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GATCOM 19 JULY 2018

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/>

ELECTION OF VICE-CHAIRMAN

Charles Yarwood, Mole Valley District Council, was re-appointed as Vice-Chairman for the ensuing year.

GATCOM CHAIR - APPOINTMENT UPDATE

First round interviews took place on 12 July. Two candidates have been recommended for a second interview. Second round interviews with Stewart Wingate, CEO, Tim Norwood, Director of Corporate Affairs, Planning and Sustainability, and the GATCOM Chair will be held in August. It was hoped that an announcement could be made in September.

GATCOM STEERING GROUP – CHAIRMAN'S REPORT

The Chairman's [report](#) of the GATCOM Steering Group meeting was received. Key points, not covered elsewhere on the meeting agenda, to note are:

- the Government's document "[making best use of existing runways](#)" clarifies Government policy and the planning process through which airport expansion decisions will be made.
- DfT discussion paper with airport consultative committees looking at **effective community engagement**. GATCOM endorsed the [response](#) submitted on behalf of GATCOM.
- **Route 4 update** – there are two stages involved in taking forward the next steps following the judicial review challenge and to meet the requirements of the CAA.
 - Interim arrangements - GAL is working with the CAA to revert the Route 4 conventional standard instrument departures (SIDs) to their position, as they were before 7 April 2017. GAL has undertaken the required safety review which had been submitted to the CAA for validation. If the CAA's approval is received in July it is possible that conventional SIDs can be implemented on 11 October, following the necessary changes to air traffic control systems and aeronautical publications.
 - Long term solution - the redesign of the Route 4 RNAV-1 SIDs will take time to complete as a new Route 4 Airspace Change Proposal will need to be developed and progressed through the CAA's new Airspace Design Process, which will commence in the coming months. This process may take around two years to complete which is of concern to local communities who wish to see the permanent change progressed as quickly as possible.
- A question was raised on behalf of a residents' group about the possible potential use of RNAV overlays to expedite a more speedy solution. As this was a technical matter involving particular communities under the SID, GAL agreed to arrange a meeting with the affected parties to explain the next steps required by the CAA.
- **Gatwick Surface Access Strategy** and **Interim Car Parking Strategy** – GAL's work and targets were welcomed by the Steering Group but its members highlighted that the on-going problems on the railway may have an impact on GAL achieving its modal split targets.

CHIEF EXECUTIVE OFFICER'S REPORT

The Chief Executive Officer's [commentary](#) on activity and performance of Gatwick over the previous quarter was received. The new-style format of the report was welcomed.

- **Traffic Growth** - Gatwick has seen continued growth and over the past quarter handled 12.3 million passengers with an increased aircraft load factor of 86.3%. GAL published its [Annual Results](#) for the year ended 31 March 2018 which revealed that passenger numbers had reached 45.7 million passengers per annum.

- **Cargo/Freight** – the increase in Gatwick’s long haul network had also seen the amount of cargo coming through the airport increase. GAL is working with the cargo community on how freight is forwarded as currently the majority of all Gatwick’s freight is transported to freight hubs at Heathrow. GAL was asked to ensure that freight haulage companies had appropriate traffic routing agreements in place to ensure that HGVs did not use inappropriate routes through neighbouring communities.
- **Special assistance services** – GAL is working hard to improve services for persons requiring special assistance at the airport. Current performance is a major concern of GATCOM’s Passenger Advisory Group. There have been issues with the new service provider and an improvement plan is now in place to hopefully return performance back to acceptable levels in preparation for the September peak. The CAA’s recent [annual monitoring report](#) of special assistance performance had rated Gatwick as “needs improvement”, a decline from the “good” rating achieved in the previous year. Gatwick has however been cited as examples of best practice in the [CAA’s report](#) on implementing the hidden disabilities guidance.
- **Sustainability – Decade of Change Progress Report 2017** – GAL published has published its [2017 Progress Report](#). Amongst the key improvements are:
 - 10% reduction in annual carbon emissions from fuel and energy
 - 5.0% drop in annual energy consumption per passenger
 - Zero untreated operational and commercial waste to landfill
 - Continued operation well below annual mean air quality limits for both NO2 and PM10
 - 56% of Gatwick employees from local area and £132.8 million spent with local suppliers
 - 40 community events sponsored and 173 local causes funded

AIRPORT MASTER PLAN REVIEW

- Subject to GAL Board approval, GAL is working towards the publication of a new draft airport master plan by the end of 2018.
- The draft plan is expected to have two main sections:
 - covering the next 5 years based on the recently published Capital Investment Plan 2018 as well as the Airport Surface Access Strategy 2018; and
 - “growth paths” looking 5 to 15 years ahead. GAL is currently working on 3 growth paths through using: (1) the current runway; (2) development within the airport footprint to make best use of the existing facilities; and (3) the continued safeguarding of the second runway proposals.
- In accordance with the DfT guidelines to airports on the preparation of airport master plans GAL will engage stakeholders at an early stage. GATCOM highlighted the need to engage with communities at the earliest possible time.
- Reference was made to the various rumours about GAL’s proposed intention to make use of the maintenance/emergency runway and the planning constraints on using that runway. It was confirmed that the 1979 agreement with West Sussex County Council preventing the construction of a second runway also set out the terms of use of the stand-by (emergency) runway. The stand-by runway was also bound by planning conditions in its own right and it was confirmed that any change to its use would require planning consent.
- GATCOM will continue to be kept informed about the master plan process and progress.

CAPITAL INVESTMENT PROGRAMME 2018

GAL gave an [overview](#) of the recently published [2018 Capital Investment Programme \(CIP\)](#). GAL will invest £1.11 billion over the next five years, with £266 million planned for 2018/19. The key points to note are:

- GAL is forecasting growth to 52.8 million passengers over the next five years. This growth will be achieved through a variety of means such as use of larger aircraft (the A321 NEO aircraft has an additional 50 seats), increases in load factors (currently at 83.6%), the spreading out of passenger numbers into the shoulder and off peak, airspace modernisation and the use of other new technology to ensure better utilisation of the runway.
- GATCOM welcomes GAL’s continued investment and the projects to be taken forward.
- Projects to support greater use of electric vehicles to help with the continual reduction in the airport’s environmental impact were welcomed but the impact on demand for electricity in the area was highlighted.
- The wider benefits of the Boeing hangar development were highlighted particularly in respect of the number of high skills jobs the development will bring to the local area.

GATWICK GROWTH BOARD

GAL gave an [overview](#) of the work of the Gatwick Growth Board (GGB) which had been set up in 2016 to examine the wider economic and social impacts of Gatwick’s growth over a two years period. The key points to note are:

- The GGB has examined Gatwick's Economic Footprint – published January 2017; Surface Access through working with ARUP – publish July 2017; Impact on the Visitor Economy – published February 2018 and its final report on Impact on Trade and Investment – published June 2018.
- The key conclusions of the GGB's work were that after the airport expansion debate, the focus is now moving onto the positive impacts and sustainable growth with Gatwick being recognised for its economic contribution across the region and nationally. Gatwick is responsible for 10% of GDP from Croydon to Brighton.
- Community engagement is vital to build goodwill and there is a continuing need to be a good neighbour which is viewed as essential to securing Gatwick's "licence" to operate and eventually to grow.
- GAL's Decade of Change work makes it an industry leader in sustainability, but the airport will need to continue to improve environmental performance to grow.
- The economic success of the region is closely linked to the continued success of Gatwick. Reference was made to the Coast to Capital LEP's new [Strategic Economic Plan](#) titled "Gatwick 360°" launched the day of the meeting, is centred around a successful Gatwick Airport.
- GATCOM commented on the significant contribution of tourism to the area and ways in which GAL could work with tourism partners to encourage visitors to return to the region. Reference was made to the loss of the large photos of places to visit across the south east and the Tourist Information desks from the airport terminals. It was hoped that GAL could support a similar campaign working with Tourism South East, the LEP and local authorities.

GATWICK RELATED PLANNING APPLICATIONS

- Crawley Borough Council's [report](#) on planning applications determined and outstanding in respect of Gatwick was noted.
- GATCOM agreed to submit a letter of support in principle to the application for the redevelopment of Gatwick Station.

PASSENGER ADVISORY GROUP (PAG)

The [report](#) from the Chairman of PAG was considered. The key points to note are:

- Rail engineering works – The rail blockade (between Three Bridges and Brighton and Three Bridges and Lewes) planned for October half term 2018 will not now go ahead but the blockade planned for February half term will instead be for a longer period. GATCOM supported PAG's concerns about the need for more robust planning by GTR in preparing for future rail blockades given recent experiences with the lack of replacement buses.
- Key areas of concern to PAG for the busy summer period are the resourcing of Border Force and the performance of the special assistance service.

LOCAL AIR QUALITY MONITORING

GATCOM received the [report](#) prepared jointly by GAL and Reigate and Banstead Borough Council (R&BBC) on the results of annual monitoring of air quality in the Horley Gardens Estate Air Quality Management Area and at other sites in the vicinity of the airport.

- It should also be noted, and as reported last year, that additional pollution monitoring was introduced on the A23 by Reigate and Banstead Borough Council in 2016 as part of a wider monitoring programme of nitrogen dioxide concentrations across the Borough and given the elevated readings at one of those sites RB149, four new sites along the A23 Brighton Road were added in 2016/17 and now form part of the annual report of the monitoring results.
- **Residential properties** - whilst the annual average air quality objective for nitrogen dioxide was not met at one receptor on the A23 (confined to a small number of properties), primarily due to road traffic (airport and non-airport related), local sources of pollution within the Horley Gardens Estate Air Quality Management Area remained unchanged throughout 2017. The trend analysis of nitrogen dioxide concentrations at properties at most risk of breaching the air quality objective due to on airport emissions shows that the flat trend of 2016 continued in 2017.
- **On-Airport** - the three year rolling annual average trend analysis of the on-airport nitrogen dioxide concentrations show a decrease in concentrations between 2008 and 2017, with concentrations in 2017 at their lowest level to date.
- **Particulates** - the PM₁₀ air quality objective was met on the Horley Gardens Estate with concentrations comparable with those in 2016. It should be noted that the airport is not a significant source of PM₁₀ and computer modelling consistently indicates that the airport is responsible for no more than 1 to 2µgm⁻³ of the total PM₁₀ concentration.
- **Ultrafines** - following a successful research bid by Kings College and Imperial College in 2017 measurements of ultrafine particulates in the vicinity of Gatwick have now begun and should be available by July 2019.

- GATCOM expressed its thanks to GAL and R&BBC, in particular Mr Hibbs from R&BBC, for the informative and comprehensive report. All the air quality annual monitoring reports since 2007 are available on [GATCOM's website](#).

REVIEW OF END NOISE ACTION PLAN 2019-2024

- GATCOM's response to GAL's Final Draft END Noise Action Plan was considered and the view of the NMB community noise groups was noted.
- Whilst members noted that through GAL's work on identifying new noise metrics and reporting (Action 39a), the outcome of that work could be used to more precisely describe the aims, targets and outcomes of the actions within the END NAP, GATCOM was disappointed that GAL has not taken the opportunity to include specific targets in the NAP or to set an overarching target against which the overall noise performance could be meaningfully monitored and tracked.
- GATCOM agreed the suggested draft response set out in Appendix 2 of the [Secretariat's report](#).
- GATCOM also agreed to write to the Government to raise the need for it to have a greater oversight of the airport's noise performance generally to ensure that the airport was managing the noise climate in accordance with Government policy objectives.

Future Airspace Strategy Implementation (South) (FASI(S))

- FASI(S) is the major review of airspace across the South East of England which encompasses an area as far west as Cardiff and as far north as East Midlands airport.
- The project will involve the collaboration of 16 different airspace change sponsors (15 different airports and NATS).
- The FASI (S) programme is expected to be delivered by 2024 but given the complexities of the changes that need to be made and the length of time to progress proposals through the CAA's airspace design process set out in CAP 1616 means that planning, engagement and consultation timescales are challenging.
- NATS' part in this project concerns air traffic structures at and above 7,000ft (7,000ft is set by the CAA and the DfT as a demarcation for noise priorities). NATS expects to set the requirements for higher-level airspace 7,000ft+ under this part of the FASI(S) programme, known as LAMP.
- Below 7,000ft, where noise is a priority, and requires engagement and consultation with local communities, airports are to develop the requirements for lower-level airspace under their parts of the FASI(S) programme.
- The Government is due to issue its response to NATS feasibility report on the planning of the project in Autumn 2018.
- The CAA published, the day of the GATCOM meeting, its consultation on the [draft Airspace Modernisation Strategy](#). Comments are required to be submitted by 10 September 2018.
- **The Chairman emphasised the significance of the FASI(S)/LAMP project as it had important implications for local communities across the South East of England. It was therefore a review to be taken very seriously by all parties.**
- GATCOM will be kept informed of progress.

NOISE MANAGEMENT BOARD (NMB)

The Secretariat [reported](#) on the deliberations of the last meeting of the NMB held on 27 June. The key points to note are:

- **Reduced Night Noise (RNN)** - Planning for the trial continues and while progress has been made with Community Noise Group members of the NMB there are still some issues to be clarified around the objectives of the trial and additional safeguards that need to be agreed.
- **Departures** - limited progress has been made with departure work constrained by the due processes related to the outcome of the Route 4 judicial review court ruling and potential improvements to Route 3 likely to be delayed by environmental trials on Heathrow departure routes. Further departures related activity will be included in the NMB work plan for 2019.
- **Fair and Equitable Distribution (FED)** – Community Noise Groups are disappointed that despite running simulator trials NATS has not been able to identify a viable mechanism to deliver near term arrivals FED using the current vectoring procedures. Airspace modernisation could provide much greater opportunity to achieve FED in the future.
- **NMB work plan** – 22 August NMB workshop will be used to look at the proposals, options and rationale for noise reduction measures and priorities for the NMB work plan for the coming year.
- **END NAP** – Community Noise Groups again raised concerns about the Final Draft END NAP and that in their view GAL's NAP did not adhere to Defra Guidance. Their views were reported in the Secretariat's report on the END NAP.

The Chairman and Stewart Wingate reported on the letter under joint signatory of the NMB community noise groups to Sir Roy McNulty, Deputy Chairman of GAL, expressing 'lost confidence in the ability of the NMB, as currently constituted and led'. GAL was arranging a meeting with the community noise groups to discuss the issues of concern. GATCOM asked GAL to ensure that communities representing areas from both the east and west of the airport were invited to participate in that meeting.

NOISE AND TRACK MONITORING ADVISORY GROUP (NATMAG)

The [summary report](#) of the deliberations of NATMAG was noted as were the key messages to GATCOM. Members raised no issues for further consideration.

USE OF DRONES NEAR AIRPORTS

GAL gave a [presentation](#) on its approach to managing the use of drones near the airport. The key points to note are:

- Drone activity was greatest in the summer months and in December.
- On 30 May 2018, the Government published an amendment to the UK [Air Navigation Order 2016 \(ANO\)](#) which made changes to the legislation regarding the operation of small unmanned aircraft limiting the height of drone usage to below 400ft above ground level and within 1km of airport boundaries – "No drone zone".
- As from 30 November 2019 owners of drones weighing 250 grams or more will be required to register their drone with the CAA and to take an online safety test.
- The potential future use of drone technology for business and public services was outlined.
- GAL was looking at how to raise community awareness working with the police and other key stakeholders about drone safety, monitoring of potential launch sites, and educating users.
- GATCOM discussed the nature of the "No drone zone" signage to be installed in areas around the airport and how to raise awareness amongst communities about the potential threats and monitoring of possible launch sites. Signage will be installed in consultation with local authorities/parish councils.
- GATCOM will be kept informed of GAL's work through the weekly news service to assist in raising awareness amongst communities and how to differentiate between permitted operators and leisure users.

FUTURE ECONOMIC REGULATION OF GATWICK AIRPORT

- The CAA launched an [initial consultation](#) on the process and timetable for the review of the economic regulation of GAL. The current, new style, regulatory arrangements set by the CAA in 2014 expire in March 2021.
- As part of GAL's licence conditions GATCOM's PAG has a formal role in providing comments to GAL on its CIP and also on the annual review of the airport's resilience plan to give the passengers' perspective.
- The consultation period closes on 31 August.
- The [Secretariat's report](#) was received and GATCOM agreed that its response could be agreed by email following the seeking of views of members.

ANNUAL MEETING OF UKACCS

- The [summary](#) of the UKACCs Annual Meeting held on 6 & 7 June at Heathrow Airport was received.
- The issues raised by the UKACCs delegation to the Minister for Aviation were also noted.

APPOINTMENT OF SUB-GROUPS

- **GATCOM Steering Group and Passenger Advisory Group** – GATCOM appointed members to serve on both groups for the ensuing year.
- **Gatwick Airport Limited's NATMAG** – GATCOM made a slight change to its representation on NATMAG. Matthew Balfour (Kent County Council) would replace Michael Payne (Kent County Council) on NATMAG.

DATE OF NEXT MEETING

The meeting will take place on 18 October. The GATCOM member Annual Tour of areas of the airport will take place in the morning prior to that meeting.

GATCOM's calendar of meetings for 2018/19 is being prepared and will be issued once a new Chair has been appointed.

Paula Street
Secretariat