing number of residents were becoming annoyed by frequency of aircraft overflight rather than individual aircraft noise events.

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

The unconfirmed minutes of the meeting of NATMAG held on 23 February and the key messages to GATCOM were noted as follows:

- NATS had successfully reduced the overflight of Horley.
- The Ground Noise Report has shown positive results in terms of APU usage and FEGP.

## **DATE OF NEXT MEETING**

Thursday 13 July 2017 at 2.00 p.m.

**Paula Street**  
**Secretariat**