

Unconfirmed minutes – to be confirmed at the next meeting of GATCOM to be held on 18 April 2013

GATCOM

Minutes of the meeting of the Gatwick Airport Consultative Committee held on 31 January 2013.

Present: Dr. John Godfrey DL (Chairman)

John Byng	-	Environmental and Amenity Groups
David Elkin	-	East Sussex County Council
Mike George	-	Horley Town Council
Nick Hague (substitute)-		Charlwood Parish Council
Peter Hall	-	Passenger Representative
Ken Harwood	-	Tandridge District Council
Chris Hersey	-	Mid Sussex District Council
Graham Hill	-	Rusper Parish Council
Alan Jones	-	Burstow Parish Council
Liz Kitchen	-	Horsham District Council
Peter Lake	-	Kent County Council
Neil Maltby	-	Mole Valley District Council
Sean McKee	-	London Chamber of Commerce and Industry
Pieter Montyn	-	West Sussex County Council
Douglas Moule	-	Gatwick Airline Operators Committee
Susan Parsons	-	ABTA
John Peel	-	Coast to Capital LEP
Eddie Redfern	-	IACA
Bryan Reynolds	-	Which?
Dorothy Ross-Tomlin	-	Surrey County Council
Jeremy Taylor	-	Gatwick Business Diamond
Ken Trussell	-	Crawley Borough Council

Also present:

Stewart Wingate	-	Chief Executive Officer, Gatwick Airport Limited
Guy Stevenson	-	Chief Commercial Officer, Gatwick Airport Limited
Kyran Hanks	-	Strategy and Regulation Director, Gatwick Airport Limited
Tom Denton	-	Head of Corporate Responsibility, Gatwick Airport Limited
Jeremy Fletcher	-	Brand Communications Manager, Gatwick Airport Limited
Tim May	-	Department for Transport
Ros Howell	-	Independent Technical Adviser
Paula Street	-	Assistant Secretary

Apologies for absence were received from: Charles Yarwood (Charlwood Parish Council), Mike Miller (Reigate and Banstead Borough Council), James Colman (GAL) and Barry Smith (Deputy Secretary).

CHAIRMAN'S UPDATE ON ACTIVITIES

109. The Chairman reported that he had attended the Gatwick Area Conservation Campaign's annual general meeting, which had included a presentation by Tim Johnson from Aviation Environment Federation (AEF).

110. Members also noted that the Chairman had attended a British Airways Environment Debate in November. The Chairman also advised that a Westminster Energy, Environment and Transport Forum on "A Fresh Look at UK Airport Capacity" had taken place that morning (31.1.13) at which Stewart Wingate had presented.

111. The Chairman also reported that Network Rail had recently published its Strategic Business Plan 2014-19 for the next regulatory control period. The Plan contained proposals to continue investment in the Thameslink Programme, along with the Redhill Platform 0 scheme which would benefit Gatwick rail services. As the Plan received some general support from

Unconfirmed minutes – to be confirmed at the next meeting of GATCOM to be held on 18 April 2013

members it was not proposed to submit a GATCOM response to the Office of the Rail Regulator.

MINUTES

112. Resolved - That the minutes of the meeting held on 18 October 2012 be approved as a correct record and that they be signed by the Chairman.

Section 106 Agreement: Transport Levy – suggested bus subsidy for Horne area

113. Reference was made to minute no. 70 – Section 106 agreement Transport Levy and the possible use of funds for a bus service for the Horne area. GAL advised that its review of bus routes as part of the Transport Strategy's Coach and Bus Study had not identified sufficient demand for a subsidised bus route for the Horne area. In answer to a question, members were advised that if it was felt locally that there was sufficient demand GAL asked that evidence to support a case for a service be submitted for the Transport Forum Steering Group to consider.

GATCOM STEERING GROUP – MATTERS CONSIDERED

114. GATCOM received the report of the Chairman summarising the matters considered at the meeting of the GATCOM Steering Group on 10 January 2013 (copy attached to the signed minutes).

Airports Commission and the Capacity Debate

115. Members endorsed the Steering Group's view that GATCOM's role in considering the work of the Airports Commission and GAL was to help disseminate information to interested parties and the wider community on the process and the issues being discussed as well as assisting in building an understanding of the options being considered by GAL, the implications and impacts through constructive discussion. The Chairman advised that there would be differing views across the membership of the Committee and that it was essential for all interests to have mutual respect of views expressed at meetings when exploring options and, where possible, to build a consensus on those matters/issues where the Committee can agree.

CAA's New Information Powers

116. Members noted that the CAA was seeking views of key stakeholders, including airport consultative committees, on taking forward its new information provision powers as contained in the Civil Aviation Act 2012. Members noted that at the CAA's recent stakeholder event, concerns were expressed about the need to avoid duplication and that if comparisons were to be made across airports like for like information/metrics was used. It was also stressed that in pursuing its new powers the CAA needed to ensure that the costs and benefits were proportionate.

Rotating Respite

117. GATCOM noted the current position in respect of GAL's investigation into the concept of rotating respite. GAL assured GATCOM that rotating respite was not currently being operated either as a trial or as a permanent procedure at Gatwick aside from the routine reversal of the directional use of the runway due to weather conditions. GAL clarified that the concept was still being investigated and that a trial for the night period was under consideration. GAL would seek initial comments from NATMAG and GATCOM on the scope of the trial and the possible options in the near future. GAL was asked that in considering those areas over which a rotating respite trial might be beneficial, if consideration could be given to providing respite over Dormansland where residents suffered from disturbance from arrivals aircraft. GAL was also asked whether Dormansland could be considered for a mobile noise monitor. GAL noted these requests.

AIRPORT COMMENTARY

118. 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).

Unconfirmed minutes – to be confirmed at the next meeting of GATCOM to be held on 18 April 2013

Traffic

119. Mr. Wingate reported that Gatwick had experienced strong growth during the last quarter, with an increase of 2.1% in winter traffic compared to the same period the previous year.

Snow management

120. Mr. Wingate reported that 300 staff had been trained across the airport for snow management and this training had proved to be effective during the recent snowfall. GATCOM congratulated GAL on how well it had managed the recent snow event keeping disruption to passengers to a minimum. Effective partnership work with other transport providers was also recognised. GAL was also thanked for keeping GATCOM members informed of the situation.

121. It was noted that although the national press did not focus on Gatwick during the snowfall, many positive comments about Gatwick's performance had been made in the local press/media. Mr. Wingate advised that he had written to the Secretary of State for Transport to highlight the success of Gatwick during the snowfall with a suggestion that more resilience could be built into the London airports system by directing flights from Heathrow to Gatwick and Stansted during the severe weather disruption.

UK Border Force (UKBF)

122. Mr. Wingate reported that GAL was working closely with the UKBF's technical team on facial recognition technology, which should create faster passenger processing times. In response to questions about performance, he advised that UKBF was outperforming its national targets at Gatwick and that GAL's locally agreed stretch targets were tougher, the results of which were published in the terminal.

Development

123. It was noted that the North Terminal baggage upgrade had been completed and the South Terminal baggage upgrade was now underway. A contract had been awarded to demolish pier 1 and upgrade the area. GAL was asked what proportion of its contracts for construction, goods and services were awarded to local businesses. GAL agreed to report back on the local supply chain at Gatwick.

Baggage

124. Baggage delivery times were now performing at 97.8% within an hour, which was a slight improvement on the delivery times for the same period the previous year. It was noted that baggage delivery was still one of the main sources of passenger complaint.

New Noise and Track Monitoring System

125. It was noted that a new noise and track monitoring system was due to be installed in April/May 2013. Reference was made to the Community Noise Monitoring reports and GAL was asked whether data on noise levels produced by different aircraft and airlines could be included in future reports. Mr. Denton advised that the software of the new system would enable a greater range of reports and information to be provided and noted the request.

Rail

126. It was noted that the Thameslink Rail franchise process had been restarted, with the existing providers' contracts being extended until 2016. Mr. Wingate confirmed that GAL was liaising with the DfT's franchising team to seek improvements, particularly in respect of the Gatwick Express rolling stock.

GATWICK THREE YEARS UNDER GIP'S OWNERSHIP

127. Jeremy Fletcher, Brand Communications Manager, GAL gave a presentation on the perceptions of Gatwick after three years under GIP's ownership (copy of slides attached to the signed minutes). Perceptions were generally positive although overall awareness of Heathrow Airport was greater. It was noted that the results of the YouGov BrandIndex's research on Gatwick's branding under new ownership and the public's perception of Gatwick revealed that perceptions were generally positive but there were some mixed messages such as Gatwick

Unconfirmed minutes – to be confirmed at the next meeting of GATCOM to be held on 18 April 2013

lacking in obvious appeal for the business traveller although aspects of the operation, its warmth and informality, did have appeal for some.

128. GATCOM recognised that one of Gatwick's strengths was its mix of airlines and routes which worked well for both the business and leisure markets. Members commented that it was important for Gatwick to continue to market itself for business as well as leisure travellers, and to advertise the ease of access to Gatwick from London by rail.

THE CAPACITY DEBATE

Airports Commission Update

129. GATCOM considered a report by the Secretariat providing an update on the Commission's work (copy attached to the signed minutes). GATCOM noted the terms of reference and that more guidance was expected in due course.

130. Resolved – That the position be noted.

Gatwick Airport Limited's Work

131. GATCOM received a presentation from Kyran Hanks, Strategy and Regulation Director, GAL, on GAL's preparation of evidence to the Airports Commission for London and the South East and on its work programme for considering options for a second runway at Gatwick (copy of slides attached to the signed minutes).

132. It was explained that GAL's vision for a competitive and resilient airports system included a phased approach of two new runways in the South East - an additional runway at Gatwick (mid 2020s onwards) and an additional runway at Stansted (2040-50). In considering the options for a Gatwick second runway, GAL would use the Gatwick Master Plan and the existing Air Transport White Paper as a starting point. GAL was looking at options for one new runway (to include the following: short, long, wide-spaced and staggered) within the current area of safeguarded land (the area of land is shown in the Airport Master Plan). Mr. Hanks also confirmed that a third terminal or an extension of an existing terminal could also feature in the options for the future. He also anticipated that some surface access costs associated with any expansion at Gatwick would be likely to be paid by the airport.

133. Reference was made to GIP's controlling stake in Gatwick and GAL was asked whether the expertise that GIP had brought to Gatwick would be retained in the longer term. Mr. Wingate advised that GIP was a closed end infrastructure fund. It was currently unknown what the other shareholders' views were on future ownership and this was likely to remain the case until the time came for GIP to divest its interest in Gatwick.

134. GAL will report regularly to GATCOM on its work as it progresses.

GATWICK RELATED PLANNING APPLICATIONS

135. 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).

136. Reference was made to GAL's recent application submitted to Crawley Borough Council for the Gatwick Stream Flood Alleviation project which would better protect both the airport and communities close to it from the effects of severe weather and reduce flood risk to a number of homes in Crawley and Horley. Crawley Borough Council was asked to provide information to the Environment and Amenities Group representative on the scope of the scheme and those areas that would benefit.

PASSENGER ADVISORY GROUP

137. GATCOM received a report from Mr. Hall, Chairman of the Passenger Advisory Group (PAG), in respect of activities of the PAG since the date of the last meeting (copy attached to the signed minutes). Mr. Hall reported that the PAG had noted several positive improvements,

Unconfirmed minutes – to be confirmed at the next meeting of GATCOM to be held on 18 April 2013

including more retail units open on Christmas day, downward trends in complaints and good use of social media.

138. GATCOM also noted PAG's work in investigating the concerns of the Union's representative expressed at the last meeting about the use of unauthorised taxis at Gatwick. Mr. Hall reported that GAL, in conjunction with Sussex Police, had sanctioned out of Borough drivers and vehicles on two occasions when there was major disruption on the rail network impacting on passengers at Gatwick. GAL was due to meet Crawley Borough Council and Airport Cars to confirm contingency plans for the future. PAG would monitor the situation and would report to GATCOM should there be an impact on the passenger experience or airport operations in the future.

139. Resolved – That:

- (1) PAG's efforts to encourage GAL to raise passenger awareness and increased signage for the new PRM adult changing facilities be supported;
- (2) the position in respect of the concerns of taxi drivers be noted and that PAG be asked to monitor the situation; and
- (3) PAG's involvement in a wide range of projects and operational matters be noted.

DFT CONSULTATION – NIGHT FLYING RESTRICTIONS AT HEATHROW, GATWICK AND STANSTED AIRPORTS STAGE 1

140. GATCOM considered a report by the Secretariat that set out the DfT's consultation on night flying restrictions and the proposed timetable for considering GATCOM's response (copy attached to the signed minutes). Mr. May, DfT advised that the DfT was planning a stakeholder event to discuss with key stakeholders the questions posed in the consultation document. A date for the event had yet to be arranged (possibly during March) and representatives from GATCOM would be invited to attend.

141. The Chairman asked members to discuss the consultation with their organisations to ensure that views were collected to help inform the initial draft GATCOM response. One suggestion was that the current use of the noise quotas and movements limits at Gatwick, particularly for the winter season and whether these were still appropriate should be reviewed. Reference was also made to the possibility of operating steeper departures as well as approaches to minimise the noise impact.

142. Resolved – That

- (1) the suggested timetable for considering GATCOM's response as set out in paragraph 2.4 of the Secretariat's report be agreed;
- (2) NATMAG's views be sought on the current regime and issues that need to be addressed going forward; and
- (3) GATCOM responds to the Department for Communities and Local Government's consultation on the External Review of Government Planning Practice Guidance seeking an early start on the preparation of new guidance on noise to support effective implementation of a new night flights regime and the National Planning Policy Framework.

FLIGHT PERFORMANCE TEAM REPORT (FPT)

143. GATCOM considered the quarterly report for the FPT (copy attached to the signed minutes). Members noted that the runway resurfacing works had continued to have some impact on the performance statistics. The initial results of the current quarter's monitoring indicated an improvement as the main runway works neared completion.

Unconfirmed minutes – to be confirmed at the next meeting of GATCOM to be held on 18 April 2013

144. Gatwick had received a number of requests for the siting of mobile noise monitors and these would be considered by GAL, the Gatwick Noise Monitoring Group and NATMAG. A request for a mobile noise monitor at Slinfold was noted but it was also highlighted that the results of GAL's community noise monitoring for [Slinfold for 2009/10](#) was available on GAL's website.

NOISE AND TRACK MONITORING ADVISORY GROUP (NATMAG)

145. GATCOM received the unconfirmed minutes of the meeting of NATMAG held on 29 November 2012 (copy attached to the signed minutes). Mr. Denton was pleased to report that the [minutes of the meetings](#) were now published on the GAL website. Mr. Jones, GATCOM's lead member for noise, highlighted the need for better communication and feedback between NATMAG and the Flight Operations Performance and Safety Committee (FLOPSC). Mr. Denton agreed to discuss this with the FLOPSC Chairman as it was important that NATMAG received feedback on matters it had referred to FLOPSC.

P-RNAV REPORT OF CONSULTATION RESPONSE

146. GATCOM received a presentation by Mr. Denton, GAL and Mr. Taylor, NATS, providing an update on the consultation exercise (copy of slides attached to the signed minutes). It was noted that P-RNAV Route 2 which passed west of East Grinstead attracted the most concern. The issues of concern were explained and Mr. Taylor illustrated the problems associated with the P-RNAV navigation on the route on presentation slides.

147. It was noted that a full technical review of the consultation proposals was being undertaken by the Civil Aviation Authority (CAA). The CAA's Director of Airspace Policy would take into account the response to the consultation exercise and was expected to make a decision on the proposed implementation at the end of February.

148. GATCOM acknowledged that it was difficult to find an ideal solution at the current time but felt that the opportunities presented by P-RNAV for the future needed to be explored to establish whether there were other possibilities to find a route or routes that affected as few people as possible.

149. It was highlighted that local councillors were now receiving more complaints from communities to the west of Gatwick, although this was not in connection with P-RNAV, as there was local concern that there was too much emphasis now being given to noise disturbance issues to the east of the airport. GAL noted this and GATCOM confirmed that it was important to ensure that efforts to minimise noise disturbance took into account all communities around Gatwick.

USE OF THE 08 SEAFORD NOISE PREFERENTIAL ROUTE IN THE VICINITY OF EAST GRINSTEAD

150. GATCOM noted a report by GAL clarifying the current position and use of 08 Seaford Noise Preferential Route (NPR) in the vicinity of East Grinstead which had been subject to misreporting in the local press (copy attached to the signed minutes). Since it was evident that there had been some confusion, GAL emphasised that the issues related to conventional easterly departures (i.e. from runway 08) using the Seaford NPR. It was not in any way related to the route structure within the P-RNAV trial.

151. GATCOM thanked GAL for providing clarification and highlighted the importance of issues being progressed through GAL's established noise governance process. GAL was also asked to ensure that the Flight Performance Team gave consistent advice to enquirers on how to take forward issues.

NOISE SEMINAR – COMMENTS

152. GATCOM considered a report by the Secretariat on GAL's noise seminar held on 7 December 2012 which provided feedback on the event and suggested points for improvements

**Unconfirmed minutes – to be confirmed at the next meeting of
GATCOM to be held on 18 April 2013**

(copy attached to the signed minutes). GATCOM welcomed the event and the commitment to hold further annual events. It was hoped that the suggestions for future improvements would be considered by GAL.

153. Resolved – That:

(1) GAL takes into account the feedback summarised in paragraph 3.3 of the Secretariat's report together with any other feedback received from attendees in preparing future noise seminars;

(2) members be encouraged to review their mechanisms for keeping local communities informed of the work GATCOM and ensure that major concerns of local communities and new trends in relation to aircraft/airport noise disturbance are reported to GATCOM; and

(3) the Secretariat takes forward the suggestions in relation to the issues that need to be addressed as set out in section 4 of the report.

DATES OF NEXT MEETINGS

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

GATCOM Steering Group – Thursday 28 March 2013 at 10.00 a.m.

Passenger Advisory Group – Thursday 21 March at 1.30 p.m.

GATCOM – Thursday 18 April 2013 at 2.00 p.m.

155. Members also noted that the next meeting of Gatwick Airport Limited's Noise and Track Monitoring Advisory Group (NATMAG) would take place on Thursday 14 February 2013.

Chairman