

UNCONFIRMED MINUTES – TO BE CONFIRMED AT THE NEXT MEETING OF GATCOM ON THURSDAY 10 APRIL 2014

GATCOM

Minutes of the meeting of the Gatwick Airport Consultative Committee held on 30 January 2014.

Present: Dr. John Godfrey DL (Chairman)

Matthew Balfour	-	Kent County Council
Pier Barrett	-	London Chamber of Commerce and Industry
John Byng	-	Environmental and Amenity Groups
Mike George	-	Horley Town Council
Peter Hall	-	Passenger Representative
Ken Harwood	-	Tandridge District Council
Chris Hersey	-	Mid Sussex District Council
Angie Hills	-	ABTA
Alan Jones	-	Burstow Parish Council
Liz Kitchen	-	Horsham District Council
Isobel Knox	-	BATA
Vivienne Michael (substitute)-	-	Mole Valley District Council
Douglas Moule	-	Gatwick AOC
John Peel (substitute)	-	Coast to Capital LEP
Eddie Redfern	-	IACA
Bryan Reynolds	-	Which?
Dorothy Ross-Tomlin	-	Surrey County Council
Tony Schofield	-	Reigate and Banstead Borough Council
Rupert Simmons	-	East Sussex County Council
Jeremy Taylor	-	Gatwick Diamond Business
Ken Trussell	-	Crawley Borough Council
Charles Yarwood	-	Charlwood Parish Council

Also present:

Stewart Wingate	-	Chief Executive Officer, GAL
Alastair McDermid	-	Airports Commission Director, GAL
Tom Denton	-	Head of Corporate Responsibility, GAL
Gary Wallace	-	Head of Car Parks, GAL
Tim May	-	Department for Transport
Barry Smith	-	Deputy Honorary Secretary
Ros Howell	-	Independent Technical Adviser
Paula Street	-	Assistant Secretary

Apologies for absence were received from:

Martin Heffer (Coast to Capital LEP), Neil Maltby (Mole Valley District Council) and Pieter Montyn (West Sussex County Council)

CHAIRMAN'S UPDATE ON ACTIVITIES

114. The Chairman provided a number of updates on his activities on behalf of GATCOM since the last meeting. He had:

- Following consultation with members agreed a response to Gatwick Airport Limited's (GAL) consultation on the draft of the reviewed noise action plan
- Attended the launch of the Airports Commission's Interim Report
- With a delegation comprising the Vice-Chairman, GATCOM's lead member for noise, the Independent Technical Adviser and the Secretariat discussed with GAL and NATS the consultation arrangements for the London Airspace consultation
- Participated in the Passenger Advisory Group's (PAG) runway 2 (R2) project group looking at the passenger perspective of the design of development of options for R2
- Attended the Gatwick Area Conservation Campaign's seminar and Annual General Meeting

115. It was also noted that on behalf of GATCOM the Vice-Chairman of PAG, together with other members and the Secretariat met another of the prospective bidders for the Thameslink franchise to set out GATCOM's aspirations for future services. Tenders for the franchise were required to be submitted to the DfT on 24 December 2013.

UNCONFIRMED MINUTES – TO BE CONFIRMED AT THE NEXT MEETING OF GATCOM ON THURSDAY 10 APRIL 2014

MINUTES

116. Resolved - That the minutes of the meeting held on 17 October 2013 be approved as a correct record and that they be signed by the Chairman.

GATCOM STEERING GROUP – MATTERS CONSIDERED

117. GATCOM received the report of the Chairman summarising the matters considered at the meeting of the GATCOM Steering Group on 9 January 2014 (copy attached to the signed minutes).

Gatwick Station

118. Members welcomed the Government's December 2013 National Infrastructure Plan which included a project for a further £50m contribution towards the redevelopment of the Gatwick Airport station to which others, including the airport, would be expected to contribute. It was noted that this project for the railway station was independent of the Airports Commission's work examining a second runway at Gatwick. GAL would keep GATCOM informed as the scheme proposal progresses.

London Airspace Consultation

119. Members noted that the Steering Group had agreed on behalf of GATCOM the Committee's response to the London Airspace Consultation.

END Noise Action Plan (NAP)

120. GATCOM was pleased to note that GAL was taking into account all the points raised in consultation responses by GATCOM, individual members and other interests which would be reflected in the reviewed NAP to be submitted to Defra and the DfT. The Steering Group's concerns about the level of resource for GAL's Noise Team as a result of additional work pressures were noted. GAL confirmed that that extra resource had been allocated to deal with developing proposals for R2 enabling the Head of the Corporate Responsibility Team to return to the day to day work of the team.

121. GAL was congratulated on the good response times to noise enquiries and complaints via the noiseline.

Implementation of P-RNAV

122. It was noted that the GATCOM Steering Group had, on behalf of GATCOM, endorsed Gatwick's Flight Operations, Performance and Safety Committee's (FLOPSC) request to support the roll-out of P-RNAV SID departures as expeditiously as possible. It was also noted that GAL and DfT had been reminded of GATCOM's request for research into and action to improve the conditions of those suffering from greater concentration of aircraft tracks.

THE CAPACITY DEBATE

Airports Commission's Interim Report and Draft Appraisal Framework

123. GATCOM considered the Secretariat's report summarising the Airports Commission's Interim Report and the consultation on the draft Appraisal Framework (copy attached to the signed minutes).

124. Mrs. Street highlighted the key points of interest to GATCOM in particular the fact that the Commission had recognised that the publication of its Interim Report might cause unwelcome uncertainty for communities close to the short-listed sites. Members noted that the Commission had encouraged the Government and those promoting schemes to consider what steps could be taken to address those concerns, particularly around the short-listed sites, and to consider what mitigations could be put in place. GAL highlighted that it already had in place two schemes to offset property blight. GAL was asked to consider whether its existing schemes were generous and wide ranging enough to address the current options under consideration.

UNCONFIRMED MINUTES – TO BE CONFIRMED AT THE NEXT MEETING OF GATCOM ON THURSDAY 10 APRIL 2014

125. GATCOM was pleased that the Airports Commission's recommendations for short to medium term measures related to a number of surface transport proposals that had been highlighted by GAL and GATCOM over the years. GATCOM also cautiously welcomed the Airports Commission's recommendation to the Government to establish an Independent Aviation Noise Authority. Members wished to learn more about the proposed role and powers of the Independent Aviation Noise Authority and asked that the GATCOM Steering Group and NATMAG look at the proposal in more detail.

126. GATCOM considered the set of appraisal modules contained in the Airports Commission's draft Appraisal Framework. Mrs Street reported on the comments that had been received from member organisations prior to the meeting. GATCOM noted that appraisal modules which the Commission would use to assess options were comprehensive but felt that there were issues that required further clarification:

- appraisal assessment – it was noted that there was the intention to involve the Highways Agency and Network Rail on transport issues but it was not clear what role local authorities would have in assessing environmental impacts
- weightings applied – it was unclear whether there was any degree of weighting on the appraisal modules
- range of assessments relating to the cost and commercial impacts - it was hoped that the assessments would take into account the associated related impacts for businesses that would need to be relocated as a result of a proposed option.

127. It was agreed that GATCOM should respond to the consultation to reflect these points.

128. Resolved – That:

(1) subject to further discussion on the proposed role and powers of the Airports Commission's recommendation for the establishment of an Independent Aviation Noise Authority, the Airports Commission's Interim Report in respect of its recommendations for short to medium term measures be welcomed;

(2) the GATCOM Steering Group and NATMAG be asked to consider in more detail the Airports Commission's recommendation on the establishment of an Independent Aviation Noise Authority and its proposed role and powers;

(3) a response to the Airports Commission's consultation on the draft Appraisal Framework be submitted to outline the points that GATCOM feels requires further clarification.

Gatwick's Runway 2 (R2) Work

129. Mr. McDermid, Airports Commission Director, GAL outlined in detail the Airports Commission's process and timetable for phase 2 of its work examining the long term options for additional runway capacity at Gatwick and Heathrow. Members noted that at Gatwick the Commission's analysis would be based on a new runway over 3,000m in length spaced sufficiently south of the existing runway to permit a fully independent operation.

130. He explained that GAL was required to submit to the Airports Commission its "refreshed" scheme and assessments with a preferred Gatwick option by 9 May 2014. However, members noted that GAL's local consultation timetable did not fit with the Commission's programme for submissions. Mr. McDermid confirmed that GAL would therefore submit to the Airports Commission the same information that was to be subject to its local consultation which might contain GAL's provisional preferred option if a view had been reached by that time. He emphasised that at this stage GAL had no preference for a particular option. Members were reminded that the options under consideration were those reported to the last GATCOM meeting and were available on GAL's [website](#).

131. As regards GAL's local consultation, Mr. McDermid outlined the key dates as follows:

UNCONFIRMED MINUTES – TO BE CONFIRMED AT THE NEXT MEETING OF GATCOM ON THURSDAY 10 APRIL 2014

- **4 April 2014** (provisional) – GAL to launch 6 weeks consultation on its proposed options for R2
- **9 May 2014**– Airports Commission’s requires “refreshed” scheme designs to be submitted together with assessments undertaken to support scheme options. GAL’s submission would contain the same information/scheme designs and assessments subject to the local consultation.
- **16 May 2014** (provisional) – close of GAL’s local consultation on options for R2.
- **End July 2014** - GAL aims to submit to the Airports Commission its preferred option taking into account the results of the local consultation together a report on the feedback it received.
- **Oct 2014** – Airports Commission to publish refreshed scheme designs and the Airports Commission’s appraisals.
- **Autumn 2014** - Airports Commission to undertake a national consultation on refreshed scheme designs and its appraisal of schemes.

132. As part of GAL’s local consultation, GATCOM noted the suggested list of exhibition venues which had been discussed with the Gatwick Local Authorities. The suggested venues were: Crawley (centre), Crawley (Ifield/Langley Green), Crawley Down, Horley, Horsham, East Grinstead, Smallfield, Rusper, Charlwood, Lingfield, Edenbridge, Crowborough, Gatwick Airport Terminals – for passengers and staff. Tandridge District Council’s representative suggested that GAL might achieve better attendance if an exhibition was held in Felbridge rather than Lingfield. GAL would consider this suggestion together with any others from GATCOM members.

133. Mr. McDermid also outlined GAL’s joint working arrangements with the Gatwick Local Authorities’ Officers Group and advised that a number of working groups had been established to look at:

- Housing and employment
- Noise and airspace
- Air Quality
- Land use and other environmental impacts
- Surface access
- Air traffic forecasts
- Public engagement and consultation

134. GATCOM thanked GAL for providing a comprehensive update on its R2 work. GAL would provide a further report at the next meeting.

FLOODING AND POWER OUTAGE ON CHRISTMAS EVE

135. Mr. Wingate gave an overview of the severe disruption experienced at Gatwick on Christmas Eve as a result of the unusual high rainfall, of the review being undertaken by David McMillan, Non-Executive Director, GAL and of GAL’s evidence to the House of Commons Transport Committee. Members noted that David McMillan’s review would look at the lessons learned and what actions were required to avoid a reoccurrence. A report on the outcome of that review would be issued at the end of February. GATCOM was pleased to note that the PAG had been invited to participate in the review to give the passenger’s perspective on the contingency arrangements that had been put in place.

136. Mr. Wingate explained that the flood risk for Gatwick was last assessed with the Environment Agency in 2008 when the South Terminal was assessed as having a 1:20 years flood risk and the North Terminal with a much lower risk of between 1:100-1000 year flood risk. GAL’s investment had therefore been focused on flood alleviation and prevention for the South Terminal which was unaffected by the Christmas Eve flooding incident.

137. Members highlighted various concerns about flooding in the local area, balancing ponds pumping permissions and specific elements of GAL’s investment in flood mitigation schemes, particularly in respect of the Upper Mole Flood Alleviation Scheme. GAL was asked to ensure that David McMillan’s report would include details of the responsibilities and permissions in place. Mr. Wingate would write to members to give further details and clarification in response to the

UNCONFIRMED MINUTES – TO BE CONFIRMED AT THE NEXT MEETING OF GATCOM ON THURSDAY 10 APRIL 2014

specific issues of concern/areas raised. A copy of the letter would be circulated to all GATCOM members for information.

138. Charlwood Parish Council's representative advised that Surrey County Council was to establish a Local Flood Forum and it was hoped that GAL would participate in the work of that Forum. Mr. Wingate confirmed that GAL would fully participate in the Forum's work and looked forward to receiving the invite to participate.

139. GAL was thanked for the update on situation. GATCOM looked forward to receiving the outcome of David McMillan's review in due course.

AIRPORT COMMENTARY

140. 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

141. Mr. Wingate reported that over the last quarter traffic at Gatwick had seen a 4.4% growth in passenger numbers compared with the same period last year. Members noted that a number of airlines had announced expansion in routes/services for the summer season 2014. GAL was asked about the aircraft fleets that would be used and whether it would result in more night flights. GAL confirmed that the new routes and services were predominately long haul and he was aware that any had been scheduled in the night period. The Gatwick AOC representative advised that the aircraft on new services/routes would be Chapter 4 aircraft.

PASSENGER PICK-UP ARRANGEMENTS – LOCAL RESIDENT DISCOUNT SCHEME

142. Mr. Wallace, Head of Car Parks, GAL presented a proposal for a local resident discount scheme for passenger pick up at Gatwick which had been developed in response to concerns expressed by GATCOM and its Passenger Advisory Group at the last meeting (copy of presentation slides attached to the signed minutes). He explained that GAL had implemented a range of measures to assist passenger pick-up, including two hours free parking in the long stay car parks. The proposal to introduce a local resident discount scheme enabling passenger pick-up in the short stay car parks for a much reduce cost would complement the other measures that had been put in place and would preserve the integrity of the other elements of the forecourts management and enforcement.

143. GATCOM appreciated the efforts of GAL to find alternative ways to address local people's concerns about the high cost of picking up relatives and friends from the airport including commuters using Gatwick railway station. Members felt it important to ensure Gatwick remained accessible for those local people from areas where public transport links are poor or non-existent. However, members remained of the view that the suggested local community scheme fell short in terms of the length of time to enable pick up in the short stay car parks and the cost. Members suggested that GAL reconsider the length of access time in the short stay car parks (20 mins was suggested) and the cost for joining the scheme. Mr. Wingate acknowledged the concerns of members and emphasised the difficult and sensitive balance that needed to be struck between all users of the airport (including users of the railway station), delivering the Surface Access Strategy commitments and targets and the needs of the local community. He agreed to give further consideration to the points raised before launching the scheme in April.

144. GATCOM also felt it important that the take up of the scheme was monitored, the problems/issues identified and a review its success or otherwise be undertaken. The Chairman asked that the PAG continues its work with GAL on the scheme to address the concerns of GATCOM.

145. GAL was also asked to give consideration to implementing a similar scheme for private taxis if the local resident discount scheme proves successful.

UNCONFIRMED MINUTES – TO BE CONFIRMED AT THE NEXT MEETING OF GATCOM ON THURSDAY 10 APRIL 2014

GATWICK RELATED PLANNING APPLICATIONS

146. 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)

147. Mr Hall, PAG Chairman, presented his report in respect of activities of the PAG since the date of the last meeting (copy attached to the signed minutes). He was pleased to report that the overall contingency plans, collaborative working and communication plan to minimise disruption from the railway line closure over the Christmas period to enable three major engineering projects to be carried out had been successful and effective. He had congratulated Network Rail on the timely completion of the engineering works despite the appalling weather.

148. Mr. Hall was also pleased that David McMillan had invited PAG to participate in the review of the disruption experienced over the Christmas period as a result of the flooding and high winds.

149. GATCOM was pleased to note that GAL was now providing baby buggies to assist arriving passengers with young families to move more easily from the point of disembarking the aircraft to the baggage reclaim hall.

150. It was also noted that PAG was working with GAL on identifying and implementing ways to improve arrivals baggage delivery. The Gatwick AOC's representative advised that airlines were also committed to work with PAG and GAL on this project.

151. Resolved – That:

- (1) PAG's contribution to:
 - (a) David McMillan's review regarding the disruption caused by bad weather over the Christmas period be supported; and
 - (b) GAL's work in developing the passenger experience for R2 be supported:
- (2) PAG's continued monitoring of GAL's actions to enhance the PRM experience be supported; and
- (3) PAG's involvement in a wide range of projects and operational matters be noted.

NIGHT FLYING RESTRICTIONS AT HEATHROW, GATWICK AND STANSTED STAGE 2 CONSULTATION

152. GATCOM considered a report by the Independent Technical Adviser suggesting a response to the DfT's stage 2 consultation on night flying restrictions for Heathrow, Gatwick and Stansted airports (copy attached to the signed minutes). There was a mix of views across the GATCOM membership ranging from the need to ban night flights, or seeking a significant reduction in the number of night flights permitted to those recognising the need and value of night flights to the industry, passengers and the economy. Members were generally of the view that GATCOM's response struck the right balance in seeking to be constructive encapsulating the diverse mix of views but suggested a some minor amendments:

- to better clarify GATCOM's views in respect of annoyance from aircraft overflight and noise in the opening "additional points" paragraph
- include in the response to Question 1 reference to the impact on health as well as quality of life
- to provide further clarification in the response to Question 3 about the proposed environmental objectives
- the deletion of the last sentence to the answer to Question 4

153. Resolved – That, subject to the inclusion of the minor amendments set out above, the suggested response to the DfT's stage 2 consultation on the night flying restrictions at the three

UNCONFIRMED MINUTES – TO BE CONFIRMED AT THE NEXT MEETING OF GATCOM ON THURSDAY 10 APRIL 2014

noise regulated London airports set out in the Appendix to the report be agreed and submitted to the DfT.

FLIGHT PERFORMANCE TEAM REPORT (FPT)

154. GATCOM considered the quarterly report for the FPT covering the period July to September 2013 (copy attached to the signed minutes). Mr. Denton, Head of Corporate Responsibility, GAL was pleased to report that the summer period was good in terms of aircraft noise and track keeping performance but noise complaints had increased. This was probably due to the good summer weather as people did more outdoor activities and have windows open more often as well as the increased press and media coverage about the possible expansion of Gatwick. He advised that track keeping performance had shown another small improvement on the previous year's performance. The greater use of P-RNAV by airlines had helped to achieve this. The member for Tandridge District Council thanked easyJet for the improvements in flight performance on the departure route over the Felbridge area.

155. Reference was made to the problem of the whine of Airbus A320 aircraft caused by the two small cavities on the underside of the wings and the fix that had been identified. GAL was asked to encourage airlines operating A320 aircraft to retrofit the fix to prevent the whine. Mr. Denton advised that GAL was working through the DfT's ANMAC on seeking the retrofit fix. The Gatwick AOC representative advised that easyJet had invested in Airbus A320 neo aircraft which would come with the retrofit to fix the whine.

156. It was noted that a mobile noise monitor has been sited at Bidborough, Tunbridge Wells.

157. Reference was made to the implementation of P-RNAV and GAL was asked to pursue the commissioning of an independent analysis of the results of the P-RNAV trial. Mr. Denton confirmed that GAL was still in discussion with a Cambridge university about this.

NOISE INSULATION SCHEME FOR RESIDENTIAL PROPERTIES

158. Mr. Denton presented GAL's new noise insulation scheme for residential properties which would be launched on 1 April 2014 (copy of presentation slides attached to the signed minutes). He explained that the new scheme would be more generous and would benefit a further 869 homes. GAL would pay a percentage contribution towards the cost of insulation works up to a maximum of £3000 per property. The scheme boundary would extend 15km to both the east and west of the airport and had been drawn flexibly to ensure entire roads and villages were included. The new scheme would also take into account the increased sensitivity people had towards noise levels as well as the frequency of how many times they might be overflown. GAL had placed details of its new scheme on its website: <http://www.gatwickairport.com/business-community/aircraft-noise/consultations-and-schemes/noise-insulation-scheme/>

159. GATCOM welcomed the new scheme and hoped that properties insulated a many years ago could also apply to benefit from the new modern, more effective insulation products on offer. GAL confirmed that properties would be eligible for funding of improvements to existing insulation and that the scheme also took into account listed buildings.

TIME SEPARATION DEPARTURES TRIAL – ADNID ROUTE

160. Mr. Taylor, NATS and Mr. Denton, GAL presented a departure routes time separation trial that would commence on 10 February 2014 for a period of six months (copy of presentation slides attached to the signed minutes). The operational trial would involve the creation of a new, but temporary, departure route (west of the BOGNA route) which would pass over farmland to the west of Billingshurst. The temporary route had been designed to avoid populated areas.

161. It was explained that the purpose of the trial was to gather data to help develop national standards for improved efficiency for runway use and establish whether it was operationally feasible to improve time separation between flights off Gatwick's runway using P-RNAV technology. The trial route would also involve a reduction in the currently required angle of divergence between adjacent routes – from 45 degrees to 20 degrees.

UNCONFIRMED MINUTES – TO BE CONFIRMED AT THE NEXT MEETING OF GATCOM ON THURSDAY 10 APRIL 2014

162. Members asked whether local communities would be informed of the temporary change. It was felt that parish councils in particular should be advised of trial to enable them to respond to their constituents if problems arose. Mr. Denton would consider this but emphasised the need to obtain genuine feedback from those affected. If people were aware of the trial it was possible that they would be more alert to changes and feel obliged to comment. GATCOM looked forward to receiving the results of the trial.

NOISE AND TRACK MONITORING ADVISORY GROUP (NATMAG)

163. GATCOM received the unconfirmed minutes of the meeting of NATMAG held on 28 November 2013 (copy attached to the signed minutes). The key messages in relation to the implementation of the P-RNAV and the excellent ground noise management performance were noted.

DFT REVIEW OF GUIDELINES FOR AIRPORT CONSULTATIVE COMMITTEES

164. GATCOM considered a report by the Secretariat giving details about the DfT's consultation with interested parties on the review of the guidelines for airport consultative committees and the suggested response (copy attached to the signed minutes). Members noted the DfT's proposed additions to the guidelines and the points raised by the GATCOM Steering Group which had been included in the suggested draft response.

165. Resolved – That the suggested response set out in Appendix 2 to the Secretariat's report be agreed and submitted to the DfT for consideration.

GATWICK AREA COMMUNITY TRUST

166. Mr. Redfern, GATCOM's nominated member to serve on the Gatwick Airport Community Trust reported that the Trust was currently inviting applications for grants for deserving projects, particularly in those areas where people were directly affected by operations at Gatwick Airport. Members were asked to pass on details of the Trust's invitation to any groups/organisations in their area to alert them to this potential source of project funding. The secretariat would send to all members a weblink to the Trust's website (<http://www.gact.org.uk/>)

DATES OF NEXT MEETINGS OF GATCOM AND ITS SUB-GROUPS

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

GATCOM Steering Group – Thursday 20 March 2014 at 10.00 a.m.
Passenger Advisory Group – Thursday 20 March 2014 at 2.00 p.m.
GATCOM – Thursday 10 April 2014 at 2.00 p.m.

168. Members also noted that the next meeting of Gatwick Airport Limited's Noise and Track Monitoring Advisory Group (NATMAG) would take place on Thursday 27 February 2014 at 10.00 a.m.

Chairman