

**GATCOM**

Minutes of the meeting of the Gatwick Airport Consultative Committee held on 28 January 2016.

Present: Dr. John Godfrey DL (Chairman)

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
Chris Hope	-	BATA
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
Douglas Moule	-	Gatwick AOC
John O'Brien	-	West Sussex County Council
Susan Parsons (substitute)	-	ABTA
Clive Pearman	-	Kent County Council
John Peel	-	Coast to Capital LEP
Siwan Puw	-	London Chamber of Commerce and Industry
Eddie Redfern	-	IACA
Bryan Reynolds	-	Which?
Dorothy Ross-Tomlin	-	Surrey County Council
Rupert Simmons	-	East Sussex County Council
Jeremy Taylor	-	Gatwick Diamond Business
Charles Yarwood	-	Mole Valley District Council

Also present:

Stewart Wingate	-	Chief Executive Officer, GAL
Charles Kirwan-Taylor	-	Corporate Affairs and Sustainability Director, GAL
Alastair McDermid	-	Airports Commission Director, GAL
Tim May	-	Department for Transport
Ian Jopson	-	Head of Environmental and Community Affairs, NATS
Shaun Bowler	-	Manager ATC Gatwick, NATS
Peter Long	-	Independent Technical Adviser
Barry Smith	-	Deputy Honorary Secretary
Paula Street	-	Assistant Secretary

Apologies for absence were received from:

Chris Hersey (Mid Sussex District Council) and Angie Hills ABTA)

**WELCOMES**

122. The Chairman welcomed to the meeting Mrs Denise Patterson, High Sheriff for West Sussex and her consort, Barrie Prescott. He also welcomed Phil Roberts, Head of Airspace, Traffic Management and Aerodromes, CAA and Stuart Lindsay, Manager Airspace Regulation, CAA.

**GATCOM'S INDEPENDENT TECHNICAL ADVISER**

123. Barry Smith, Deputy Honorary Secretary, reported that Ros Howell, GATCOM's Independent Technical Adviser, had decided to retire at the end of December 2015. The Committee expressed their appreciation and thanks to Mrs Howell for the time she devoted to the work of GATCOM and GAL over many years. Mr Smith was pleased to report that Peter Long,

formerly Environmental Health Officer (EHO) at Reigate and Banstead Borough Council, had been appointed to succeed Mrs Howell. Mr Long had worked with the Committee, particularly GATCOM members appointed to serve on GAL's Noise and Track Monitoring Advisory Group, over many years advising on noise and track keeping issues. Members looked forward to working with Mr Long in his new role.

## **CHAIRMAN'S UPDATE**

124. The Chairman reported that he had held discussions with Bo Redeborn and Graham Lake, Arrivals Review Team, concerning the Review Team's emerging thinking and had attended the event on 16 December when the team's emerging thinking was shared with a wide range of interested parties and residents' groups. He also thanked Alan Jones for attending a meeting with the CAA on his behalf to discuss the outcome of the CAA's Post Implementation Review (PIR) on Gatwick's departure routes.

125. The Chairman also paid tribute to Peter Hall, Chairman of the Passenger Advisory Group (PAG), for his outstanding contribution to the work of GATCOM and PAG as a volunteer independent passenger representative over the past 25 years.

## **MINUTES**

126. Resolved - That the minutes of the meeting held on 22 October 2015 be approved as a correct record and that they be signed by the Chairman.

## **GATCOM STEERING GROUP – MATTERS CONSIDERED**

127. GATCOM received the report of the Chairman summarising the matters considered at the meeting of the GATCOM Steering Group on 7 January 2016 (copy attached to the signed minutes).

### **ADNID trial departure route**

128. The Chairman referred to the question raised at the last meeting (minute no. 92 refers) and advised that the ADNID trial route had been included in the SESAR deployment plan published in June 2015. The Steering Group had discussed the matter and 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. He reassured members that GAL had again confirmed that it had no current plans to introduce the ADNID route and would therefore approach SESAR to confirm the position and will seek to receive written confirmation that the ADNID route would no longer feature as part of the funding bid.

### **Review of CAA's Airspace Change process**

129. The Steering Group had considered the CAA's consultants, Helios, [results](#) of its review of the airspace change process and consultation requirements which are set out in the CAA's guidance documents CAP724 and CAP 725. Members noted that the review had highlighted that the single most important observation from interested parties was the lack of transparency in the process, particularly regarding the CAA's activities. It was also noted that Helios had recommended as part of its package of improvements that airport consultative committees be given an additional role in helping to define design principles such as who a change sponsor should seek to involve in the early stages of the airspace change 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+"**

130. GATCOM noted GAL's initiative to improve the experience for those passengers who self-connect at Gatwick Airport.

### **Povey Cross Footpath**

131 Reference was made to the condition of the footpath that crossed fields at Povey Cross. 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**

132. Phil Roberts, Head of Airspace, Traffic Management and Aerodromes and Stuart Lindsay, Manager Airspace Regulation, 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 (copy of presentation slides attached to the signed minutes). It was explained that there was a global roll out of new air navigation technology which moved away from ground based navigation to satellite systems. GAL's airspace change proposal to introduce RNAV1 SIDs was part of the global modernisation strategy. The purpose of the PIR was therefore to determine whether the implementation of RNAV1 navigation technology and the change of use of Gatwick's departure routes had 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).

133. Members noted that the CAA fully recognised the strength of public feeling and it was explained that it was the first time the CAA had had that level of public engagement on a PIR process. Members also noted that 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). Mr Roberts 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 had taken the CAA much longer to consider and analyse all the data and responses than originally anticipated. The CAA had engaged with all parties throughout the PIR process.

134. The key conclusions of the PIR were outlined to GATCOM:

- Route 4 (26LAM departure SID) was deemed unacceptable and GAL was required to bring forward a modified design that would be assessed for a further 6 months. GAL was 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 was 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 was now complete. The routes were approved and in use.
- Respite was a consideration for the future. The CAA advised that respite was likely to be a feature in a Government consultation later in the year.

135. The CAA also advised that there was still a small proportion of aircraft not equipped with the new navigation technology that would continue to fly the conventional SIDs.

136. A number of 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 CAA also advised that the matter of vectoring choices had been raised by residents in December 2015. The CAA had asked NATS to consider this and the possibilities to help reduce the impact wherever possible.

137. GATCOM members reiterated the importance of having up-to-date and robust noise metrics to assess noise/overflight 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**

138. Mr Kirwan-Taylor, Corporate Affairs and Sustainability Director, GAL confirmed that it was expecting the PIR outcome in respect of Route 4 (26 LAM SID) and work to find a possible solution had commenced in 2015. GAL had not however anticipated the PIR outcome in respect of Routes 2 and 5 and would now need to consider the possible changes to achieve the minor modifications required. A programme for this work had yet to be prepared.

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

140. GATCOM considered GAL's paper on the work programme to take forward the modification to Route 4 (26 LAM departure SID) (copy attached to the signed minutes). Mr Kirwan-Taylor confirmed that work on the modification to Route 4 continued and the viability and flyability of the proposed modified route must first be proved to the satisfaction of the CAA and GAL before it could be coded and loaded into the flight navigation systems by airlines. Tests had been undertaken in Boeing and Airbus simulators during that week and the data from those tests was currently being analysed. He advised that the precise line of the route had not yet been finalised as it could be subject to change as a result of the tests being undertaken. The aim was to achieve the best possible replication of the previous conventional SID.

141. Mr Kirwan-Taylor also advised that GAL aimed to complete all steps in the process in time for implementation as a trial route before Summer 2016. Details of the process would be made available on GAL's website in the near future. Following implementation of the trial route the CAA would monitor aircraft movements for 6 months, GAL would monitor flight performance and would seek feedback from communities on their reaction to the modified route the results of which would be published and reported to the CAA.

142. GAL's proposed engagement with communities on the modification to the route as set out in GAL's paper was welcomed by members.

143. The need to bring forward the modification to route at the earliest possible time was noted. Reference was made to the use of the route and members enquired the percentage of departures that used the route. [GAL has subsequently confirmed that in 2015 29,906 departures used Route 4 which represents 22% of all departures at Gatwick]

### **GATWICK ARRIVALS REVIEW**

144. 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 (copy of [presentation](#) slides given at the morning event are attached to the signed minutes). The [full report](#) together with the [Executive Summary](#) would be made available on GAL's website.

145. GATCOM noted that the report set out 23 recommendations (20 recommendations and 3 aspirations for the future) which provided a basis on which GAL, CAA, NATS and the DfT could work together to deliver the possible outcomes to help reduce the impact of flight arrivals at Gatwick.

146. Mr Wingate, Chief Executive Officer, GAL welcomed the Review Team's report and the recommendations designed to improve the noise impacts on local residents. GAL recognised its responsibility to do everything it could to help reduce the noise impact on local people particularly those most affected by aircraft arrivals and would now consider the report's recommendations in more detail. GAL aimed to respond formally to report's recommendations by the end of March.

147. 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. It was highlighted that careful consideration needed to be given to the potential implications of the recommendations to ensure that the problem of aircraft disturbance was not moved from one area to the detriment of another area. GATCOM also highlighted the need for all communities from both the east and west of Gatwick to work together to reach a common understanding and to help bring forward a balanced approach to seek to reduce the impact of aircraft overflight generally across all communities. The need for a fair and equitable distribution of aircraft was also discussed and it was felt that this needed to be considered alongside the disturbance suffered as a result of aircraft departures. GAL was asked whether a review of aircraft departures would now be undertaken. Mr Wingate advised that GAL would first take forward the work from the outcome of the PIR and would then review the situation before any decision was made to commission a similar review for aircraft departures.

148. GATCOM welcomed the proposal to establish a Noise Management Board (NMB) to oversee coordinated noise management strategies for all stakeholder organisations. The representative from the Environmental and Amenities Groups also advised that the Gatwick Area Conservation Campaign welcomed this recommendation.

149. GATCOM also welcomed the recommendation to establish an enhanced noise complaints handling policy. GAL was urged to take forward that proposal at the earliest possible time.

150. The Chairman advised that the GATCOM Steering Group would consider the detail of the Report's recommendations and aspirations together with GAL's response at its next meeting. He asked all members to consider the recommendations and submit comments to the Secretariat to help assist in the preparation of a report to the Steering Group by 29 February. GAL was also asked to report the recommendations and its response to the next meeting of NATMAG (or GAL's latest thinking if its response had not been announced by the time of the meeting).

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

151. GAL's quarterly report for the FPT covering the period 1<sup>st</sup> July to 30 September 2015 was received and noted (copy attached to the signed minutes).

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

152. GATCOM considered the unconfirmed minutes of the meeting of NATMAG held on 25 November 2015 (copy attached to the signed minutes). It was noted that NATMAG had received evidence that there was still a lack of correlation between noise complainant location and aircraft tracks which was in line with the data previously provided to GATCOM. NATMAG would continue to analyse and monitor the situation.

#### **AIRPORT COMMENTARY**

153. 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**

154. Mr Wingate reported that Gatwick had 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**

155. Mr Wingate was pleased to report that several new routes had been announced or launched since the last meeting with Cathay Pacific and Air Canada Rouge commencing operations at Gatwick in 2016. Existing carriers British Airways, Norwegian, Thomas Cook and

Thomson Airways would also introduce new long haul routes and new short haul services included Paris, Zurich, Gibraltar, Lisbon and Almeria.

### **Rail**

156. GATCOM welcomed the extension of the Oyster Card and contactless payment facilities for use on trains between Gatwick and London.

157. Progress on the Railway Station Improvement project was also noted. Members highlighted the need to integrate bus facilities as part of the project. Mr Wingate advised that the integration of bus service facilities did not form part of the current project but this could be considered as part of the forthcoming review of the capital investment programme for a future date.

### **Air Traffic Control (ATC)**

158. Members noted that the transition of Gatwick's ATC from NATS to Air Navigation Solutions (ANS) was progressing on time with ANS scheduled to provide Gatwick's air traffic control from March 2016.

### **Car Park 6, North Terminal**

159. Mr Wingate reported that the remedial works to the structure of Car Park 6 would be undertaken in phases and two floors would be brought back into use for the peak summer season.

### **Valet car parking operators**

160. Reference was made to the recent media reports about damage to passengers' cars while in the care of a valet car parking operator. Mr Wingate confirmed that the car parking company the subject of investigation by Sussex Police was not one of those companies that had signed up to the airport's approved operators' scheme and he outlined the conditions of that scheme. GAL was asked to review the wording on its website to raise awareness and to encourage passengers to use approved operators.

### **Night noise**

161. Reference was made to GAL's differential landing fees for night time flights. It was questioned whether the current differentials were effective in discouraging airlines from using noisier aircraft types during the night period and asked GAL if it could review the differentials. Mr Wingate advised that this year's landing fees had recently been agreed with the airlines but confirmed the matter would be taken into account during the summer when the level of fees was next reviewed.

### **Review of bus subsidies**

162. The Chairman referred to GAL's review of all current subsidised bus services and the concerns that had previously been expressed about the withdrawal of local authority subsidies for some local buses. The Vice-Chairman was pleased to report that GAL had been proactive in addressing previous concerns and was discussing local need with a range of interested parties.

### **Employment and skills initiatives**

163. GATCOM was pleased to note GAL's engagement with Crawley Borough Council to progress a bid to Coast to Capital LEP Gatwick Skills Fund for the proposed development of a Gatwick Skills Laboratory. Airport related employment and skills was a common area of concern to GAL and a number of local authorities. The Chairman suggested that this could be an item for future discussion at GATCOM.

## **GATWICK RELATED PLANNING APPLICATIONS**

164. 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).

165. Reference was made to the planning application for the aircraft maintenance hangar which would be situated around 600 metres from houses in Povey Cross Road. Charlwood Parish Council's representative highlighted the 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)**

166. 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).

167. GATCOM noted that PAG had received an update from Angie Doll, Passenger Services Manager, Gatwick Express, Govia Thameslink Railways (GTR) on the new franchise obligations, performance and rolling stock. Whilst there had been many improvements made or planned for the future as part of the franchise GATCOM was concerned about the current decline in performance generally across the rail network. There was a need therefore to urge GTR strive to improve performance and service standards as a matter of urgency. The Chairman would invite the Chief Executive of GTR to a future meeting to outline plans to improve performance.

168. Resolved –That:

(1) Network Rail be congratulated 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;

(2) Concern be expressed to GTR about the performance of rail services over the past few months and that the Chief Executive of GTR be invited to a future meeting to give an update on performance issues and delivering the rail franchise obligations; and

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

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

169. 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 (copies attached to the signed minutes). Mr McDermid, Airports Commission Director, GAL advised that the Government had accepted the case for airport expansion in the South East and the Airports Commission's shortlist of options for expansion, all of which it believed were viable. The Government had also identified that the most appropriate way of delivering planning consents for new capacity would be under the relevant provisions of the Planning Act 2008, which were introduced to streamline the decision-making process for nationally significant infrastructure projects. Accordingly, the Government proposes to prepare an Airports National Policy Statement, following which the scheme promoter would need to apply for a development consent order under the 2008 Act.

170. It was noted that the Government had yet to decide where the new capacity should be built and was now undertaking further work on four key areas of work - air quality, noise, carbon emissions and managing the impacts on local communities. The Government was expected to conclude this package of work by the summer 2016.

171. Mr McDermid also advised that GAL and the other scheme promoters had an informal meeting with the DfT and it was likely that weekly meetings would resume in the near future to discuss the four key topic areas. The DfT's work programme was in the process of being scoped and defined and that there was much work to be undertaken within a short period of time.

## **DATES OF NEXT MEETINGS OF GATCOM AND ITS SUB-GROUPS**

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

GATCOM Steering Group – Thursday 31 March 2016 at 10.00 a.m.  
Passenger Advisory Group – Wednesday 13 April 2016 at 1.30 p.m.  
GATCOM – Thursday 28 April 2016 at 2.00 p.m.

173. Members also noted that the next meeting of Gatwick Airport Limited's Noise and Track Monitoring Advisory Group (NATMAG) would take place on Thursday 25 February 2016 at 10.00 a.m.

Chairman