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GATCOM 17 OCTOBER 2019

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/>

LOCAL INDUSTRIAL STRATEGY (LIS)

Jonathan Sharrock, Chief Executive, Coast to Capital LEP, [presented](#) details of the LEP's current consultation on the [Economic Profile of the Coast to Capital area](#). He explained that the consultation presented the biggest piece of research undertaken into the economy and area's potential and that the analysis will inform Coast to Capital's Local Industrial Strategy (LIS) which will be negotiated with Government in the New Year and, when published, will prioritise investment in the Coast to Capital area. The key points to note for the area are:

- Recent employment growth is behind the national average and in the south east with the Coast to Capital LEP being 23rd of the 38 LEPs in terms of the last 5 years employment growth. Only three local authorities in the area have seen business growth above the national average and the area has low business start-up rates compared to national average
- The lack of high-quality office and industrial space is a barrier to attracting higher value businesses. More productive competitor LEP areas have had a higher proportion of high-quality office space and industrial deals in recent years.
- Despite the number of highly innovative firms there is a low research and development investment in both the private and public sectors
- A lack of innovation funding in universities into specialist industries like engineering, resulting in underfunded/non-existent academic research.
- 16% of the population live in rural areas with the ten most populated urban centres which include Brighton and Hove, Crawley, Worthing, Epsom and Ewell, Bognor Regis, Littlehampton, Horsham, Reigate and Redhill, Leatherhead and Croydon accounting for 70% of the total urban centre population
- There is a significant population gap of 20-40 year olds and a higher proportion of residents over 50 compared to the national average.
- There has been a decline in the mid-level occupations as such associate professionals who have the appropriate qualifications and experience for a role to support professionals and managers
- The areas rich natural assets present an opportunity to develop a model for sustainable growth and carbon reduction.

The evidence of gaps and potential for growth, particularly the potential to enable additional value from Gatwick, were noted. The need for the area to attract the right type of growth and investment and for GATCOM to have an understanding of the role the airport in attracting growth was highlighted.

The consultation closes on 31 October. All member organisations are encouraged to respond to the Coast to Capital LEPs consultation. The Secretariat will seek comments from members for consideration as part of a GATCOM response.

CHIEF EXECUTIVE OFFICER'S REPORT

The Chief Executive Officer's [commentary](#) on activity and performance of Gatwick over the previous quarter was received. The key points to note are:

- **Traffic Growth** – the airport handled 14.1 million passengers between July and September with an aircraft load factor of 89.9%.
- **Service Quality** – against a background of growth and disruptive events, Gatwick experienced good peak season performance and continues to achieve its regulatory core service standards and passenger satisfaction scores for both arriving and departing passengers remain high.

- **On time departures performance** – over the quarter on time departures performance fell to around 53% (the target for the summer was 70%) mainly due to ATC issues resulting in reduced aircraft flow rates impacting on operational performance.
- **Thomas Cook repatriation** – Thomas Cook ceased trading on 23 September. GAL worked closely with the CAA on the repatriation operation. The airport received around 12-14 repatriation flights per day. GAL felt the repatriation operation (known as Operation Matterhorn) worked very well. Around a third of Thomas Cook's slots would go back into the pool of slots for the slot co-ordinator, ACL, to allocate in the next round of slot allocation available for all airlines to apply to use the slot. The remainder of the slots will be sold by the liquidator, KPMG.
- **Baggage Screening** – Gatwick is the first major UK airport to become fully compliant with the DfT regulations for explosive device detection systems for hold baggage. The upgrade project is nearing completion.
- **Brexit** – GAL continues to work with the Government and local authorities on planning for Brexit. The EU has agreed that no changes will be made to border arrangements until October 2020 and aircraft will continue to fly in the event of a no deal Brexit.
- **Capital Investment Programme (CIP)** – the new rolling 5 years [CIP](#) was published in June which gives GAL's commitment to invest £1.11 billion over the next five years, with £274 million planned for 2019/20. The biggest project as part of the CIP is the western extension of Pier 6.
- **Noise Management Board (NMB)** – the recruitment of independent Chairs for the NMB Executive and the Noise Community Forum is underway with the first-round interviews completed. GAL hope to announce the outcome of the interview process in the coming weeks. In the meantime, good progress is being made on the NMB Work Programme.
- **Decarbonisation Road Map** – GAL is participating in Sustainable Aviation's, the UK industry coalition body, update the 2016 Decarbonisation Road Map for UK aircraft emissions due for publication in December 2019. GATCOM will invite Sustainable Aviation to a future meeting to give details of its Road Map.
- **Annual Airspace and Noise Meeting** – is taking place on 3 December 2019 at 2.00 p.m. at the Hilton Hotel, South Terminal, Gatwick to which all members have been invited to attend. Members are also encouraged to forward details of the event to others in their organisation/wider communities.

GATWICK GROWTH PLANS

Special Meeting of GATCOM Steering Group

The Chair's [report](#) was received. The key points to note are:

- Incremental growth from the use of the main runway (master plan growth scenario 1) as well as the Development Consent Order (DCO) planning process to seek permission to bring into routine use for the standby runway for some departing aircraft (master plan growth scenario 2) were discussed.
- The [presentations](#) from the Special Meeting are available on GATCOM's website.
- An indicative GATCOM timetable for consideration of the GAL's Standby Runway planning process has been noted
- The [Chair wrote](#) the Crawley Borough Council and West Sussex County Council following the meeting to remind them of GATCOM's ideas and suggestions in respect of Gatwick's growth plans. West Sussex County Council's [response](#) was positive and indicated that it would do all that it could to ensure that GAL fully addresses matters as it develops the Standby Runway scheme (known as the Northern Runway application) and will press GAL to unilaterally include commitments that are necessary to give reassurance to local communities and businesses. The County Council will continue to liaise with GATCOM as and when things move forward.
- GATCOM members will be asked to forward to the Secretariat their suggestions on things that GAL needs to consider in developing its draft Statement of Community Consultation required to be produced in consultation with local authorities under the DCO process.
- A representative of local authorities will be invited to give regular updates to GATCOM on the work of local authorities throughout the DCO process
- The GATCOM Steering Group will start to explore how progress made by GAL over the past few years on delivering sustainable developments commitments and targets can be taken forward in the future.

Impacts on local communities

Peter Barclay, Chairman and Charles Lloyd, Analyst, Gatwick Area Conservation Campaign (GACC) [presented](#) an overview of the local community groups' perspective of GAL's growth plans and issues to be addressed. The key points the community groups' representatives highlighted are:

- No sustainable growth – they believe there is no such thing as sustainable growth at Gatwick. GAL’s plans would lead to an estimated additional 1m tons of CO2 emissions per annum from new flights, would increase local congestion and would have severe noise impacts for local communities and those under flight paths. GAL’s Master Plan does not mention the additional emissions and the noise metrics used to forecast noise impacts bears no relationship to the way people would experience additional noise
- Growth without scrutiny - Approximately 60% of the growth proposed by Gatwick would come from more intensive use of its main runway. Only 40% would come from routine use of the emergency runway. No planning or other consent is required for GAL’s plans to make best use of its main runway as it falls outside the scope of the planning system and therefore the impacts on local communities from the substantial growth envisaged in terms of passenger numbers and aircraft movements can be brought forward with no obligation on GAL to offer conditions. They therefore feel that all Gatwick’s proposed growth should be brought within a robust, independent, planning process and have asked GAL to reconsider its position and re-scope the DCO process it has initiated. GACC invited GATCOM members to consider the points made.

The DFT’s representative advised that the Government’s policy supports airports [making best use of existing runways](#) and that as airports look to grow it is important that the adverse impacts such as noise are mitigated. The current Aviation Strategy sets out guidance on sustainable development including the need for airports to have noise reduction plans, carbon emissions limits (although these are currently under much scrutiny nationally) and other measures to reduce adverse impacts.

GAL gave a commitment to look at the points raised in the presentation and to report back in detail at the next GATCOM meeting. A further report will be made to GATCOM.

TRANSPORT FOR THE SOUTH EAST

Rupert Clubb, Chief Officer, Transport for the South East (TfSE), [presented](#) the work of TfSE and its recently issued consultation on the draft Regional Transport Strategy. The key points to note are:

- Sub National Transport bodies are required to develop a Transport Strategy which the Government must have regard for when setting its transport priorities.
- TfSE’s approach to developing the strategy is “plan and provide” through scenario forecasting rather than the previous approach of “predict and provide”.
- As the South East is the UK’s main international gateway to the rest of the world, TfSE aims to be the world’s leading region for sustainable economic growth by 2050 for net-zero carbon, sustainable economic growth where integrated transport, digital and energy networks deliver a step change in connectivity and environmental quality.
- The aim is to provide a high quality reliable safe and accessible transport network offering seamless door to door journeys enabling businesses to compete and trade more effectively in the global market place and giving residents and visitors the highest quality of life.
- The draft strategy sets out a thirty-year framework to guide decisions about where, when and how money is invested in the South East’s transport network, along with a range of policy changes and other initiatives to make sustainable travel easier and more attractive to people and businesses.
- Reducing the region’s reliance on private cars – which account for 70% of all journeys compared to just 4% by rail and 5% by bus – is vitally important. Catering for forecast road traffic growth in the South East is no longer sustainable in the long term. It will also help cut carbon emissions and improve air quality as private cars contribute more to UK greenhouse gas emissions than any other form of transport.
- The draft strategy is centered on 6 journey types – radial journeys; orbital and coastal journeys; inter-urban; local journeys; international gateways and freight journeys and future journeys. There would be further orbital and radial studies to highlight the deficit in infrastructure capacity.
- The consultation closes on 10 January 2020.

GAL highlighted that a key focus in terms of the rail infrastructure was securing improvement to the Windmill Bridge junction to eliminate one of the bottlenecks in the Brighton Main Line and seeking improvements to connectivity to areas in Kent. GAL continued to press Network Rail for improvement.

GATCOM welcomed the principles of the draft Strategy. Issues highlighted by members included the need to tackle the increased traffic congestion in local roads, the need for improved rail services on the North Downs Line, recognising the effects of rail level crossings and ability to ease

local traffic congestion, the inadequacy of capacity on the Brighton Main Line and the Motorway network given Gatwick's growth plans and other growth in the region.

The GATCOM Steering Group will consider and agree GATCOM's response to the consultation at its meeting on 19 December. In the meantime, the Secretariat will seek members' views for consideration in the preparation of the GATCOM response to the consultation.

PASSENGER ADVISORY GROUP (PAG)

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

- **Thomas Cook Repatriation** - GATCOM agreed to write to Dame Deidre Hutton, Chair of the CAA to commend the way in which the CAA, working with GAL and other industry partners, had managed the repatriation exercise.
- **Air Traffic Controllers shortage** - GATCOM agreed that there was a need to promote this as career option and should be explored as part of the Committee's consideration of ways in which to address the skills gap in the region. GAL is already assisting in the promotion of ATC recruitment and is hosting with its air traffic service provider, ANS, a "learn live" event from Gatwick's control tower in November to highlight ATC as a careers option.
- **Independent Gatwick Accessibility Panel** – the PAG Chair has been offered observer status on this new Panel (which GAL is required to establish by the CAA) to ensure linkages between the work of the Panel and PAG.

GATCOM paid tribute to **Peter Hall, PAG Chair** who is standing down from PAG at the end of 2019 after 28 years of volunteering his time championing the interests of Gatwick's passengers.

GAL'S COMMUNITY ENGAGEMENT ACTIVITIES

Alison Addy, Head of Community Engagement, GAL [presented](#) an overview of GAL's various community engagement activities, sponsorships and funding. GAL's community programmes are designed to share the benefits that the airport generates among local people and communities who may not directly benefit from the economic contributions that Gatwick brings to the region. The key points to note:

- GAL is seeking [applications](#) for a new charity partner, with the successful applicant being able to secure an opportunity to increase its profile and fund-raising possibilities. The partnership will last for two years. Members were encouraged to share the opportunity to apply to registered local charities. The deadline for applications is 15 November 2019.
- Gatwick Foundation Fund hold three rounds of funding applications each year for applications aimed at projects that support families, the elderly, young and vulnerable. Around 200 organisations and 90,000 local people have benefitted from GAL's fund since its launch in 2016. Applications are made via the respective Community Foundations of Kent, Surrey and Sussex.
- GAL's "[Learn Live](#)" is a programme bringing airport life direct and live to classrooms across the country. Each episode is a different theme and introduces students to the wide variety of careers on offer at Gatwick. The next Learn Live session in November will be broadcast live from Gatwick's control tower, with ANS.
- GAL hosts many STEM career path events and has been headline sponsor for the "Big Bang Fair South East" where thousands of young people come along and learn about STEM in practice through activities, shows and workshops.
- GAL works with several economic partnerships and participates in and supports a number of events and activities across South London, Sussex, Surrey and Kent. A recent new initiative is GAL's 'Meet the Local Producer' event to showcase and celebrate local food and beverage suppliers to help buyers discover local products. This has already resulted in some on-airport companies buying from local producers.
- GAL is due to publish its Community Engagement Highlights document on its website in the coming weeks. Printed copies were provided to members and are available on request.

AIRSPACE UPDATES

GAL gave [updates](#) on the following:

FASI-South

- Following two rounds of engagement earlier in the year, GAL's submitted design principles have been approved by the CAA and agreement given for GAL to proceed to the next stage in the process (known as Stage 2: Develop and Assess). That stage will involve two steps – options development and options appraisal. This will involve the iterative development of options with a wide range of existing stakeholders and the introduction of parish councils and similar organisations as and when appropriate. The objective is to develop a shortlist of options for the airspace change on which to formally consult (Stage 3) in 2021.

- GAL advised that the Queen Speech on 14 October included a Bill which will introduce measures to support the modernisation of airspace placing a requirement on all airports to modernise their airspace. The Government introduced its [Air Traffic Management and Unmanned Aircraft Bill](#) into the House of Lords on 22 October and it also includes provision for greater enforcement powers to better enable the police to effectively tackle unlawful use of unmanned aircraft (drones).

Route 4

The current situation in respect of progressing the permanent airspace change proposal for Route 4 is very complex. The latest position is set out on [GAL's airspace blog](#). As with FASI-S, the CAA has approved GAL's design principles and given agreement for GAL to proceed to Stage 2: Develop and Assess. GAL is hosting the first workshop with local authorities and parish councils on 30 October.

Reduced Night Noise (RNN) Trial

Andy Sinclair, Head of Airspace Strategy and Engagement, GAL presented details about the proposed RNN Trial. The aim of the trial is to increase the height of low flying arrivals aircraft so that the noise they make on the ground below is reduced at the sensitive period during the night.

The key points to note are:

- The trial routes have been designed with the aim of minimising concentration and dispersing aircraft arrivals.
- No trial routes will be outside of the existing swathe and therefore no new communities will be impacted by noise from this trial.
- The trial will run for six months in total, planned to start in March 2020. The trial will run from 01:30 – 05:00 (local time). Once the trial is completed it will cease. GAL has submitted to the CAA the [Trial Submission Pack](#) for approval to proceed.
- Not all aircraft will be required to fly the trial routes and it is expected that the trial will involve one aircraft per night in the less busy season to around 21 aircraft per night in the busier traffic months.
- Mobile noise monitors will capture aircraft noise before and during the trial in order to assess noise performance. These are placed in locations under some of the RNN routes.
- This trial will not enable any more aircraft to fly at night than is currently allowed and nobody will be newly overflowed.
- In planning the trial GAL has considered and addressed some of the concerns expressed by community noise groups and a number of safeguards will be put in place.
- The results of the trial will be used to inform future airspace designs.

GATCOM highlighted the need for GAL to effectively communicate the trial with local communities and suggested that letters be sent to parish councils, with an emphasis on what the trial seeks to achieve and reassurance on what will not happen. There was also a need for GAL to make it clear that the trial is not linked to the review of the night flights regime. GAL has taken a note of these points.

Details about the trial on are available on GAL's [website](#).

NOISE AND TRACK MONITORING ADVISORY GROUP (NATMAG)

GATCOM's Lead Member for Noise [summary report](#) of the deliberations of NATMAG. NATMAG members have been very involved on the development of GAL's new noise and track monitoring system and a further workshop is planned for 6 November to provide feedback on phase 2 of the project.

There was one departure noise infringement on 11 May which has been addressed with the airline concerned and has been fined £500 for infringing the noise limit.

DATE OF NEXT MEETING

The next meeting will take place on Thursday 23 January 2020 at 2.00 p.m.

Paula Street
Secretariat