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## GATCOM 26 JANUARY 2017

### KEY MESSAGES AND OUTCOMES FROM MEETING

The agenda and papers considered at the meeting are available on GATCOM's website at <http://www.gatcom.org.uk/agendas-and-minutes/>

#### GATCOM STEERING GROUP – CHAIRMAN'S REPORT

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

##### Noise Management Board

- Significant progress has been made on taking forward the actions from the Independent Arrivals Review.
- Work, involving the community groups, continued on defining the term "Fair and Equitable Distribution (FED)". This term is highly complex to define but GATCOM hoped that once a definition has been agreed it could be commended for use by the DfT, CAA and others.
- GATCOM reiterated its request that the NMB include the consideration of departures in its work programme for 2017-18.

GATCOM agreed two recommendations from the GATCOM Steering Group as follows:

- **Continuous Improvement and Monitoring of Actions** - GAL and the NMB be asked to consider the use of a reviewed Noise Action Plan incorporating all the actions being taken forward by GAL and the key parties, as comprehensive basis from which to monitor work, initiatives and actions on seeking the continuous improvement of the noise climate.
- **Runway Direction Protocol** - given the very minimal benefit the protocol would bring and the serious concerns of those communities closest to the airport GATCOM did not support the adoption of the draft protocol.

##### Night Flying Restrictions at Gatwick

Following a request at the last meeting of GATCOM, GAL provided information on all air traffic movements during core night period 2300-0600 between 1 May and 31 August 2016. The report and figures reported to GATCOM Steering Group are attached.

##### MedView Airlines

Reference was made to the disturbance created by the regular off schedule MedView Airlines operation resulting in the airline, which used QC2 and QC4 aircraft, operating in the night period. GAL is addressing the matter with the airline and was asked to report on the airline's performance at the next meeting of NATMAG. GAL will report back to GATCOM.

##### AIRLINE MOVES PROJECT

The airlines moves project which involved the consolidation of easyJet's operation to the North Terminal, Virgin Atlantic Airways' move to the North Terminal and British Airways' move to the South Terminal had successfully taken place 23 to 26 January 2017. GATCOM congratulated GAL on the meticulous planning involved over the past two years and commended the collaborative working with all the airlines, handling agents and other organisations/agencies. GATCOM's Passenger Advisory Group was also thanked for its input to the project and for taking part in many of the trials leading up to the move.

##### AIRPORT COMMENTARY

The Chief Executive Officer's commentary on activity and performance of Gatwick over the previous quarter was received.

- **Future Investment** – Stewart Wingate reassured members that GAL's investment levels are being maintained to match passenger volumes. Investment over the coming year is in the region of £242m which is the largest investment programme in the airport's history. Provisional budgets for 2017-18 also indicated that capital investment is likely to be in the region of £275-£300m. The draft Capital Investment Programme (CIP) will be published soon for consultation with the airlines and the Passenger Advisory Group. The new CIP will contain growth forecasts and will address anticipated growth.
- The new CIP will be presented to a future GATCOM meeting.
- Reference was made to GIP's majority share in GAL and the lifetime of the Investment Fund. Stewart Wingate advised that in December 2009 the then Chairman of GAL indicated to GATCOM that GIP's ownership horizon was likely to be 5-8 years. However, there were no plans at the current time for a GIP sale transaction.
- **New GAL Chairman** - [Sir David Higgins](#), became Chairman of Gatwick Airport Limited on 1 January replacing Sir Roy McNulty who will remain on the GAL Board as Deputy Chairman. Sir David Higgins will be invited to attend a future meeting.
- **New Chief Planning Officer** - Alastair McDermid, Airports Commission Director, GAL is stepping down from his current role as Airports Commission Director in February this year. GATCOM paid tribute to Alastair's long association with Gatwick over the years and for the way in which he constructively engaged with wide range of interests on difficult and sensitive matters enabling them to contribute to GAL's thinking and decision-making.
- Tim Norwood, will join Gatwick's Executive Management Board as Chief Planning Officer and will lead a review of Gatwick's Masterplan. He will also lead Gatwick's response to the Government's Draft National Policy Statement and the Aviation Strategy review.
- **Traffic Growth** - Gatwick has seen continued growth and achieved a 9.5% year on year increase resulting in Gatwick handling a record breaking 43 million passengers a year, a first for a single runway airport. The impact of growth on carbon emissions and climate change was highlighted. GAL will report on its carbon emissions and climate change work and targets through the "Decade of Change" Performance Report. The increased disturbance from aircraft noise and overflight was also highlighted.
- **New Routes** – both long haul and short haul networks continue to grow with a new weekly Thomson service to Phu Quoc, new BA services for Fort Lauderdale, new Air Canada route services to Vancouver, new Ryanair services to Alicante and new EasyJet services to Granada and Varna.
- **Core Service Standards** – customer satisfaction scores continue to be met in all areas. On time departure performance is still below expectations but GAL is working with airlines and handling agents address this.
- **Boeing Maintenance Hangar** – approval has been sought for an environmental impact screening opinion related to the construction of a maintenance hangar for Boeing. GAL was asked to ensure that as part of the planning approval process that assurances are given that construction vehicles will not be permitted to use the Povey Cross entrance of the airport.
- **Departure Route 4** – the monitoring period for the re-designed Route 4 came to an end on 26 November. GAL has provided all the data required to the CAA who will assess the results from the monitoring period and will make a decision on whether or not the re-designed route should be implemented on a permanent basis. GAL's initial assessment is that the re-designed route achieved what it was required to do in that it has shown c.94% compliance in track keeping within the noise preferential route (NPR) and has at the same time achieved a degree of dispersal around the route's turn, something that was particularly requested by the local communities.
- The overflight of Horley has been addressed by GAL and NATS and the number of overflights of Horley has reduced to 0.5% (14) in December. GAL continues to monitor the number of Horley overflights and will work with NATS to ensure the highest possible level of compliance.
- Achieving traffic dispersal on the turn of route 4 was noted and GAL was asked whether dispersal could be achieved on the remainder of the route. The significant impact of the redesigned route on the parish of Salfords and Sidlow was highlighted as an example where dispersal of tracks could achieve benefits for those communities. GAL advised that the design of the turn, and varying weather, resulted in different aircraft types achieving different track results. It was not expected that a similar result could be achieved for aircraft flying in a straight line.

- **Gatwick Area Community Trust (GACT)** – grant applications were currently being invited with a closing date of 17 March. More details can be found on GACT's website: <http://www.gact.org.uk/>

## **AIRPORT EXPANSION IN SOUTH EAST**

- GAL reported on its reaction to the Government's announcement that its preferred option for a new runway was the Heathrow north-west runway. GAL is disappointed that the Government has not properly addressed all the issues that the various interested parties/organisations had raised in response to the Airports Commission's Final Report particularly in relation to the traffic forecasts, the issue of connectivity and the interpretation of the economic benefits which GAL believed departed from the Government's guidance on how to assess the economic benefits.
- A coalition of London councils including Hillingdon, Richmond, Wandsworth and Windsor and Maidenhead together with Greenpeace had sought a Judicial Review on the failure of the Government to consult residents around Heathrow (the High Court challenge failed as there was provision in the Planning Act 2008 to challenge the Government's decision within six weeks of the NPS being adopted).
- GAL confirmed that it had no current plans to submit a planning application for a second runway in the absence of any supportive Government planning policy but would keep this under review if circumstances changed.
- The Government is to undertake consultations on:
  - A [draft National Policy Statement \(NPS\)](#) for Heathrow which will be subject to a 16 weeks consultation (published on 2 February)
  - [UK airspace policy](#) (published on 2 February) which will also be subject to a 16 weeks consultation.
- GAL's intention is to publish its submission to the draft NPS within 10 weeks of the publication of the consultation to assist others in formulating their response to the consultation.
- GATCOM agreed to write to the Secretary of State for Transport to highlight issues of concern and matters that need to be addressed. GATCOM is particularly concerned about the shortfall in funding for the Gatwick Railway Station improvement scheme as recommended by the Airports Commission. The suggested response prepared by the Secretariat was agreed subject to the inclusion of reference to addressing the implications of carbon emissions quotas.
- The DfT has set up an Airspace and Noise Engagement Group (ANEG) to maintain a formal channel of communication between the DfT and its external airspace and noise stakeholders and to discuss all aspects of national airspace and noise policy development. The Liaison Group of UK Airport Consultative Committees (UKACCs) has a seat on ANEG. GATCOM will feed in any views to UKACCs to raise at ANEG. The first meeting of ANEG took place on 24 January.
- The CAA has set up a Community Discussion Forum to bring together community representatives from areas impacted by aviation across the UK. GATCOM is represented on this Forum by Alan Jones, GATCOM's Lead Member for Noise. The first meeting of the Forum took place on 24 January when an overview of matters to be discussed was given. These included the development of detailed guidance to support the airspace change process, the review of the CAA's Future Airspace Strategy and a review of the CAA's role in noise management
- GATCOM will consider its response to the Government's consultations at its next meeting.

## **CAR PARKING AT GATWICK**

- GAL presented an overview of its car parking strategy, parking products, capital investment and issues being addressed – [click here](#) to see presentation slides.
- GATCOM acknowledged GAL's investment in car parks and its proactive approach to managing car parking demand at the airport. There was a careful balance that needed to be struck in providing car parking and encouraging passengers and staff to use public transport. 44% of passengers now used public transport to access the airport. GAL's car parking capacity growth has exceeded growth in demand over the past few years.
- GAL continues to engage with local planning authorities and an Interim Car Parking Strategy will be issued in February 2017. The full car parking strategy will be published alongside a revised Surface Access Strategy following a revision to the Airport Master Plan.
- GAL's Approved Operator Scheme had been cited as a model of best practice by the CAA and commended for use at other UK airports.
- GATCOM remained concerned about the number of passengers and staff that parked in local roads to catch the bus or take a taxi to the airport. GAL acknowledged the problem and agreed to arrange a meeting with local councillors to discuss ways in which the problem could be addressed.

- GAL was asked to include wording on its website to discourage passengers from parking in local roads.

### **GATWICK RELATED PLANNING APPLICATIONS**

Crawley Borough Council's report on planning applications determined and outstanding in respect of Gatwick was noted. The need to discuss the screening proposals for the Hangar development with local residents was highlighted. More details are to be provided to Charlwood Parish Council and Mole Valley District Council.

### **GATWICK GROWTH BOARD**

- GAL gave an update on the work of the Gatwick Growth Board (GGB).
- The outcome of the GGB's first study report into the economic impact of Gatwick Airport has been published. The report by [Oxford Economics](#) concluded that Gatwick could support an extra 13,000 new jobs by 2025 with its existing single runway and lift its total contribution to the national economy to £6.5 billion if passenger numbers grow by around 20% from the current 43 million a year.
- GGB has now commissioned ARUP to do a study of road and rail connectivity later looking at the pinch points in the region's road and rail networks. The Study Report is due to be issued Easter 2017.
- GATCOM asked how passenger growth on the scale of that assumed in the Oxford Economics report could be achieved at Gatwick with a single runway and how the extra jobs could be resourced. GAL advised that further growth could be achieved by maximising the capacity in the shoulder periods, off peak times such as in the winter season as well as increased passenger loads and larger aircraft. As regards the jobs market, that had been identified as the next study topic.
- The GGB will continue to engage with government departments and other key stakeholders such as the Coast to Capital LEP and local authorities.
- GAL noted concerns that the GGB has not yet addressed the issue of the environmental consequences of further growth.

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

- The report from the Chairman of PAG was considered.
- GATCOM endorsed PAG's concerns about the significant funding gap for the Gatwick Railway Station redevelopment project and agreed to support GAL's lobbying to the DfT.
- GAL is working closely with airlines, handling agents and air traffic control providers to improve on-time departures performance (OTD). During the summer GAL achieved 60% its OTD performance target. The 40% shortfall was in the main due to ground performance but also included late arrival of aircraft, airfield congestion and airspace restrictions.
- PAG has reviewed with GAL the outcome of the CAA's conclusions and recommendations in respect of the CAA's review of issues affecting passengers' access to UK airports. No major concerns for Gatwick were identified including the competitiveness of car parking charges
- PAG's involvement in a wide range of consultations, projects and operational is noted.

### **AIRBUS A320 NEO AIRCRAFT**

Captain Douglas Moule, Flight Operations, easyJet, gave a [presentation](#) on the new A320neo (new engine option) aircraft being introduced to easyJet's fleet operating into Gatwick and the improvements these new aircraft bring in terms of reduced noise and emissions. The key points to note are:

- easyJet has an order for 130 A320neo aircraft
- easyJet will quickly become the largest single operator of the A320neo
- The new fleet start to arrive from June 2017 and will operate from Gatwick
- The neo aircraft are 50% quieter during the landing and take-off phases than current A320 aircraft
- The A320neo aircraft produces 15% fuel burn reduction per seat than current A320s, improving to 20% in the next 3 years.

An update was given on the A320 retro-fit programme of vortex generators (to eliminate the "whine" noise). Of the total 261 easyJet current fleet, 141 have already been retrofitted and 44 aircraft are already factory fitted. 76 remain to be retrofitted and its retrofit programme has been brought forward for completion by the end of 2017.

## **DfT 2015 Noise Exposure Contours for Gatwick**

The results of noise monitoring at Gatwick Airport for the summer period of 2015 were published by the DfT (DfT) in January 2017. The [full report](#) by the Environmental Research and Consultancy Department (ERCD) of the CAA is available on the DfT's website. Noise contours for both day and night have been produced. The key conclusions are that there was:

- An increase, day and night, in the areas of the outermost contours of noise attributable to Gatwick Airport, for both actual and standard contours. This results mainly from an increase in movements for daytime and night.
- The increase in the population for the night contours is mostly caused by the change in modal shift bringing in populations that were outside the contour in 2014 and not due to an increase in number of night flights

## **DFT CONSULTATION – NIGHT FLYING RESTRICTIONS AT HEATHROW, GATWICK AND STANSTED AIRPORTS**

The DfT gave a brief overview of the consultation proposals insofar as they relate to Gatwick Airport. The proposals include:

- Replacing the three environmental objectives with a single objective
- Setting a regime for a period of five years
- A new QC0.125 category
- All operations by quieter aircraft types counted towards the airport's movements limit
- Retaining the current movements limits
- Reducing the noise quota for both the winter and summer seasons

Community groups did not believe that the consultation adequately addressed the economic argument for night flights and were disappointed that there were no proposed reductions in the movements limits as it was the aircraft overflight events that caused disturbance. They were also disappointed that the DfT's delay in publishing the consultation meant that the consultation period was now much reduced and allowed little time for the DfT to consider other suggestions that might come forward in response to the consultation.

The airlines were still considering the implications of the proposed reduction in the noise quota.

GATCOM considered its response to the consultation prepared by the Independent Technical Adviser which was based on GATCOM's response to the DfT's call for evidence on the review of the night flights regime and sought to balance to views of all members. GATCOM agreed the suggested response and additional wording to address the concerns of the community groups.

## **NOISE MANAGEMENT BOARD**

- The unconfirmed minutes of the meeting of the Noise Management Board held on 15 November were noted.
- The progress report (as at 1 November) on the implementation of the actions from the Arrivals Review was noted.

GAL has subsequently published first [annual progress report](#) on taking forward the actions and recommendations from the Independent Arrivals Review.

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

The unconfirmed minutes of the meeting of NATMAG held on 24 November 2016 and the key messages to GATCOM were noted as follows:

- Departure routes - ANMAC will be invited to have more input in future airspace design as it has been over a year since it was last involved in airspace projects.
- NATS are successfully working with their controllers to reduce aircraft vectoring from Route 4 over Horley and they will continue to work to minimise overflight in line with the AIP restrictions.
- There are issues with the joining point amendment (Imm-10) as residents are not pleased with the result of the swathe widening.

## **GAL'S COMMUNITY ENGAGEMENT WORK – UPDATE**

This item was deferred to the next meeting.

**DFT CONSULTATION ON THE USE OF DRONES**

GATCOM agreed its response to the DfT's consultation on the use of drones insofar as the proposals related to the flying of drones near airports.

**DATE OF NEXT MEETING**

Thursday 27 April 2017 at 2.00 p.m

**Paula Street**  
**Secretariat**