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## **GATCOM 9 NOVEMBER 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/>

#### **MINUTES**

The minutes of the meeting held on 13 July were approved.

#### **Brighton Mainline Alliance**

- Coast to Capital LEP is leading a campaign 'Brighton Mainline Alliance' which is a group of businesses and organisations that support the aim for the Government to fully commit to funding strategic investment in the Brighton Mainline. GATCOM accepted the LEP's invitation and agreed to formally join the Alliance.
- It was suggested that the LEP also seek the support of the Sub National Regional Transport Board.

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

The Chairman's report of the GATCOM Steering Group meeting was received. Key points to note are:

- **New Aviation Strategy** - [GATCOM's response](#) to the Government's call for evidence on the proposed approach for developing a new aviation strategy had been agreed and submitted to the DfT.
- **Section 106 agreement** – GAL, Crawley Borough Council and West Sussex County Council have agreed in principle that the terms of the agreement would be extended with minor adjustments to update the requirements and the inclusion of one or two new obligations to cover the period to 2020/21 while the review of the airport master plan is being undertaken.
- **Noise complaints handling** – GAL's noise complaints policy has been updated in respect of the way in which persistent complaints are recorded and handled. Progress is also being made on the introduction of a telephone reporting facility which is linked to the Noise Lab web tool.

#### **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 achieved a 2.2% year on year increase in traffic with the airport handling 45.4 million passengers per annum. The number of runway movements has also increased and on the busiest day over the summer (1 September) there were 950 movements compared with 949 movements on the busiest day the previous year.
- **On-time departures performance (OTD)** – over the busy summer period the airport achieved an aggregate improvement of 7% year on year as a result of a coordinated effort on behalf of the airport, airlines, handling agents and ATC.
- **Core Service Standards** – GATCOM was pleased that the quality of service performance standards continue to be achieved.
- **Monarch Airlines** – the collapse of Monarch had a significant impact at Gatwick. A third of the airline's fleet was based at Gatwick, the company employed around 2000 staff and held a large slot portfolio. Airport Coordination Limited, the slot regulator, is awaiting the outcome of a judicial review on how the reallocation of Monarch's slots could be taken forward. GATCOM congratulated the CAA, GAL and the airport community on the way in which the repatriation process had been managed, coordinated and communicated to passengers and the industry.

- **Maintenance/emergency runway** – As part of GAL’s review of its airport master plan, GAL will be looking at the capability of Gatwick’s main runway and the northern (Maintenance/Emergency) runway before looking at a new runway over the coming months. GATCOM was reminded that the 1979 agreement, which prohibits the concurrent use of the emergency runway, expires in 2019. GATCOM asked to be kept fully informed of GAL’s work on examining options for maximising the use of the airport’s existing infrastructure and highlighted the need to engage with local communities at an early stage in the process.
- **Gatwick Station** – progress continues to be made on the redevelopment project with funding approved and now entering the detailed design stage. The outline design is due to be completed by Spring 2018 with preliminary works commencing on site early in 2019.
- **NMB Public Meeting** - GAL and the Noise Management Board (NMB) are to host their annual Airspace and NMB public meeting on Thursday 7 December. Invitations to the event are currently being sent out to a wide range of interested parties.

## **GATWICK RELATED PLANNING APPLICATIONS**

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

**Boeing Hangar** – After detailed consideration at a full meeting of Crawley Borough Council, the Borough Council granted planning permission with a large number of conditions for Boeing’s new aircraft hangar. The new hangar will be located in the North West zone of the airport and is expected to support more than 200 jobs at Boeing and its suppliers in the region. Works are scheduled to commence later this year with the aim of having the facility fully operational in early 2019.

## **AVIATION & BREXIT**

- The [Secretariat’s paper](#) highlighted the issues for the industry and the need for the Government to put in place arrangements to secure market access to/from the remaining 27 member states post Brexit. It was noted that it is not just a UK issue but an important issue for Europe too.
- GAL outlined the implications of Brexit for Gatwick. GAL is confident aviation issues are well understood across Government and optimistic, while not complacent, that the Government will reach a deal that puts in place transitional arrangements by summer 2018. GAL is working with the DfT on contingencies should a deal not be reached. Discussions with the USA and Canada are well advanced and all parties appear keen to sign agreements as soon as possible so as to provide certainty.
- The AIRE representative advised that:
  - There are 142 EU/EEA carriers operating into the UK (excluding UK carriers)
  - There were 1,142,892 flights operated by EU/EEA carriers in Summer 2016 Winter 2016/7 (excluding UK carriers)
  - There are 27 UK carriers (16 passenger) operating to the EU
  - The number of flights operated by UK carriers for Summer 2016 Winter 2016/7 was 1,007,743 flights
- The importance of outbound tourism, which contributes £28.31 billion a year to the UK economy, was highlighted as well as the fact that the EU is the UK’s main market for overseas travel and main source market for visitors to the UK.
- Resourcing and managing the border and customs is also a key issue in terms of the free movement of people and goods post Brexit. GAL is continuing discussions with the DfT and the Home Office. GATCOM supported GAL’s concerns and work.
- It was highlighted that difficulties were already being experienced by Hotels and the hospitality sector in attracting staff and retaining overseas staff.

## **THE VISITOR ECONOMY AND THE ROLE OF GATWICK**

Tourism South East (TSE) gave a [presentation](#) on the role of Gatwick in supporting the visitor economy and the work of TSE. The key points to note are:

- TSE aims to provide services and expertise to support the performance and growth of the tourism businesses and destinations.
- Inbound tourism to the UK earns around £30bn per annum.
- The South East attracts around 5.21 million international visitors a year which is greater than the number of international visitors to Scotland and Wales combined.
- Travel via air continues to increase whereas travel via the Channel Tunnel and sea has declined.
- Around 8 million visitors to the UK passed through Gatwick airport generating around £6.1bn to GDP and 130,600 related jobs.

- Key issue is to provide a good and efficient rail service as international visitors prefer not to drive on Britain's roads. TSE has signed up to the Coast to Capital LEP Brighton Mainline Alliance.
- Post the London Olympics in 2012 Britain's ambition for inbound tourism by 2020 was to attract 40 million visitors, earning £31.5 billion. The estimate for 2017 is already 39.7 million visitors but growth is slowing mainly as a result of the exchange rate.
- By 2025, it is estimated that the impact on GDP from Gatwick enabled tourism will rise to £7.5bn (from £6.1bn) and employment to 154,000 jobs (from 130,600).

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

The report from the Chairman of PAG was considered. The key points to note are:

- PAG congratulated the CAA, GAL and the airport community for the efficient and effective handling of the collapse of Monarch's operations and the repatriation of travellers.
- GATCOM shared PAG's concerns about Border Force's resourcing of front line staff. GATCOM agreed to write to the Home Office to express concern and seek action.
- PAG expressed concern about the average response times for passenger complaint handling which had decreased slightly over the last quarter which GAL is now addressing. Three passenger complaint referrals to GATCOM had all been reviewed by members of PAG and resolved. PAG had made a few recommendations to GAL on ways to improve the complaints handling process.

### **UK AVIATION & AIRSPACE POLICY - RECENT GOVERNMENT ANNOUNCEMENTS**

- **New Minister for Aviation** – in October [Baroness Sugg CBE](#) was appointed as Minister for Aviation.
- **UK Airspace Policy** – the Government's [response to the UK Airspace policy consultation](#) was published on 24 October. The Government has confirmed the establishment of an independent noise body – Independent Commission for Civil Aviation Noise (ICCAN) – to ensure communities around airports have a say in airspace changes. ICCAN will be set up quickly and arrangements are being made to appoint a Chairman and the ICCAN Board. The Government has also confirmed that it will not take forward the proposal to transfer responsibility for noise controls to the designated airports (Heathrow, Gatwick and Stansted). Instead, the Government will make designated airports responsible for sponsoring changes and these will require approval of the Secretary of State which was welcomed by GATCOM.
- **Revised Draft Airports National Policy Statement** – the Government is currently undertaking a consultation on a [revised draft Airports National Policy Statement \(NPS\)](#) which takes into account the Government's new National Air Quality Plan and the updated [aviation demand forecasts](#). The Government's views in respect of the Gatwick runway option remain unchanged and its preferred option continues to be Heathrow's north-west runway. GATCOM noted that:
  - The updated aviation demand forecasts show that the need for additional runway capacity is even greater than originally thought. The forecasts show that all five of London's main airports will be completely full by the mid-2030s, and for of them within a decade.
  - The House of Commons Transport Committee is carrying out an Inquiry into the revised draft Airports NPS and is currently seeking submissions by 30 November.
- GATCOM agreed it should reiterate its previous views in respect of the revised draft Airports NPS consultation. It was also agreed that GATCOM does not submit any evidence to the House of Commons Transport Committee's Inquiry.

### **LONDON AIRSPACE MANAGEMENT PROGRAMME (LAMP 2)**

- LAMP is now embarking on its second phase and NATS is in the initial stages of identifying the principles and designs (concepts rather than lines on maps) for solutions to modernise the airspace in the London Terminal Manoeuvring Area above 9000ft. NATS's [presentation](#) gave an overview of its planning work and GAL [presented](#) the potential benefits of the modernisation programme for aircraft departures and arrivals at Gatwick. GATCOM also received GAL's [briefing paper](#) giving background and an overview to this joint project.
- The timeframe for implementation of new airspace designs is a few years away with an anticipated implementation in 2023/24. During this time much work needs to be undertaken such as completing PBN research and designing a separated route structure using new minimum aircraft separations as well as undertaking extensive public engagement and consultation on the proposed changes as part of the airspace change process.
- NATS is due to report to the Secretary of State for Transport in November on progress and then, following an extensive period of modelling and validation, finally in May 2018 on an integrated deployment plan and feasibility of the concepts.

- GATCOM acknowledges the potential benefits of the modernisation programme and emphasised that the proposals needed to be effectively communicated to the public and local communities fully engaged and consulted throughout the process.
- GAL and NATS recognised that they needed to work with local communities on the design principles for any proposed airspace change. An initial engagement event has already taken place with local authorities and community groups to explain the project.
- GAL and NATS will keep local authorities and communities informed of progress on this project.
- The future of the departure noise preferential routes (NPR) was discussed. GAL advised that there are no plans to amend or remove the NPRs, but that the new LAMP2 concepts could include options for concentration and dispersal of traffic taking advantage of the improved capability of modern aircraft. This could possibly lead to the need to review NPR conformance requirements.

### **NOISE MANAGEMENT BOARD (NMB)**

- The main focus of the NMB meeting held on 6 September was on taking forward the NMB's work plan and priorities in respect of fair and equitable dispersal (FED), continuous descent operations (CDO) and reduced night noise as well as an additional work topic proposed by the community noise groups on the need to consider airport growth and noise and how the Government's policy was being adhered to. In respect of the latter GAL had agreed that work to identify and agree what specific metrics could be used to measure the airport's performance in this respect would follow.
- The Chairman of the NMB reported on the considerable progress that had been achieved by the NMB since it was established 18 months ago such as improving CDO performance – about 90% of all Gatwick flights are achieving CDO and the airport is the leading CDO performer in the UK; airlines successfully delivering the A320 FOPP modification programme; and work with NATS on the widening of the arrivals swathe. Taking forward the work on FED is however a real challenge as there are many differing views between the community noise groups.
- The next NMB meeting on 15 November will aim to focus on agreed project priorities so that greater attention can be given to taking forward those projects of greatest importance to community groups. If this is achieved then greater progress can be made on developing solutions to continue to improve the noise climate.
- GATCOM noted the letter that the community noise groups around Gatwick had collectively sent to the Secretary of State for Transport raising concerns about the need for greater attention to be given to address the rapid increase in traffic growth at Gatwick and the consequential noise impact. Members commented that whilst noise impacts arising from the increase in growth are a significant factor to be addressed they are not the only factor as increased growth also has consequential impacts on local road traffic and congestion, air quality and the capacity of the rail network. GATCOM agreed that further consideration would be given to this important issue once a response from the Secretary of State has been received.

### **REVIEW OF END NOISE ACTION PLAN**

- DEFRA has requested that GAL undertake a light touch review of the Environmental Noise Directive (END) Noise Action Plan (NAP). GAL has commenced the review process as required by DEFRA's guidance on how to revise the NAP and a period of consultation is now underway with interested parties on the proposed list of actions to be included in the draft revised END NAP. The consultation period on the draft plan closes on Friday 2 February.
- GAL presented the [proposed list of actions](#) to be included in the draft revised END NAP. GATCOM members have been asked to provide comments to the Secretariat for initial consideration by the GATCOM Steering Group at its meeting on 4 January. The deliberations of the Steering Group will be reported to the next GATCOM meeting on 25 January 2018.

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

- The unconfirmed minutes of the meeting of NATMAG held on 21 November were received.
- It was noted that the Chairman had arranged a meeting with GAL and the Chairman and Secretary of the NMB to discuss the relationship between the various Gatwick noise management bodies particularly between NATMAG, NMB and GATCOM to ensure that roles and functions were clearly defined to avoid duplication of effort and improve communication and coordination.

### **DATE OF NEXT MEETING**

The next meeting of GATCOM is scheduled to take place on Thursday 25 January 2018.

**Paula Street**  
**Secretariat**