

**GATCOM**

Minutes of the meeting of the Gatwick Airport Consultative Committee held on 28 April 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
Angie Hills	-	ABTA
David Jackson (substitute)	-	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
Clive Pearman	-	Kent County Council
John Peel	-	Coast to Capital LEP
Dorothy Ross-Tomlin	-	Surrey County Council
Nigel Smith	-	Tourism South East
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
Daniel Storey	-	Head of Regulatory Strategy, GAL
Isobel Pastor	-	Department for Transport
Ian Jopson	-	Head of Environmental and Community Affairs, NATS
Werner Spier	-	Managing Director, ANS
Andrew Kenyon	-	Head of Gatwick Airport Operations, ANS
Graham Lake	-	Gatwick Arrivals Review Team
Peter Long	-	Independent Technical Adviser
Barry Smith	-	Deputy Honorary Secretary
Paula Street	-	Assistant Secretary

Apologies for absence were received from: Ken Harwood (Tandridge District Council), Alex Horwood (Reigate and Banstead Borough Council), Bryan Reynolds (Which?) and Rupert Simmons (East Sussex County Council).

**PETER BRYANT OBE**

174. GATCOM held a moment of silence as a mark of respect for Peter Bryant OBE, former Chairman of GATCOM who had sadly died in early April. Mr Bryant was Chairman of GATCOM between 1995 – 2007 and had during his office ensured the involvement of GATCOM in the development of the airport's first sustainable development strategy and the ground breaking legal agreement in 2001 which set out for the first time legal obligations on GAL to mitigate and manage the impacts of the airports operation and growth to 40 mppa, with a robust monitoring regime. He also led the Committee through the Government's consultations leading to the 2003 Air Transport White Paper.

**CHAIRMAN'S UPDATE**

175. The Chairman reported that Peter Hall and Dick Hobbs had been re-appointed by PAG as Chairman and Vice-Chairman of PAG respectively for a further term of four years.

176. He also reported that during February he had discussed with Sir Roy McNulty, Chairman of GAL the outcome of the Arrivals Review and the airport's consideration of the Review Team's recommendations.

177. The Chairman also reported that along with the Secretariat, he had met the Chairmen of the Heathrow and Stansted Consultative Committees to discuss issues of common interest.

## **MINUTES**

178. Resolved - That the minutes of the meeting held on 28 January 2016 be approved as a correct record and that they be signed by the Chairman.

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

179. GATCOM received the report of the Chairman summarising the matters considered at the meeting of the GATCOM Steering Group on 31 March 2016 (copy attached to the signed minutes).

### **CAA Consultation - Issues Affecting Passengers' Access to UK Airports: A Review Of Surface Access**

180. The Chairman highlighted the CAA's consultation on its review of issues affecting passengers' access to UK airports and advised that as the closing date for comments was 22 April the GATCOM Steering Group had agreed on behalf of GATCOM a response to the consultation. GATCOM endorsed the response that had been submitted.

### **Landing Charges: Environmental Differentials**

181. GATCOM noted that following a question raised at the last GATCOM meeting about Gatwick's landing charges and environmental differentials (minute no. 161 of the last meeting refers), the Steering Group had considered the airport's current schedule of landing charges. Members noted that whilst GAL had already identified a number of improvements to the structure of the charges which was welcomed by the Steering Group, the Steering Group had expressed disappointment that the zero charge at night still applied. Members were pleased to note that GAL had agreed to feed this concern into the discussions with airlines when the schedule of charges was reviewed again later in the year.

### **Effective Communication with Local Communities**

182. Members were pleased to note that GAL would continue to build on the relationships established during 2015 with local councils and community groups and would continue to engage with parishes through its "DD Community" email. It was also noted that future editions of GAL's community newsletter "Gatwick AirMail" would be emailed to all parishes with hard copies available on request. GAL was asked to provide a further update on the success of its programme of engagement and meetings with local communities and councils at a future GATCOM meeting.

## **AIRPORT COMMENTARY**

183. 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**

184. Mr Wingate reported that Gatwick had seen continued growth and achieved a 6.8% year on year increase in traffic with passenger numbers at record levels and an extra 3,255 aircraft movements compared with the same period last year.

### **New Routes**

185. GATCOM noted that that several new routes had been announced or launched since the last meeting with long haul announcements to the far East with Tianjin Airlines starting a twice weekly operation on to Chongqing in June. British Airways would also introduce a new service to Cape Town in November. New short haul routes by EasyJet and Wizz Air had also been added to the route network.

### **Runway Closure 29 February**

186. Mr Wingate gave an overview of the hydraulic fluid spillage on the main runway which caused the main runway to be closed for a period of 3 hours resulting in a number of flights being diverted or delayed. Members praised GAL and the airlines for the efficient way in which the incident was managed. Mr Wingate advised that a review had been undertaken of the lessons learned.

### **Capital Investment**

187. Mr Wingate highlighted that Gatwick continued to deliver its investment programme totalling £65.4m over the last quarter. Pier 5 had been officially opened on 1 February by Caroline Ansell MP and a phased handover of Pier 1 was to take place over the next few months. The North Terminal development programme was also on course to be completed as planned with the works on the arrivals concourse being completed ahead of schedule in time for the busy peak summer period.

### **Airline Moves**

188. GATCOM acknowledged the challenges facing the airport and its airlines in planning for the move of three major airlines operations between North and South Terminals. Members were pleased to learn that Gatwick was working with airlines on a phased plan for the EasyJet, Virgin Atlantic and British Airways moves scheduled to take place over three nights at the end of January 2017.

### **Security Post Brussels**

189. Mr Wingate reported that following the tragic events in Brussels there had been no increase in the UK Security Threat Level from international terrorism. He explained that GAL was aligned with other EU airports and was in close communication with the DfT to ensure the landside security measures remained robust and relevant.

### **Core Service Standards**

190. The customer satisfaction scores continued to be met although the current security and check-in transformational work had suppressed the quarterly scores for departures compared with the same period last year. Members noted that the overall scores for arrivals across both terminals were ahead compared with the same period last year although the scores for North Terminal had been suppressed as a result of the scaffolding on the arrivals concourse.

### **GoVia Thameslink Railway (GTR) Strike Action**

191. Mr Wingate reported that GAL was working closely with the GTR to minimise the impact of planned rail strikes on Gatwick's passengers and staff.

### **Gatwick Railway Station**

192. GATCOM welcomed the news that the design work on the re-development of the railway station was progressing well. An update on the project will be given to a future meeting.

### **Surface Access**

193. Members were pleased to note that the statistics recently published by the CAA revealed that Gatwick had achieved a 44% public transport mode share in 2015.

## **AIRPORT EXPANSION IN SOUTH EAST**

194. Alastair McDermid, Airports Commission Director, GAL provided an update on the current position. The scheme promoters (HAL, Heathrow Hub, and GAL) had met the DfT on five occasions to provide further information and evidence on the topic areas the Government had identified as requiring further examination, including how the impacts of the development would be minimised and mitigated. Those meetings had now come to a conclusion and the DfT was reflecting on the 3 options under consideration.

195. Members expressed concern about the absence of opportunity for other interested parties to contribute to or comment upon this further work prior to the Government making a decision.

GAL confirmed that it had advised the Government of the need to seek comments from other interested parties on the additional work and conclusions prior to a decision being made.

196. Resolved – That GATCOM would write to the Secretary of State for Transport to highlight the need for consultation with interested parties prior to a decision being made.

### **GATWICK AIR TRAFFIC CONTROL SERVICES**

197. Werner Spier, Managing Director, Air Navigation Solutions Limited (ANS), gave a presentation on the transition of Gatwick's air traffic control services from National Air Traffic Services (NATS) to ANS and its work plan and key priorities from an operational and environmental management perspective (copy of [presentation slides](#) attached to the signed minutes).

198. Mr Spier explained that ANS was committed to working with GAL to implement the recommendations of the Arrivals Review. There was much work that needed to be done to further explore the implications of some of the recommendations as well as in ANS' day to day operations. He believed there was scope to find solutions to improve the impact of aircraft arrivals on residents and that ANS could also draw on experience of best practices from its operations at Frankfurt Airport.

199. In response to a question about improving the noise impact in respect of aircraft departures, Mr Spier advised that it was too early to speculate what improvements could be achieved but confirmed that this was a matter for future consideration.

### **CAA CONSULTATION: REVIEW OF GATWICK AIRPORT LIMITED'S COMMITMENTS FRAMEWORK**

200. GATCOM considered a report by the Secretariat giving details of the CAA's consultation on the scope of its review of GAL's commitments framework and the suggested GATCOM response to the consultation (copy attached to the signed minutes).

201. Daniel Storey, Head of Regulatory Strategy, GAL presented an overview of GAL's performance against its regulatory commitments and the key issues for consideration as part of the CAA's mid term review (copy of [presentation slides](#) attached to the signed minutes). He explained that in 2014 the CAA changed the way it regulated the charges and services GAL offered to airlines and passengers based on a set of commitments given by GAL. As part of the commitments framework GATCOM's Passenger Advisory Group (PAG) had been given a formal role in the process of consultation on GAL's Capital Investment Plan, major projects and also resilience planning.

202. Mr Storey also explained that the impact of the new "lighter touch" regulatory framework had helped GAL to deliver strong performance and high quality services and facilities to passengers and airlines. The framework had also encouraged positive behaviours in terms of constructive engagement, innovation, market responsiveness and customer focus. GAL agreed with the focus of the CAA's review but highlighted that achieving on-time performance was a complex matter which was influenced by a whole host of external factors outside the control of GAL. It was important therefore that the CAA recognised that on-time performance needed to be considered in the wider context of airspace management across the South East region. This view was supported by the airline representatives. Members agreed that this needed to be reflected in the Committee's response to the CAA.

203. Mr Hall, PAG Chairman commended the way in which GAL had consulted and engaged with the Group on a whole range of projects, not just those that fell within the scope of the commitments framework and suggested that the CAA be invited to attend a PAG meeting to witness first-hand GAL's proactive and constructive engagement.

204. Resolved – That, subject to the inclusion of the need to consider on-time performance in the wider context of airspace management across the South East region, the suggested response set out in Appendix 1 of the Secretariat's report be approved and submitted to the CAA.

## **GATWICK RELATED PLANNING APPLICATIONS**

205. 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)**

206. 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).

207. Mr Hall reported that PAG was concerned about the reduced staffing levels within UK Border Force (UKBF) leading up to the busy summer period, particularly in view of the increase in passenger numbers travelling through the airport. PAG supported GAL's collaborative working with UKBF and its approach to the Home Office raising concern about the annual staffing allocations at Gatwick.

208. PAG's concern about the proposed strike action by ASLEF which would affect a number of rail services to and from Gatwick was supported. The Chairman advised that he had, on behalf of GATCOM, already written to GTR to express concern about the potential impact on passengers and staff accessing the airport with a request that GTR seek a resolution to the dispute at the earliest possible time. A response was awaited but would be circulated to all members once received.

209. Resolved – That

(1) PAG's concern about the impact of the proposed strike action by ASLEF be supported;

(2) PAG's concern about the capacity of the restaurants both airside and landside at Gatwick to meet peak passenger demand and also the need to ensure the changes to the catering offering at Gatwick continued to offer a range of "good value" options to passengers especially families travelling with children be supported; and

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

## **AIRPORTS AND ECONOMIC DIVERSITY**

210. Jeremy Taylor, Gatwick Diamond Business, gave a presentation on how an airport brings economic diversity to an area (copy of [presentation slides](#) attached to the signed copy of the minutes). Mr Taylor explained the economies within the Gatwick Diamond and the Coast to Capital Local Economic Partnership (LEP) areas and their contribution to the exchequer. Members noted that the LEP contributed £48.5bn GVA to the exchequer and the GVA per employee was highest in the areas of Croydon and the Gatwick Diamond and the lowest per employee was in rural West Sussex and Greater Brighton regions. The Gatwick Diamond economy was worth £23.1bn in 2014, the largest of the area partnerships within the LEP region.

211. He highlighted four examples of different businesses, both rural and urban, and the reasons why Gatwick and its route network was important to those businesses. He explained that just like the roles of shipping, railways and highways had played in determining economic success in the past, global air transportation networks offered a similar role now and in the future. Members noted the challenges of the South East region in that it was too rich with limited housing stock, employment land and high education delivery. Some members commented that an additional runway would add to those challenges and the local highway network in the Crawley area in particular already required significant investment. It was also highlighted that there was a need for Highways England to invest in improving east-west links. It was also acknowledged however that the local area did benefit from Gatwick's good public transport links and the railway station.

## **GATWICK ARRIVALS REVIEW**

212. Charles Kirwan-Taylor, Corporate Affairs and Sustainability Director, GAL gave an overview of the company's response to the Arrivals Review Team's report and recommendations and its detailed plan to implement the various recommendations. He confirmed GAL's commitment to take forward all of the Review Team's recommendations in partnership with the other key parties – DfT, CAA, NATS, ANS and the airlines – which was welcomed by members. He also confirmed that GAL had briefed local MPs on the detailed plan. GATCOM was pleased to note that GAL was seeking views on its detailed plan and that as part of its engagement with the community GAL had hosted an event for community representatives on 26 April to outline its detailed plan of action.

213. Mr Kirwan-Taylor was pleased to report that GAL had already started to take forward a number of the recommendations particularly those recommendations in respect of:

- incentivising an acceleration of airlines' programmes for the vortex generator modification on Airbus A320 family aircraft
- further work examining the widening of the arrivals swathe to the east and west of the airport
- constituting the Noise Management Board
- establishing an enhanced noise complaints handling procedure

214. Mr Jopson, NATS also reported that NATS was already working on a draft procedure to raise the height of the commencement of the CDA procedure to 7000ft including a performance monitoring regime. NATS was also reinvigorating the CDA engagement/awareness programme.

215. GATCOM considered the report by the Secretariat setting out a suggested response to the recommendations of the Arrival Review Team and GAL's detailed plan (copy attached to the signed minutes).

### **Noise Management Board**

216. GATCOM supported the principle of the Noise Management Board to give oversight to a coordinated noise management vision and consequent strategies for Gatwick to include aircraft arrivals, aircraft departures and ground noise. The Committee also supported the appointment of Bo Redeborn as Chairman and Graham Lake as Secretary to the Board and agreed that the size of the Board needed to be kept at a manageable size to be constructive and effective. The Chairman confirmed that he had accepted the invitation to be a member of the Board.

217. GATCOM acknowledged the difficulties of seeking representation from local authorities and community groups in that many local authorities and groups wished to be represented on the new board. Following a full discussion, members emphasised the need to also engage with district and borough councils and urged all authorities and community groups to work together to collectively agree representatives for the available seats. It was also emphasised that the key aim of the Board was to agree and oversee a coordinated noise management vision and programme of work rather than consider site specific action.

218. Members considered the Secretariat's suggested framework to assist local authorities and community groups in the appointment of their representatives in that:

- the principal authorities (county/borough/district councils) to the east of the airport (ie in Kent and East Sussex) should come together to appoint one representative on the NMB, and that the principal authorities to the west of the airport (i.e. in Surrey and West Sussex) should do the same.
- this principle also be used for the local councils (town/parish councils) and community groups appointment of their representatives to the NMB.

219. GATCOM agreed that such a process would help to ensure a good geographical coverage and representation across the Gatwick region. Members also pointed out the good partnership/collaborative working already existed between those local authorities party to the 2016 Section 106 Agreement Memorandum of Understanding which could be used to assist in the local authority selection process.

220. Mr Jopson, NATS was pleased to confirm that he would be the NATS representative on the Noise Management Board. Tim May, DfT, also confirmed that he would be the DfT representative on the Board.

221. Resolved – That:

- (1) GATCOM commends the way in which the Review Team had undertaken the Arrivals Review;
- (2) that, subject to the inclusion of reference to local authorities being encouraged to work through existing mechanisms in collectively agreeing representation on the Noise Management Board and new initiatives, the suggested response set out in Appendix to the Secretariat's report be approved.
- (3) the DfT/defra be urged to publish the results of the Survey of Noise Attitudes at the earliest possible time; and
- (4) GAL be asked to report progress on delivering the package of recommendations to the quarterly meetings of the GATCOM Steering Group.

#### **26 LAM DEPARTURE SID – MODIFICATION TO THE ROUTE 4**

222. Mr Kirwan-Taylor, Corporate Affairs and Sustainability Director, GAL gave an update on the modification to Route 4 (26 LAM departure SID) and the engagement programme with affected communities. He explained that GAL had submitted a modified SID that would implement a speed restriction of 220 knots on the turn of the route. It was anticipated that in most weather conditions such a speed restriction and the SID modification would ensure aircraft remained within the NPR. A map of the trial route was available on GAL's [website](#).

223. GATCOM noted that it was planned to trial the modified route with effect from 26 May 2016 for a period of six months. At the end of six months the CAA would review the performance data for Route 4 (which GAL would be required to provide). If the CAA was of the view that the RNAV design had not achieved its original stated aim to an acceptable standard then the RNAV SID route would not be confirmed and would be de-notified by the CAA i.e. removed from Aeronautical Information Publication (AIP). GAL would keep GATCOM informed about the outcome of the trial.

#### **CAA CONSULTATION – PROPOSALS FOR A REVISED AIRSPACE CHANGE PROCESS**

224. GATCOM considered a report by the Secretariat summarising the CAA's consultation on the principles for the proposed changes to the CAA's airspace change process (essentially the CAA's guidance CAP 725) and a suggested response to the consultation (copy attached to the signed minutes). It was noted that the CAA was seeking views on proposed changes to the airspace change process to ensure that all stakeholders, including local communities were adequately consulted as part of a transparent, proportionate process which took proper account of the needs and interests of all affected parties. It introduced four gateways to the process which needed to be completed fully and verified by the CAA before the airspace change sponsor could progress to the next stage. This was welcomed by the Committee.

225. Mrs Street encouraged all members and their organisations to submit their views on the proposed principles direct to the CAA.

226. Resolved – That:

- (1) the opportunity to comment on the proposed principles for the airspace change process be welcomed; and
- (2) the suggested responses to the CAA's consultation questions as set out in Appendix 1 of the Secretariat's report be approved and submitted to the CAA.

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

227. GAL's quarterly report for the FPT covering the period 1<sup>st</sup> October to 31 December 2015 was received and noted (copy attached to the signed minutes).

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

228. GATCOM considered the unconfirmed minutes of the meeting of NATMAG held on 25 February 2016 (copy attached to the signed minutes).

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

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

GATCOM Steering Group – Monday 27 June 2016 at 10.00 a.m.

Passenger Advisory Group – Wednesday 29 June 2016 at 1.30 p.m.

GATCOM – Thursday 14 July 2016 at 2.00 p.m.

230. Members also noted that the next meeting of Gatwick Airport Limited's Noise and Track Monitoring Advisory Group (NATMAG) would take place on Thursday 26 May 2016 at 10.00 a.m.

Chairman