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## GATCOM 29 JANUARY 2015

### 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 STEERING GROUP – VICE-CHAIRMAN'S REPORT

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

##### Govia Thameslink Railway (GTR)

- GTR had attended the GATCOM Steering Group meeting to outline its plans new franchise.
- GTR is to introduce better connections through the Thameslink core in peak periods, links between Gatwick and Luton airports and beyond to Cambridge and Peterborough, as well as Crossrail.
- GTR is also introducing an unprecedented amount of new rolling stock as part of the new franchise. GTR's presentation slides are available on [GATCOM's website](http://www.gatcom.org.uk).
- The overall plans for the new franchise were welcomed in principle and GATCOM looked forward to further engagement with GTR as plans are developed, particularly in respect of the proposed changes to the Gatwick Express service.

##### Network Rail consultation on the draft Sussex Area Route Study

GATCOM endorsed the response that the Steering Group had agreed on behalf of GATCOM – [click here](#) to see response.

##### Airspace Change

It was clarified that the Senior Delivery Group (SDG), which had been established following the Airports Commission's recommendation to the Government as set out in its Interim Report, was chaired by the CAA. The SDG is to issue a position paper in February on the issues and possible options in respect of the implementation of new navigation technology (P-RNAV) and the roll out of the CAA's Future Airspace Strategy.

##### GAL'S RUNWAY 2 WORK AND COMMUNITY PLEDGES

Alastair McDermid, Airports Commission Director, GAL gave an update on GAL's work since the last meeting. He advised that:

- Whilst GAL agreed with many of the assessments contained in the consultation documents, there were points on which GAL did not agree which would be highlighted in GAL's response. These included:
  - An underestimate of Gatwick's ability to attract demand for air travel in certain scenarios
  - The assessment of wider economic benefits was not reliable
  - There was insufficient analysis on the effects of competition
  - The absence of a proper assessment of local air quality
  - An incomplete presentation of the noise implications in respect of Heathrow
  - A lack of the appreciation of the challenges associated with meeting the demand for housing and other community infrastructure now and in the future
  - In a number of places the performance of the Heathrow options had been overstated and Gatwick's understated.

- Members also noted that GAL had indicated that it saw no need to increase night flying when any new runway opens.
- GAL confirmed that it will now propose that the first phase of the new terminal building and the associated automated people mover would be provided at the same time as the new runway opening. This would increase the cost from £2.1bn to £3bn.

GAL confirmed that no commitment had been given to build a new hospital in Crawley and that recent press reports were incorrect. GAL had put forward a commitment to make a contribution to local infrastructure provision if it was decided that a new runway should be built at Gatwick. Local infrastructure provision would be discussed with local authorities including Surrey, Sussex and Kent at the appropriate time and would assist local authorities in developing requests for funding from central Government.

GATCOM highlighted the significant concerns of local communities about the impact of aircraft overflight now and in the future and asked that GAL address the matter in its response to the Airports Commission and to urge the Commission to seriously consider and reflect on the matter in its Final Report to the Government. It was essential that communities were engaged in the process of designing and the use of future flight paths.

### **AIRPORTS COMMISSION CONSULTATION ON A GATWICK SECOND RUNWAY**

GATCOM's agreed role in this process is to:

- help disseminate information to interested parties and the wider community on the process and the issues being discussed
- assist in building an understanding of the options being considered by the Airports Commission and GAL and the implications and the impacts through constructive discussion

GATCOM also previously agreed that as there would be differing views across the membership of the Committee as to whether or not there should be a second runway constructed at Gatwick, it was essential that all interests to had mutual respect for views expressed when exploring options and, where possible, to build a consensus on those matters/issues where the Committee can agree. GATCOM's response was therefore prepared on this basis.

GATCOM considered and agreed its response to the Airports Commission's consultation in respect of the Gatwick shortlisted option with one amendment:

- Section on "Implications of new runway capacity elsewhere" – to include reference to considering the environmental implications for a capacity constrained Gatwick if a new runway is built elsewhere.

A copy of GATCOM's response, as submitted to the Airports Commission, will be made available on the [Committee's website](#).

### **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 handled 38.4 million passengers in 2014, the greatest passenger throughput ever recorded at the airport.

**Service Quality Performance** – Gatwick continues to meet its regulatory service quality performance targets with the exception of cleanliness in the North Terminal but this was mainly as a result of the construction work within the terminal building. The cleaning regime has been reviewed. GATCOM welcomed the fact that the overall passenger experience score remained strong.

**Noise/Airspace Change Conference** – GAL is to host a conference on 4 March at Gatwick. Invitations and an agenda for the event will be sent out in the near future.

**2008 Section 106 agreement** – the results of the 2013 annual independent audit of a selection of GAL's legal obligations and associated action plans have now been published on [GAL's website](#).

GAL has begun the process of reviewing the terms of the 2008 Section 106 agreement, which expires at the end of 2015, with West Sussex County Council and Crawley Borough Council. GATCOM has asked for a report to be made to the GATCOM Steering Group on the process going forward. Members hoped that GATCOM would continue to be involved in the review of the agreement and the monitoring arrangements.

**Gatwick Airport Community Trust** – this independent charitable trust is currently inviting applications for grants for community projects. The deadline for applications is Monday 16 March 2015. For more information visit the Trust's website <http://www.gact.org.uk/>

### **EFFECTIVE COMMUNICATION WITH LOCAL COMMUNITIES**

GAL acknowledged the need to improve communication channels with local communities. GAL is fully committed to enhancing the way in which it engages with its neighbours and outlined its [statement of intent](#). GATCOM fully supported GAL's intentions and highlighted the importance of engaging with communities at the earliest opportunity to help regain trust. GAL has already started the process of meeting a number of parish and town councils and other community groups which was welcomed by GATCOM. Members highlighted the importance of continuing to engage with all tiers of local government.

GATCOM highlighted the need for GAL to ensure that a consistent message from DfT, CAA, NATS and other agencies was given to communities on the current operations, developments and future plans so as to avoid confusion and mistrust.

GAL is also to host an airspace change/noise conference on 4 March.

The role of GATCOM members in helping to disseminate information and feedback to their communities was highlighted. It was suggested that it would be helpful if the NATMAG agenda was available on GAL's website to enable members to speak to their communities about issues in advance of the meetings. GAL confirmed that the NATMAG minutes were publicly available but will refer the request to NATMAG to consider.

### **GATWICK RELATED PLANNING APPLICATIONS**

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

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

GATCOM supported the work of the PAG and its involvement in a wide range of projects, operations and innovations at Gatwick.

The emergency landing of the Virgin Atlantic flight on 29 December 2015 affected many passengers as it resulted in the cancellation of 34 departing and 43 arriving flights. The PAG has raised the question as to whether the UK should have an identified diversionary airport to handle such incidents so as to maintain normal operations at the busiest airports. GAL explained the reasons and emphasised that safety was of paramount importance. The issue of having a designated recovery solution in the UK is something that some airlines have raised but any proposal would take time to develop and take forward.

### **GOVIA THAMESLINK RAILWAY – DECEMBER 2015 TIMETABLE CONSULTATION**

GATCOM agreed its response to Govia Thameslink Railway (GTR) consultation on its December 2015 timetable for off peak services.

Members highlighted the need to work with GAL and GTR to ensure the quality of the premium Gatwick Express service, including the interior of the new rolling stock, is maintained, that the issues of what constituted a premium fare for the Gatwick Express is reviewed and all opportunities are explored to enhance rail services to Kent.

A copy of GATCOM's response, as submitted to GTR will be made available on the [Committee's website](#).

## **CAA REVIEW OF P-RNAV IMPLEMENTATION ON GATWICK'S DEPARTURE ROUTES**

The CAA has commenced its Post Implementation Review (PIR) of P-RNAV on Gatwick's departure routes. A PIR process begins 12 months after an airspace change has been implemented. GAL is in the process of gathering together all the relevant data to submit to the CAA as part of its review.

The CAA has, for the first time, opened up the review input process to the public to comment on the impact of the airspace change and set up a specific e-mail address to enable people to feedback. The closing date for public submissions was 5 January 2015.

The CAA has not given a date when the PIR will conclude nor when the outcome will be announced.

GAL highlighted that the use of P-RNAV will be mandated across the UK by 2018 in accordance with the CAA Future Airspace Strategy (FAS).

GAL is considering the impacts and options available in respect of the problems on the P-RNAV wraparound route for departures that turn right from runway 26 (26LAM SID). Whilst track-keeping performance has improved through the use of P-RNAV and the overflight of the Horley has decreased, the P-RNAV SID, as approved by the CAA (the regulator), is positioned slightly north of the noise preferential route (NPR) over areas of Redhill which means aircraft on that route are counted as "off-track" by the airport's noise and tracking monitoring system CASPER. Track keeping performance on that NPR has as a consequence fallen to around 75%. It should be noted that this route has always presented a challenge for modern aircraft.

The implementation of P-RNAV on all other departure routes has resulted in improved track-keeping performance but the problems as a result of concentrating traffic on routes has had a negative impact on those communities under the flight paths.

GAL confirmed that there was no intention at this stage to revert to conventional navigation on the 26LAM route or any of the other departure routes but is working with NATS and local communities to find a solution using the P-RNAV technology.

GATCOM stressed concern about GAL's position and advised that communities felt badly let down in view the statement given in GAL's consultation on the implementation of P-RNAV that if a P-RNAV SID was deemed to have a significant detrimental impact it would be permanently withdrawn and traffic reverted back to the previous conventional procedure.

GATCOM agreed to formally write to Stewart Wingate, Chief Executive Officer, GAL to outline GATCOM's concerns with a request that:

- Mr. Wingate ask the Senior Delivery Group (SDG), chaired by the CAA, to consider the problems that have arisen at Gatwick with the implementation of the new technology and the impact on communities of concentrating flight paths in this way
- GAL facilitates further discussions between the Chairman of GATCOM and the SDG
- Gatwick's SIDs where issues of detrimental impact have been identified revert to the use of the previous conventional navigation procedures
- That in the time leading up to the full roll out of P-RNAV and the wider airspace changes, GAL, NATS and the CAA further explore potential P-RNAV tracks, how they fit with the CAA's future airspace strategy (FAS), as well as with Government policy, and options for respite.
- CAA be invited to a future meeting of GATCOM

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

GAL's quarterly report covering the period July to September 2014 was considered. The key highlights are:

- With the exception of one route – 26LAM wraparound route (problems discussed above) - track keeping performance has improved again over the previous year's performance – this is primarily as a result of the implementation of P-RNAV.
- Continuous Descent Approach performance continues to improve and with this high level of performance Gatwick is a world class leader for this noise mitigation technique.

- The number of complaints has risen significantly with the number of individual callers to Gatwick's noiseline saw a fivefold increase.

The report on the results of the community noise monitoring for [Hever Castle](#) has been placed on GAL's website. Mobile noise monitors are currently in place at Lingfield, Rusper, Okewood Hill, Bidborough, and Cowden.

The disturbance caused by the whine of the A320 aircraft and the communities' desire for the roll out of a retro-fit to existing aircraft was re-emphasised. GATCOM noted easyJet's commitment to address the problem and confirmed that they had already retrofitted thirty aircraft at Gatwick. New aircraft have been purchased which were equipped with the modification would be introduced to its fleet as quickly as possible but it was acknowledged that this would take time.

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

The key messages from the meeting of NATMAG held on 27 November were noted as follows:

- Excellent FEGP (fixed electrical ground power) availability continues to be maintained thus removing the need for ground power units or aircraft auxiliary power units to be used.
- A GATCOM NATMAG member will resume attending the bi-monthly meetings of FLOPSC (GAL's Flight Operations, Performance and Safety Committee) to improve communication between the two groups and to provide greater coverage of issues. Liz Kitchen (Horsham District Council) had attended the meeting on 28 January which had been informative and beneficial to both groups.
- Horley overflight is at its lowest level ever due to the introduction of P-RNAV on the 26LAM route.

### **DFT NOISE EXPOSURE CONTOURS FOR GATWICK AIRPORT 2013**

The DfT has published the results of noise monitoring at Gatwick during the summer period of 2013 – [click here](#) to see report.

The results revealed that the actual modal split for the summer period was 69% west and 31% east. There were fewer households within the actual 57 dBA Leq contour, 1,350 in 2013 compared with the 2012 figure of 1,600.

Night period (2300-0700) contours have been produced for the first time to meet the requirements of the Aviation Policy Framework (2013). The area of the actual 48 dBA Leq night contour was 91.8 km<sup>2</sup>, enclosing a population of 11,200. The production of night noise contours was welcomed by GATCOM.

Reference was made to members of the community conducting their own noise monitoring on, for example, mobile device Apps which recorded noise decibel levels in a very basic way. GATCOM's Independent Technical Adviser advised that recording aircraft noise was a complex matter so it was not possible to compare the CAA's noise monitoring results with the results of mobile App recordings as factors such as rise time and the period for which the receiver was open, as well as calibration, needed to be taken into account.

Reference was also made to the Airports Commission's proposed Independent Aviation Noise Authority. Tim May, DfT advised that the Government had not dismissed the idea and was a matter that was likely to be considered when the Commission issues its Final Report.

### **DATE OF NEXT MEETING**

The next scheduled meeting will take place on Thursday 23 April 2015 2.00 p.m.

**Paula Street  
Secretariat**