

GATCOM

Minutes of the meeting of the Gatwick Airport Consultative Committee held on 22 October 2015.

Present: Dr. John Godfrey DL (Chairman)

Alun Adler (substitute)	-	BATA
Peter Barclay	-	Environmental and Amenities Groups
Carolyn Evans	-	Charlwood Parish Council
Mike George	-	Horley Town Council
Peter Hall	-	Passenger Representative
Ken Harwood	-	Tandridge District Council
Angie Hills	-	ABTA
Alex Horwood	-	Reigate and Banstead Borough Council
Alan Jones	-	Burstow Parish Council
Liz Kitchen	-	Horsham District Council
David Lawton	-	Rusper Parish Council
Chris Lloyd	-	Crawley Borough Council
John O'Brien	-	West Sussex County Council
Clive Pearman	-	Kent County Council
John Peel	-	Coast to Capital LEP
Eddie Redfern	-	IACA
Jeremy Taylor	-	Gatwick Diamond Business
Charles Yarwood	-	Mole Valley District Council

Also present:

Sir Roy McNulty	-	Chairman, Gatwick Airport Limited
Stewart Wingate	-	Chief Executive Officer, GAL
Charles Kirwan-Taylor	-	Corporate Affairs and Sustainability Director, GAL
Alastair McDermid	-	Airports Commission Director, GAL
Tom Denton	-	Head of Corporate Responsibility
Tim May	-	Department for Transport
Ian Jopson	-	Head of Environmental and Community Affairs, NATS
Shaun Bowler	-	Manager ATC Gatwick, NATS
Ros Howell	-	Independent Technical Adviser
Barry Smith	-	Deputy Honorary Secretary
Paula Street	-	Assistant Secretary

Apologies for absence were received from:

Chris Hersey (Mid Sussex District Council), Chris Hope (BATA), Douglas Moule (Gatwick AOC), Bryan Reynolds (Which?), Dorothy Ross-Tomlin (Surrey County Council), Rupert Simmons (East Sussex County Council)

WELCOMES

58. The Chairman welcomed to the meeting Mrs Susan Pyper, Lord Lieutenant for West Sussex. The Chairman also welcomed Mr Bo Redeborn, Independent Consultant leading the Gatwick Arrivals Review Team and Mr Graham Lake, a Review Team member. Mr Ian Jopson, Head of Environmental and Community Affairs, NATS and Mr Shaun Bowler, Manager ATC Gatwick who would attend GATCOM on a regular basis to provide advice on airspace matters that might arise during discussions at meetings, were also welcomed.

CHAIRMAN'S UPDATE

59. On behalf of GATCOM the Chairman thanked GAL for arranging the tour of Pier 1 redevelopment project and the new state of the art baggage sortation and early bag store facility which members found most informative.

60. The Chairman advised that in August the [Chairman's Annual Review](#) of the work of GATCOM over the past year was published and is available on GATCOM's website.

61. He also reported that following the appointment of members to serve on Gatwick Airport Limited's Noise and Track Monitoring Advisory Group (NATMAG) for a term of two years at the last meeting, he had endorsed GATCOM's NATMAG members' nomination to appoint Alan Jones as GATCOM's Lead Member for Noise for a further term of two years. On behalf of GATCOM, the Chairman thanked Mr Jones for his continued commitment to the work of GATCOM in addressing noise and overflight issues and for the time he devoted in representing GATCOM at NATMAG, the DfT's ANMAC and a range of other meetings.

62. He also thanked Mr Jones for attending on his behalf the CAA's consultant's (Helios) workshop reviewing the CAA's consultation processes for airspace changes set out in CAP 725 (and CAP 778).

63. The Chairman was pleased to report that he had met Mr Redeborn to discuss the terms of GAL's Independent Review of Arrivals.

MINUTES

64. Resolved - That the minutes of the meeting held on 16 July 2015 be approved as a correct record and that they be signed by the Chairman.

GATCOM STEERING GROUP – MATTERS CONSIDERED

65. GATCOM received the report of the Chairman summarising the matters considered at the meeting of the GATCOM Steering Group on 1 October 2015 (copy attached to the signed minutes).

CAA's review of the airspace change process

66. GATCOM noted that the CAA had commissioned consultants, Helios, to conduct a review of the CAA's process to be followed to implement changes to the use of airspace as set out in CAP 725 - CAA Guidance on the Application of the Airspace Change Process. The scope of the review was to assess the CAA's current airspace change process, elicit from external stakeholders views on the strengths and weaknesses of the current process (but not the merits or otherwise of individual airspace change decisions) and to identify any material weaknesses in the process and what improvements could address those weaknesses.

67. Alan Jones, GATCOM's Lead Member for Noise, had attended a workshop hosted by Helios for community representatives. Among the 19 community representatives present there were three from Birmingham, eight from Heathrow and eight from Gatwick. At the event Helios reported that it had received 79 responses to its survey with interested parties, 50 of which were from 'the community', 18 from 'change sponsors' and 11 from 'general aviation'. Comments raised at the session indicated that there was much dissatisfaction from community representatives about the current airspace change process and that trust and transparency needed to be built throughout the industry and all stakeholders. There also needed to be better engagement with all parties in the process so that the regulator could be seen to be divorced from airspace design sponsorship.

Effective Communication with local communities

68. GATCOM was pleased to note GAL's renewed focus to enhance communications with its neighbours close to the airport and further afield and commended the work that had been undertaken to date. GAL would now review the success of its communication strategy, the issues raised, and would report back to the GATCOM Steering Group on the next steps.

House of Commons Transport Committee call for evidence on Surface Access to Airports

69. The response that had been submitted on behalf of GATCOM to the House of Commons Transport Committee call for evidence on surface access to airports was endorsed.

GATWICK ARRIVALS REVIEW

70. Sir Roy McNulty, Chairman GAL confirmed that the scope of the review had been expanded to include an examination of both easterly and westerly arrivals at Gatwick (copy of the terms of reference for the review attached to the signed minutes). He confirmed that the GAL Board wished to have a fresh look at all the issues and was fully committed to findings ways to improve the situation with fresh ideas for a positive change. GAL wished for the review to be independent and transparent involving all parties including communities, airlines, NATS and the DfT. This was welcomed by GATCOM, particularly expanding the scope of the review to examine easterly arrivals as well as westerly arrivals.

71. Mr Redeborn, Independent Consultant leading the Review Team, confirmed that the review was looking for short term improvements for arrivals into Gatwick both in terms of how to mitigate the impact and in terms of maintaining efficiency. He highlighted the current use of airspace in the south east of England and emphasised that communities would still see and hear aircraft but that it was hoped that fresh ideas to manage/mitigate the impact would be identified which in turn would help regain trust and goodwill in neighbouring communities.

72. Mr. Redeborn outlined the work that had undertaken to date:

- o Discussions with a wide range of interested parties commenced during August. No requests to engage in the review had yet been declined.
- o Evidence gathering had begun including additional evidence from the CAA, DfT, and NATS.
- o The review was now moving to the phase of identifying possible options. All options would be addressed and explanations given on why ideas were not to be pursued and robust justification given for possible solutions.
- o The Review Team was also looking at establishing better relationships with local communities and how complaints are handled by the airport.
- o The review was expected to be completed either end of December 2015 or early January 2016.

73. Reference was made to the negative effect on health arising from the distress caused by aircraft noise disturbance and the need for more in depth research on how mitigation could be used in a meaningful way. Mr Redeborn advised that a detailed investigation into the impact to health was outside the scope of the review.

74. Mr. Jopson, NATS confirmed that NATS was participating in the review and would support the Review Team as the review progressed. Mr. Bowler also advised that Gatwick ATC was inputting to the review.

75. The Chairman thanked Mr Redeborn for his update and it was agreed that he would present the outcome of the Arrivals Review to the next meeting of GATCOM. It was also agreed that if the timetable permits Mr Redeborn would give an overview of emerging thinking at the meeting of the GATCOM Steering Group at the beginning of January 2016.

GATWICK DEPARTURE ROUTES - P-RNAV IMPLEMENTATION

CAA Post Implementation Review (PIR) on the implementation of P-RNAV on Gatwick's departure routes

76. The Chairman was disappointed to report that CAA's presentation on the outcome of the PIR had been withdrawn from the agenda as the PIR had not been published by the time of the meeting. The CAA had advised that the full report was not yet complete and but it would finish its thorough and robust process as soon as possible. The CAA had also advised that this would properly reflect the input the CAA received, alongside its technical assessment of the data provided by the airports and airlines, before presenting it to a wider audience.

77. Mr. Wingate expressed his disappointment about the continuing delay in the publication of the PIR. The CAA had written to him summarising the outcome of the review which the CAA had requested not to share with other parties until the PIR was published. He advised however that

as expected a minor modification to Route 4 (26 LAM departure SID) had been identified and the expectation was that GAL would modify that route (see below for more detail). Mr. Denton confirmed that GAL expects the publication of the PIR imminently but he had sought the agreement of the CAA to commence formal discussions on the proposed solution to Route 4 ahead of the PIR publication.

78. A number of members expressed concern about the on-going delay of the publication of the PIR. It was felt that this further added to the mistrust amongst local communities about the way in which airspace around Gatwick was managed and used and the (inaccurate) perception of communities was that GAL was holding up the process. It was agreed that the Chairman would write to the Chief Executive of the CAA to emphasise GATCOM's concerns.

79. The CAA would be invited to attend the next meeting of GATCOM to present the findings of the PIR.

26 LAM Departure SID (Route 4)

80. Mr. Denton, Head of Corporate Responsibility, GAL reported that a possible solution had been developed to bring aircraft back into the noise preferential route (NPR) until the required altitude was reached after which aircraft will be vectored off to carry on their routing. The proposed solution would be presented to the CAA for consideration. If the proposed solution was acceptable to the CAA, GAL would undertake a local public consultation for a period of 12 weeks.

81. Mr. Denton also advised that depending on the outcome of that consultation, GAL proposed to trial the proposed new departure SID before any decision was taken to introduce the change on a permanent basis. It was hoped that the solution could be implemented by March/April 2016 but this timetable was dependent on when the CAA published its PIR on the implementation of P-RNAV on Gatwick's departure route.

82. In response to a question, GAL confirmed that the 26 LAM departure route was the only departure route that had been re-examined as aircraft were currently flying outside the Noise Preferential Route (NPR). There were no route related issues on the other P-RNAV SIDs.

83. Members enquired whether the proposed trial could be undertaken at the same time as the local consultation. It was also questioned how the trial would be conducted and assessed. Mr. Denton advised that past experience had shown that if a trial was undertaken at the same time as the consultation it often resulted in further trials and subsequent consultations being required. It was acknowledged that the trial would be undertaken at a quieter time of year in terms of aircraft movements but it was important to test the use of the proposed SID and the impacts sooner rather than later as GAL wished to see a solution progressed as quickly as possible to address community concerns.

84. Members also highlighted their on-going concerns about the issue of concentrating flight paths. Whilst acknowledging that the current aviation policy and the international roll out of new navigation technology, it was commented that the inaccurate perception of local communities was that Gatwick was responsible for the disturbance they were suffering. It was felt that there needed to be a re-examination of the CAA's and DfT's policy objectives and the ways in which those significantly affected by the changes in the way airspace was used could be compensated.

LOCAL PROCUREMENT – UPDATE

85. Ray Melee, Development Director and Alastair McDermid, Airports Commission Director, GAL presented an overview of GAL's procurement strategy and the way in which the company encouraged local businesses to tender for work (copy of presentation slides attached to the signed minutes). They explained that in 2014/15 GAL spent £81m with local suppliers (£17m increase on previous year) and c.£24m via local second and third tier suppliers engaged through

Gatwick key suppliers. Members noted that there were several avenues through which GAL advertised procurement opportunities¹.

86. Members were encouraged to promote the procurement opportunities amongst their communities and it was agreed that the Secretariat would circulate the presentation slides to all members following the meeting.

87. The Coast to Capital Local Economic Partnership representative indicated his wish to discuss the opportunities in more detail with GAL on how to help promote the opportunities available.

88. The Chairman thanked GAL for the informative update.

NOISE EXPOSURE CONTOURS 2014

89. GATCOM considered the Independent Technical Adviser's paper summarising the results of the DfT's noise monitoring (undertaken by the CAA on behalf of the DfT) at Gatwick during the summer period of 2014 (copy attached to the signed minutes).

90. Members noted that the monitoring results showed an increase, day and night, in the noise footprint attributable to Gatwick Airport, resulting from an increase in movements, a change in the fleet mix and a revised population database. Mr May, DfT, explained that the night contours covered an eight hour period and was not therefore the same as the period covered by the night quota period (i.e. 2300-0700 vs 2330-0600) as part of the regulated night flights regime.

91. Reference was made to the ADNID trial and whether this had affected the increase in the noise contours. It was confirmed that the 57 dBA day time contour in 2014 enlarged slightly to the south-west of the airport near Rusper and 48 dBA night time contour had slightly expanded between Kingsfold and Rusper both of which were a result of the use of the ADNID trial route over the summer period.

92. Reference was also made to the SESAR delivery plan which had included reference to the future implementation of the ADNID route. Mr Wingate confirmed that GAL had no plans at the current time to proceed with the ADNID route.

93. Members expressed concern about the increase in the number of people affected by aircraft noise and it was highlighted that with the growth in Gatwick's traffic over the past year the noise climate, particularly at night, was unlikely to improve this year. A member requested GAL/DfT to address this through considering reduction in operations between 0000hrs and 0200hrs through better scheduling of aircraft slots.

DFT AIRCRAFT NOISE MANAGEMENT ADVISORY COMMITTEE (ANMAC)

94. Tim May, DfT summarised the main items of discussion of the recent meeting of ANMAC as follows:

- Consideration of policy developments with a view to consultation next year.
- The recommendations of the Airports Commission in respect of the independent aviation noise authority and the suggested noise levy
- The steeper approaches trial at Heathrow. Mr. Jones, GATCOM's lead member for noise highlighted the need to carefully consider the noise impacts of steeper approaches and the timing of lowering the aircraft undercarriage
- A320 retrofit programme. Like easyJet, British Airways had also put in place a retrofit fit programme for its Airbus A320 aircraft

¹ Tenders Electronic Daily (TED): <http://ted.europa.eu/TED/main/HomePage>; Delta E-Sourcing: www.delta-esourcing.com; Gatwick website: <http://www.gatwickairport.com/business-community/airlines-business/business/procurement>; Subcontracting via Capital Framework Suppliers

- The development of a noise toolkit by the CAA to address the concentration of flightpaths and respite routes
- Concerns about Flightradar 24 App which was not always accurate with the height limits and positions that they gave. ANMAC discussed whether application designers could add information on the limitations of their system on their displays, to avoid misleading users of their applications.

FLIGHT PERFORMANCE TEAM (FPT) REPORT

95. GAL's quarterly report for the FPT covering the period April to June 2015 was considered (copy attached to the signed minutes). It was noted that the percentage of go-arounds was at a three year low with 0.37% of arrivals performing go-arounds. The main causes were runway occupied or unstable approaches. GAL emphasised that there were well established standard procedures for go-arounds and airlines were actively encouraged to fly to the best possible environmental standards. However safety was always the number one priority.

96. Reference was made to the lack of notification of the runway maintenance programme. GAL confirmed that it would circulate details to the Secretariat for onward circulation to members so that they could inform their communities accordingly.

97. Some members emphasised the need to have a greater understanding of noise complaints, their locations, population sizes, times of day and week and the issues. GAL advised that it would refer the matter to NATMAG for consideration.

98. Reference was made to the capability of the CASPER system to record more than one complaint per person per day. GAL was asked to publicise more widely the capability of the system. Members were pleased to note that the Arrivals Review team had also been asked to consider the current complaints handling policy.

NOISE AND TRACK MONITORING ADVISORY GROUP (NATMAG)

99. GATCOM considered the unconfirmed minutes of NATMAG held on 26 November 2015 (copy attached to the signed minutes). Members noted the key messages in particular NATMAG's suggestion that members look at and use the Gatwick Casper Noise Lab facility available on GAL's website – [click here](#).

AIRPORT COMMENTARY

100. 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

101. Mr Wingate reported that Gatwick had seen continued growth and achieved a 5.2% year on year increase in traffic with passenger numbers at record levels, increased traffic movements and higher aircraft load factors. He advised that it was likely that Gatwick would handle 41 million passengers this financial year.

New Routes

102. Mr Wingate was pleased to report that several new routes had been announced or launched since the last meeting including BA's three weekly direct service to Lima, Peru, Westjet's six new routes to Canada from May next year and new short haul routes to Porto, Portugal, Friedrichshafen, Germany and Vienna, Austria.

Gatwick Station

103. GATCOM was pleased to note that the funding agreement between Network Rail, DfT and GAL had been completed.

Capital Investment

104. Mr Wingate advised that during the quarter capital investment totalled £53.2m. Pier 5 had opened and the Pier 1 works were progressing well. The major works in the North Terminal were also progressing well and the first phase of the new self-service check-in/bag drop area had recently opened.

Section 106 agreement

105. Mr Smith reported that GAL, West Sussex County Council and Crawley Borough Council were in the process of signing the agreement. The existing provisions (unless time expired) had been rolled forward including the financial payments to the end of the agreement. Mr Smith also advised that there were some new provisions that had been included in the agreement. These related to:

- o air quality – provided the necessary standards have been promulgated, GAL would participate in a project to quantify residential exposure within the Horley AQMA to aviation derived ultrafine particles and would pay 50% of the costs of such a project to Reigate and Banstead Borough Council.
- o noise - GAL would undertake an annual programme of engagements to explain and educate local authority members, members of GATCOM and other invited guests (including local residents from affected communities) about noise issues and airspace change. This to include a number of localised seminars and a major annual seminar if requested by West Sussex County Council or Crawley Borough Council.
- o surface access – the number of passes using the Povey Cross entrance reduced to 375 (from 675).
- o development - GAL to have regard to the impact of flooding and design such development, and where necessary, include mitigation measures to avoid any harmful impacts on surrounding communities.

106. Mr Smith also reported that the Memorandum of Understanding (MoU) with the Gatwick Local Authorities would also be updated. Members noted however that Kent County Council had declined an invitation to be party to the MoU.

GATWICK RELATED PLANNING APPLICATIONS

107. GATCOM noted the report by Crawley Borough Council's Director for Environment and Housing on planning applications determined and outstanding in respect of Gatwick since the date of the last meeting (copy attached to the signed minutes).

PASSENGER ADVISORY GROUP (PAG)

108. Mr. Hall, PAG Chairman, presented his report in respect of activities of PAG since the date of the last meeting (copy attached to the signed minutes). GATCOM noted the important work of PAG and supported the efforts of PAG in seeking improvements to the provision of information for passengers arriving on flights at Gatwick in landside areas.

109. Mr. Hall also highlighted the planned disruption to rail services over the Christmas period. During the Christmas and New Year period, scheduled rail improvements were due to take place affecting many services to and from Gatwick. Network Rail was undertaking a major renewal of a junction just north of Purley station that would affect services into Gatwick. The works would commence at 2200hrs on 24 December and run through until 0400 hrs on 4 January. All GATCOM members were encouraged to inform their communities of the planned disruption.

110. GATCOM also noted with interest the "GatwickConnects" new initiative which was designed to help passengers who self-booked and connect flights via Gatwick which was now available online for passengers to use. GAL was now seeking to increase the number of airlines and routes signed up to the service. GAL was asked to provide an update on the success of this initiative at a future meeting.

111. Resolved –That:

(1) GATCOM supports the efforts of PAG in seeking improvements to the provision of information for passengers arriving on flights at Gatwick in landside areas.

(2) GATCOM encourages all members to inform their communities of the planned disruption to railway services during the Christmas and New Year period.

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

AIRPORTS COMMISSION'S FINAL REPORT - UPDATE

112. Mr. McDermid reported that GAL had continued with its weekly meetings with the DfT but these were now coming to an end. A new Cabinet Committee, the Economic Affairs (Airports) Sub-Committee, had been established to consider matters relating to airport capacity in the South East of England in the light of the Airports Commission's report. GAL advised that the DfT was to produce a statement of principles describing each runway scheme and the scheme promoters' commitments to deliver their scheme and the infrastructure to be provided including the date of delivery and funders. The Government's response to the Airports Commission's final report was expected by the end of 2015.

113. Mr. McDermid also reported that GAL had responded to Sir Howard Davies' letter to the Secretary of State for Transport which was available on GAL's website – [click here](#).

114. The Gatwick Diamond Business representative, Mr. Taylor, thanked GAL for arranging a meeting with local businesses in the Lowfield Heath area to provide an overview of the implications of the Gatwick scheme. Reference was also made to the economic and environmental implications for Gatwick should GAL's bid be unsuccessful and whether this would be taken into account by the Government. Mr. McDermid advised that this point had not featured in the DfT's the statement of principles. The Chairman added that this was a point that had been raised in GATCOM's letter to the Secretary of State for Transport.

115. Reference was made to the funding for a second runway and it was emphasised that the airline community was opposed to any form of pre-funding. GAL advised that there would need to be some form of pre-funding but that this would need to be discussed with airlines.

116. The Environmental and Amenities Groups representative advised that the Gatwick Area Conservation Campaign had produced a document making its own comparisons on the demand and costs of the Gatwick scheme. It was agreed that the Secretariat would circulate a weblink to the document to members – [click here](#).

117. GATCOM also noted that GAL had responded to the House of Commons Environmental Audit Committee's inquiry into the implications for Government commitments on carbon emissions, air quality and noise should the Airport Commission's recommendation of a third runway at Heathrow Airport be adopted. It was also noted that GAL was also considering its response to Defra's current consultation seeking views on draft plans to improve air quality (deadline for submissions was 6 November).

118. Reference was made to rumours about GAL funding Heathrow anti expansion lobby groups' campaigns. Stewart Wingate assured members that to the best of his knowledge GAL was not funding anti Heathrow lobby groups.

DATES OF NEXT MEETINGS OF GATCOM AND ITS SUB-GROUPS

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

GATCOM Steering Group – Thursday 7 January 2016 at 10.00 a.m.

Passenger Advisory Group – Thursday 14 January 2016 at 1.30 p.m.

GATCOM – Thursday 28 January 2016 at 2.00 p.m.

120. Members also noted that the next meeting of Gatwick Airport Limited's Noise and Track Monitoring Advisory Group (NATMAG) would take place on Thursday 26 November 2015 at 10.00 a.m.

CALENDAR OF MEETINGS FOR 2016/17

121. The calendar of meetings for 2016/17 is as follows:

GATCOM Steering Group

Thursday 31 March 2016 at 10.00 a.m.
Monday 27 June 2016 at 10.00 a.m.
Thursday 29 September 2016 at 10.00 a.m.
Thursday 5 January 2017 at 10.00 a.m.

Passenger Advisory Group

Wednesday 13 April 2016 at 1.30 p.m.
Wednesday 29 June 2016 at 1.30 p.m.
Thursday 6 October 2016 at 1.30 p.m.
Thursday 12 January 2017 at 1.30 p.m.

GATCOM

Thursday 28 April 2016 at 2.00 p.m.
Thursday 14 July 2016 at 2.00 p.m.
Thursday 20 October 2016 at 2.00 p.m. (N.B. Annual Tour in morning)
Thursday 26 January 2017 at 2.00 p.m.

Chairman