

Tony Kershaw  
Honorary Secretary

County Hall  
Chichester  
West Sussex  
PO19 1RQ

Telephone 033022 22543  
Website: [www.gatcom.org.uk](http://www.gatcom.org.uk)

---



## GATCOM 28 JANUARY 2016

### KEY MESSAGES AND OUTCOMES FROM MEETING

The agenda and papers considered at the meeting are available on GATCOM's website at [www.gatcom.org.uk](http://www.gatcom.org.uk)

#### GATCOM'S INDEPENDENT TECHNICAL ADVISER

Ros Howell, GATCOM's Independent Technical Adviser retired at the end of December 2015. Peter Long, formerly Environmental Health Officer (EHO) at Reigate and Banstead Borough Council, has been appointed to succeed Mrs Howell.

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

The Chairman's report of the GATCOM Steering Group meeting was received.

- **ADNID trial departure route** – this trial route had been included in the SESAR deployment plan published in June 2015. GAL confirmed that at the start of the ADNID trial there was an opportunity for GAL to receive SESAR funding to make airspace changes as part of the overall EU airspace change programme. GAL has subsequently confirmed that it has no current plans to introduce the ADNID route and will therefore approach SESAR to confirm this and to receive written confirmation that the ADNID route will no longer featured as part of the funding bid.
- **Review of CAA's Airspace Change process** - the CAA's consultants, [Helios published](#) the outcome of its review of the process to be followed and consultation arrangements for the airspace change process set out in the CAA's guidance documents CAP724 and CAP 725. GATCOM noted that the review highlighted that the single most important observation from interested parties was the lack of transparency in the process, particularly regarding the CAA's activities. Helios has recommended as part of its package of improvements for the process that airport consultative committees could be given an additional role in helping to define design principles such as to who a change sponsor seeks to involve in the early stages of the process. GATCOM agreed to write to the CAA to seek further discussions on developing that role as part of the work to revise CAP 725. The CAA is due to consult on a revised CAP 725 in late Spring 2016.
- **"GatwickConnects" & "GatwickConnects+"** – GATCOM welcomed GAL's initiative to improve the experience for those passengers who self-connect at Gatwick Airport.
- **Povey Cross Footpath** – the condition of the footpath that crosses fields at Povey Cross was raised. GAL's help/assistance to clear the obstructions from the footpath was sought. GAL would follow up this request with Charlwood Parish Council.

#### GATWICK DEPARTURE ROUTES - P-RNAV IMPLEMENTATION

##### CAA Post Implementation Review (PIR) on the implementation of RNAV1 on Gatwick's departure routes

- The CAA gave [a presentation](#) on the Change Process in the context of implementing new air navigation technology and the outcome of the PIR on GAL's RNAV1 replications of the original departure routes. The [PIR report](#) is available on the CAA's website.
- The key points to note from the presentation are:

- There is a global roll out of new air navigation technology which moves away from ground based navigation to satellite systems. GAL's airspace change proposal to introduce RNAV1 SIDs is part of the global modernisation strategy.
- The purpose of the PIR was to determine whether the implementation of RNAV1 navigation technology and the change of use of Gatwick's departure routes have been implemented as set out in GAL's airspace change proposal (the introduction of RNAV1 SIDs to replicate existing conventional SIDs to the greatest extent possible).
- The CAA fully recognises the strength of public feeling. It was the first time the CAA had had that level of public engagement on a PIR process. 17,292 responses had been received from residents which included a number of petitions and duplicate communications. Of those responses 3,405 were recorded as from separate sources of correspondence (each household or email address was counted as a separate source). The CAA assured GATCOM that every letter and email had been read, logged and considered as part of the PIR analysis. Many of the responses related to the ADNID trial, westerly arrivals, Heathrow traffic and the Airports Commission's work on future runways rather than the implementation of RNAV1 SIDs on Gatwick's departure routes which was the subject of the PIR. It took the CAA much longer to consider and analyse all the data and responses than originally anticipated.
- The CAA has engaged with all parties throughout the PIR process.
- The PIR concluded that:
  - Route 4 (26LAM departure SID) was deemed unacceptable and GAL is required to bring forward a modified design that will be assessed for a further 6 months. GAL is encouraged to engage with the community.
  - Routes 2 (Southbound traffic towards Seaford) and 5 (Eastbound traffic from the easterly runway which then splits into three routes towards: Dover for eastbound traffic, Clacton for eastbound/northeast bound traffic, and towards Biggin Hill) were deemed acceptable but could potentially be made better and GAL is expected to make minor modifications, assess and either implement modifications or revert to the current RNAV1 process.
- For Routes 1, 3, 7, 8 and 9 the airspace change process is complete. The routes are approved and in use.
- The PIR report has been disseminated widely.
- Respite was a consideration for the future and was likely to be a feature in a Government consultation later in the year.
- There was still a small proportion of aircraft not equipped with the new navigation technology that continue to fly the conventional SIDs.
- GATCOM members highlighted the disbenefits of concentration and the detrimental impact and distress suffered by those residents under the flight paths. The CAA advised that once aircraft reached 4000ft they could be vectored from the noise preferential route but there were other considerations in respect of the availability and use of airspace across the South East of England. The matter of vectoring choices was raised by residents in December 2015 and the CAA has asked NATS to consider this and the possibilities to help reduce the impact wherever possible.
- Reference was made to the importance of having up-to-date and robust noise metrics to assess impacts on local communities. Members again urged the DfT and CAA to address the need to develop new noise metrics.

### **GAL's Response and work programme**

- GAL confirmed that it was expecting the PIR outcome in respect of Route 4 (26 LAM SID) and work to find a possible solution commenced last year (see below for more detail).
- GAL had not anticipated the PIR outcome in respect of Routes 2 and 5 and will now need to consider the possible changes to achieve the minor modifications required. No timescale has yet been given as to when this work will be undertaken.

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

- GAL confirmed that modification to Route 4 is currently being prepared. The viability and flyability of the proposed modified route must be proved to the satisfaction of the CAA and GAL before it can be coded and loaded into the flight navigation systems by airlines. Tests were undertaken in Boeing and Airbus simulators during the week of the GATCOM meeting and the data from those tests is currently being analysed.

- The precise line of the route has not yet been finalised as it may be subject to change as a result of the tests being undertaken. The aim remains to achieve the best possible replication of the previous conventional SID.
- In 2015 29,906 departures used Route 4 which represents 22% of all departures at Gatwick.
- GAL aims to complete all steps in the process in time for implementation as a trial before summer 2016. Details of the process will be made available on GAL's website in the near future.
- GAL's proposed engagement with communities on the modification to Route 4 as set out in GAL's [report to GATCOM](#) was welcomed by members.
- Following implementation of the trial route the CAA will monitor aircraft movements for 6 months, GAL will monitor noise levels across the area and seek feedback from communities on their reaction to the modified route which will be published and reported to the CAA.

### **GATWICK ARRIVALS REVIEW**

Bo Redeborn, Independent Arrivals Review Team, gave an overview of the Review Team's conclusions which had been presented to a wide audience of interested parties that morning ([click here](#) to see a copy of the slides used at the Review Team's launch at the Crowne Plaza).

The [full report](#) together with the [Executive Summary](#) are available on GAL's website.

- The report sets out 23 recommendations (20 recommendations and 3 aspirations for the future) which provide a basis on which GAL, CAA, NATS and the DfT can move forward to deliver the possible outcomes to help reduce the impact of flight arrivals at Gatwick.
- GAL welcomes the Review Team's report and the recommendations designed to improve the noise impacts on local residents. GAL recognises its responsibility to do everything it can to help reduce the noise impact on local people particularly those most affected by aircraft arrivals.
- GATCOM congratulated Bo Redeborn and the Review Team for the way in which the review had been undertaken and the positive contributions that had been received from local residents and other interested parties. There were many points that now needed detailed consideration by the various parties.
- GATCOM discussed some of the key recommendations as follows:
  - the proposal to establish a Noise Management Board (NMB) to oversee coordinated noise management strategies for all stakeholder organisations was welcomed. The proposed NMB to be operated under independent Chairmanship comprising representatives from GAL, the CAA, NATS, DfT, the Chairman of GATCOM, elected council members and representatives from residents' groups.
  - the recommendation to establish an enhanced noise complaints handling policy as soon as possible was supported. GAL was urged to take forward that proposal at the earliest possible time.
  - The need for all parties to carefully consider the implications of delivering the package of mitigation measures and their possible impacts to ensure that the problem of aircraft disturbance was not moved from one area to the detriment of another area.
  - The need for all communities from both the east and west of Gatwick to work together to reach a common understanding and help to bring forward a balanced approach to seek to reduce the impact of aircraft overflight generally across all communities.
- GATCOM will consider the detail of the Report's recommendations and aspirations together with GAL's response at its next meeting. The GATCOM Steering Group will give initial consideration to the draft GATCOM response at its meeting on 31 March. Members have been asked to **submit views to the Secretariat by 29 February** to assist the preparation of a paper to the GATCOM Steering Group.
- GAL was asked to report the recommendations and its response to the next meeting of NATMAG (or GAL's latest thinking if its response has not been announced by the time of the meeting).

### **FLIGHT PERFORMANCE TEAM (FPT) REPORT**

GAL's quarterly report covering the period July to September 2015 was noted.

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

The key messages from the meeting of NATMAG held on 26 November 2015 were noted.

## **AIRPORT COMMENTARY**

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

- **Traffic Growth** - Gatwick has seen continued growth and achieved a 6.7% year on year increase in traffic with passenger numbers at record levels, increased traffic movements and higher aircraft load factors. Gatwick handled 40.3 million passengers in 2015.
- **New Routes** - Several new routes have been announced or launched since the last meeting with Cathay Pacific and Air Canada Rouge to commence operations at Gatwick in 2016. Existing carriers British Airways, Norwegian, Thomas Cook and Thomason Airways all introducing new long haul routes and new short haul services include Paris, Zurich, Gibraltar, Lisbon and Almeria.
- **Rail** – GATCOM welcomed the extension of the Oyster Card and contactless payment facilities for use on trains between Gatwick and London. As regards the Station Improvement project there were renewed calls from members to seek to integrate bus facilities as part of the project. GAL advised that the integration of bus service facilities did not form part of the current project but this could be looked at as part of the coming review of the capital investment programme for a future date.
- **Air Traffic Control (ATC)** – the transition of Gatwick's ATC from NATS to Air Navigation Solutions (ANS) is progressing on time with ANS scheduled to provide the air traffic control from March 2016.
- **Car Park 6, North Terminal** – the remedial works to the structure of the car park will be undertaken in phases and two floors will be brought back into use for the peak summer season.
- **Valet car parking operators** – reference was made to the recent media reports about damage to passengers' cars while in the care of a valet car parking operator. GAL confirmed that the car parking company the subject of investigation by Sussex Police is not one of those companies that have signed up to the airport's approved operators' scheme. GAL was asked to review the wording on its website to raise awareness and to encourage passengers to use approved operators.
- **Night noise** – GAL's differential landing fees for night time flights were questioned and GAL was asked whether it could review the differentials for the night time period. GAL has recently agreed this year's landing fees with the airlines but confirmed the matter would be taken into account during the summer when the level of fees is reviewed.

## **GATWICK RELATED PLANNING APPLICATIONS**

Crawley Borough Council's report on planning applications determined and outstanding in respect of Gatwick was noted.

Reference was made to the planning application for the aircraft maintenance hangar which would only be around 600 metres from houses in Povey Cross Road. There was a need for noise monitoring to be undertaken before the construction of the hangar and when the hangar was in use. The officer from Crawley Borough Council noted this request.

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

The report from the Chairman of PAG was considered.

- GATCOM congratulated Network Rail on completing the major engineering works over the Christmas period on time and commended Network Rail, GAL, GTR, the airlines and other key stakeholders on the effective communication plan and the guidance and assistance given to passengers
- GATCOM expressed concern about the performance of rail services over the past few months and will invite the Chief Executive of GTR to its next meeting to give an update on performance issues and delivering the rail franchise obligations
- GATCOM noted PAG's involvement in a wide range of consultations, projects and operational matters.

## **AIRPORT EXPANSION IN SOUTH EAST – GOVERNMENT ANNOUNCEMENTS ON AIRPORTS COMMISSION'S FINAL REPORT**

- GATCOM noted the Rt Hon Patrick McLoughlin MP, Secretary of State for Transport, [statement](#) of 10 December and his [oral statement](#) given in Parliament on 14 December outlining the progress of the Government's consideration of the Airports Commission's Final Report.
- The DfT was in the process scoping and defining its work programme to further consider air quality, noise, carbon emissions and community mitigation measures. Weekly meetings with the scheme promoters would re-commence in the near future.
- The Government is due to make a decision on the Airports Commission's recommendations in Summer 2016.

### **DATE OF NEXT MEETING**

The next scheduled meeting will take place on Thursday 28 April 2016 at 2.00 p.m.

**Paula Street**  
**Secretariat**