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GATCOM 26 APRIL 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/>

MINUTES

The minutes of the meeting held on 25 January 2018 were approved.

GATCOM STEERING GROUP – CHAIRMAN'S REPORT

The Chairman's report of the GATCOM Steering Group meeting was received. Key points to note, not covered elsewhere during the meeting, are:

- **Standard Instrument Departure (SID) Truncation** – this is a project that NATS is leading on GAL's behalf. The nature of the changes will not require an airspace change proposal as there is no change of track over the ground. Some SIDs may be renamed where they are linked to VOR removal (VHF Omni-directional Range, is a type of radio navigation system for aircraft – an old style navigation system) which is being rationalised as part of a UK-wide programme. The SAM and KEN SIDs will be truncated on 24 May 2018.
- **NATS EXCDS Programme** – this is a NATS [project](#) to upgrade the tools used to manage the UK's air traffic, transitioning from pen and paper based system (flight progress strips) to a digital system called EXCDS. Implementation began on 4th April and during the transition arrivals traffic flow into Gatwick was reduced by 20% for the first 10 days, followed by a 10% reduction for a further 10 days. It is anticipated that by 3rd May 2018 all controllers will have experienced EXCDS to a level whereby they can operate back at 100% capacity. Concern was expressed about the number of dispensations from the night flights regime that had been granted by the DfT without prior consultation with local communities. The DfT clarified that the dispensations were needed and dealt with as part of the wider package for the project and were necessary to enable contingencies to be put in place for the first 10 days of the transition. A maximum of 10 dispensations per night had been granted for the first 10 days but NATS advised that only 32 dispensations had been used.
- **Gatwick Airport Master Plan Update** – GAL's work on the review of the airport master is running in parallel with the Government's review of the aviation strategy looking 50 years ahead. GAL aims to consult on the review of the master plan towards the end of 2018. The GATCOM Steering Group will receive a regular update from GAL in the meantime. GAL's Surface Access Strategy will also go through a review process.

FUTURE CHAIR – APPOINTMENT PROCESS

- Dr John Godfrey DL, Chairman, is to retire from GATCOM at the end of 2018.
- GATCOM agreed an open and transparent process to appoint a new Chair. The process would involve the Committee and the first round interviews will comprise a panel of GAL, the current Chairman, and three members of GATCOM representing the three different interest groups.
- It was agreed that the Vice-Chairman (Charles Yarwood), the environmental and amenity groups' representative (Peter Barclay) and business community representative (Jeremy Taylor) would sit on the first interview panel.
- It was agreed that the use of the masculine generic term of "Chairman" would be avoided in the advertisement of the position and in reference documentation and instead the term either Chair or Chairperson will be used.

AVIATION POLICY UPDATE

- The DfT gave an overview of the Government's [response](#) to the Call for Evidence on the development of a new Aviation Strategy for the UK and the next steps. It was highlighted that the Government would pursue six objectives, which remain unchanged from the consultation in 2017, of:
 - helping the aviation industry work for its customers
 - ensuring a safe and secure way to travel
 - building a global and connected Britain
 - Encouraging competitive markets
 - Supporting growth while tackling environmental impacts
 - Developing innovation, technology and skills.
- The Government will carry out widespread engagement over the next few months leading up to the publication of a Green Paper at the end of 2018. Following that consultation the Government aims to have a final aviation strategy by early 2019.
- As the Government is keen to engage through established forums, GATCOM invited the DfT to hold an engagement session in the morning before the next GATCOM meeting on 19 July. Details about the session will be circulated to all members and their organisations in the coming weeks.
- The Independent Commission for Civil Aviation Noise (ICCAN) was in the process of being set up. The Government is finalising terms for the Head Commissioner and hope to announce the appointment in May. A further three Commissioners will also be appointed and the secretariat support will be provided by the DfT.

AIRPORT COMMENTARY

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

- **Traffic Growth** - Gatwick saw a 1.6% year-on-year increase in passengers travelling through the airport. The airport is now handling 45.7 million passengers per annum.
- **Core Service Standards** – GAL's regulatory quality of service performance standards continue to be achieved against the background of strong growth. Passenger satisfaction scores in respect of the food and retail offering at Gatwick are at record levels with ratings of either good or excellent.
- **Sale of Gatwick** – in response to a question about the recent press speculation on the possible sale of the airport, GAL advised that GIP (Global Infrastructure Partners) held a 42% share. The investment fund set up in 2009/10 was for 10 years with the possibility of GIP extending the fund by a further four years. GIP has had discussions with its co investors and those discussions were continuing. The Chief Executive Officer will keep GATCOM abreast of discussions.
- **Gatwick Station** – Network Rail has submitted the planning application for the station redevelopment project. It is hoped that the application will be determined by Crawley Borough Council shortly, following which the funding parties will make a final decision on the project in autumn 2018 for construction to start in 2019. GAL continues to work with Network Rail, the DfT, and the LEP on taking forward the designs and costings for the project.
- **Environmental Performance** – at the request of GATCOM, GAL is now giving highlights of its environmental performance in the Chief Executive Officer's report.
 - There has been a slight dip in Continuous Descent Approach (CDA) performance but Gatwick remains the best performing UK airport for CDA achievement.
 - Gatwick's carbon footprint (within the boundary of the airport) is very similar to that in 2016 notwithstanding a 5% increase in passenger numbers. It was commented that there is a need to have a greater understanding of Gatwick's carbon footprint beyond the airport boundary that takes into account the emissions from arriving and departing aircraft. GAL was asked to explore the possibility of providing this information.
- **Use of plastics on airport** – GAL is taking steps to enable passengers and staff to reduce plastic waste. GAL already recycles/reuses more than 60% of all operational waste, the highest rate amongst all UK airports, with the rest converted into energy.

This year's theme for ABTA's "Making Holidays Greener" campaign is 'Say no to plastic' aimed at encouraging the travel industry to inspire customers to find alternatives to plastic – [click here](#) for details.

- **Drinking Water Fountains** - Concern was expressed about the huge number of plastic bottles of drinking water for sale in the departure lounges, particularly in the World Duty Free shops and that there is an absence of signage to the few drinking water fountains in the terminal buildings. GATCOM's Passenger Advisory Group is already pursuing this with GAL. Additional drinking water fountains have been installed in the terminal and catering outlets are also being

asked to offer free water bottle top ups. GAL was asked to actively promote, and provide clear signage, about the availability of free drinking water.

- **Freight** – there has been an increase in the amount of freight handled at Gatwick. The need to promote greater use of local freight transport was highlighted.
- **Wifi** – GAL has made significant investment in the airport's connectivity systems. The current time limit on GAL's free wifi will be upgraded over the coming months as the current contract with the providers comes to an end and a new deal offering faster download speeds and enhanced connectivity for Gatwick App users.
- **Community engagement activities** – GATCOM fully supports GAL's extensive programme of community engagement and support/sponsorships across a wide range of local organisations/education establishments/interests groups.
- **Gatwick Area Community Trust (GACT)** – The Trust has received a high number of grant applications for this year's grant funding round, total funding requests being in excess of £500,000. The Trust's current available fund is £218,000 (funded by GAL under the terms of the Section 106 agreement). The Trustees now have the difficult task of deciding on which applications to support.

GATWICK AIRPORT'S IMPACT ON THE VISITOR ECONOMY

GAL gave an overview on the findings of the Gatwick Growth Board's (GGB) report on Gatwick's impact on the visitor economy. The key points to note are:

- Within Gatwick's 45.6 million passengers in 2017 were 5.5 million overseas visitors who collectively spent £3.9 billion in the country and a further 1.6 million domestic visitors, together contributing £5.3 billion in GDP nationally.
- Gatwick visitors spent 45.5 million nights in the UK, with the majority of those stays in London (c24.3 million nights) but with 13.1 million nights being spent across the Gatwick Diamond, the Coast to Capital and the wider south east area producing a £1.7 billion GDP impact in the South East supporting 34,500 jobs in the region.
- Alongside the growth in the leisure market there has been growth in business tourism.
- GAL is now exploring with other partners such as Tourism South East, South Downs National Park, Discover England and local authorities as to how Gatwick can increase its contribution to both the UK and local visitor economies. Tourism South East welcomed the report and fully supported the on-going partnership work with GAL.

The [presentation slides](#) provide details of the break down in figures across the local authority/business district areas. Full details are available in the GGB [report](#).

GATWICK RELATED PLANNING APPLICATIONS

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

PASSENGER ADVISORY GROUP (PAG)

Vice-Chairman of PAG presented the Group's report of its activities since the last meeting. The key points to note are:

- GAL, working in partnership with the airlines and their handling agents, had effectively managed disruption from the snow and ice events. Much of the disruption was as a result of other airports in the UK and Europe also being disrupted/closed as a result of heavy snowfall. There were problems at Gatwick with the de-icing process which is being addressed in terms of:
 - The strategic approach in the supply and storage of de-icing fluid. There are only two suppliers in the UK both located in the North of England
 - Future training and the amount of fluid that should be used
- The new contractor for the supply of services for special assistance at Gatwick has commenced operations. There have been some teething problems and performance has not been as expected by passengers or airlines. GAL is actively working with the new contractor to the address issues to secure improvements in service provision.
- Many challenges are expected this summer in terms on-time performance and delays. ATC disruption and industrial action is expected across France, Spain and the Greek Islands and Mainland which is likely to result in a summer of disruption for passengers and the industry.
- PAG is interested in GAL's thinking on the use of plastics across passenger facing services and facilities. GATCOM will consider GAL's approach and strategy development at a future meeting.
- PAG has highlighted the need for GAL to actively work with Network Rail, GTR and Highways England to ensure early notification is given to the planned rail and road engineering works/closures expected over the coming months. The Secretariat will keep members informed through the weekly news service.

M23 SMART MOTORWAY PROJECT

Highways England [presented](#) an overview of the programme of works for the M23 Smart Motorway Project and the implications for Gatwick's passengers, staff and other users during the construction works. The key points to note are:

- The project will improve 18km (11 miles) of the M23 between junctions 8 (Merstham) and 10 (near Copthorne) to upgrade it to an all lane running smart motorway. This means there will be an additional lane for traffic increasing capacity to reduce congestion, more technology on the road to manage incidents and more reliable journey times.
- New noise barriers will be installed as part of the project at certain locations. Highways England was asked whether consideration could be given to constructing a noise bund in the vicinity of the Burstow Depot.
- Construction started in March 2018 and will be completed in March 2020.
- Disruptive traffic management will be in place from June 2018 and diversion routes agreed.
- M23 closures between 22:00 and 04:00 are required to install temporary traffic management, gantries/signs, technology and carriageway resurfacing. The closure programme has been issued to Gatwick and county councils and will be reviewed regularly. The diversion routes are:
 - Southbound diversion route:
J8-9: J6 M25 (Godstone), A22, A264 to J10 M23
J9-10: J9 M23, Gatwick Spur, A23
 - Northbound diversion route:
J10-9: A23, Gatwick Spur to J9 M23
J9-8: A23, A264, A22 to J6 M25 (diversion pre-signed at J10) Note: A22/A264 diversion is via Felbridge
- Public information exhibitions have been held and more details are available on a dedicated website - <http://roads.highways.gov.uk/projects/m23-junctions-8-to-10-smart-motorway/>
- GATCOM highlighted the need to ensure that the M23 closures were not at the same time as the planned rail blockades on the Brighton Main line or at the same time as the "Run Gatwick" event. In respect of the latter GAL has since confirmed that there are no closures of the M23 on 13th May when the Run Gatwick event takes place. The first of the M23 closures commence on 18 June 2018.

GATWICK NOISE EXPOSURE CONTOURS 2016

- The results of noise modelling at Gatwick Airport for the summer period of 2016 published by GAL in February 2018 were considered. The full report by the Environmental Research and Consultancy Department (ERCD) of the Civil Aviation Authority (ERCD Report 1702) is available on GAL's [website](#).
- The results show an increase in area in the outermost contours from aircraft movements at Gatwick Airport for both day and night. The population inside the actual contours also increased due to the high percentage of westerly movements (85% west / 15% east) which extended the contour over Lingfield.
- GAL was asked to produce higher resolution maps for the contours so that communities could identify whether they fell within a contour area eligible for GAL's noise insulation scheme.
- The need to publish contour maps plotting the 51dBA contours for daytime was highlighted.

N.B. at a recent NMB event considering noise contours and metrics, there were calls for supplementary metrics to measure and monitor the impacts of noise to include the number of noise events and the maximum noise levels.

REVIEW OF END NOISE ACTION PLAN 2019-2024

GAL gave an overview on its work reviewing the [END Noise Action Plan 2019-2024](#) (END NAP) and how the feedback received on the proposed list of actions had been addressed in the Draft Reviewed END NAP. Annex 9 of the draft END NAP document includes a summary of all the feedback that GAL received on the proposed list of actions and its response to those comments.

The [joint report](#) from the GATCOM Technical Adviser and Secretariat highlighted in detail how GATCOM's previous comments on the proposed list of actions had been taken into account by GAL. The report also included an extract from the Noise Management Board's community noise groups (CNGs) response to GAL's consultation on the draft END NAP document.

GATCOM agreed its response as follows:

- Overall, the draft reviewed END NAP gives a comprehensive account of the way in which GAL manages the noise climate, the legislative and regulatory framework within which GAL is required to operate, the proposed actions to be undertaken over the next five years and the schedule of consultation responses received at the time of publishing the draft document.

- Many of the actions proposed in the draft NAP are supported and the revised format which introduces new additional columns giving information on the estimated area/number of people to benefit from the action, the expected benefit and cost of the action and the other organisations to be involved in fulfilling the action is welcomed as it will assist in the monitoring process.
- Whilst a number of GATCOM's comments on GAL's proposed list of actions had been taken into account, GAL had not committed to specifying targets to be achieved and that some actions lacked clear indicators. GAL has been asked to review its "Aims" to make them "Targets"
- Whilst not wishing to circumvent the clear NMB role in helping to agree noise mitigation priorities as part of its work plan which is also captured by the NAP, GAL has been asked to identify some priority actions that would bring benefits to the noise climate early in the plan period. This will help to build confidence and trust amongst communities that initiatives of importance are being treated as a priority by GAL. As a reminder GATCOM has suggested Actions 9, 25, 39 and 39a.
- GAL should do more to pursue Action 9: Implementation of a voluntary ban on operations of QC4 aircraft within the core night period, and Action 25: Review of Departure Noise Limits.

GATCOM has asked to see the Final draft END NAP document before it is submitted to Defra for approval. A report will be made to the next meeting in July.

GATWICK DEPARTURE ROUTE 4

GAL outlined the position in respect of [Departure Route 4](#). The CAA had agreed to quash their previous decision to ratify the revised Route 4 RNAV-1 SIDs before the Judicial Review could be heard in court. During the legal proceedings the CAA had discovered that the historical changes to the conventional route may not have been only for the reasons originally identified (magnetic variation). The immediate consequences of the Court Order are that:

- The Route 4 RNAV Standard Instrument Departures routes (flightpaths using new satellite-based navigation techniques) remain in their current location but revert to a temporary status, as was the case before 7 April 2017.
- And the Route 4 conventional SIDs (flightpaths using conventional navigation) must return to their location before 7 April 2017 or be 'denotified' (removed as an official route).

The CAA's advice to GAL, together with GAL's response of 23 March 2018 is available on the CAA's [website](#). GAL will continue to follow CAA guidance through the process and will work closely with them to fully understand the next steps.

The next steps will involve a further redesign of Route 4 but no changes are anticipated in the short term. To demonstrate the situation GAL [showed track overlays](#) for Route 4 at the meeting for:

- 2013 conventional routings
- May 2015 pre-amendment RNAV
- June 2016 post-amendment RNAV

GAL will develop an airspace change proposal in due course and will consult widely so communities will have the opportunity to contribute and influence. GAL is required to follow the CAA's new airspace design guidance set out in [CAP1616](#). The new process which involves many stages of engagement and consultation will take around two years to complete. There were calls from members to expedite the process so as to bring certainty to local residents at the earliest possible time.

NOISE MANAGEMENT BOARD

- The last meeting of the Noise Management Board (NMB/10) was held on 11 April. The Review of the meeting is available on the [NMB web page](#).
- The NMB will consider a preliminary draft of its work plan for 2019 at its next meeting in June. The actions identified by GATCOM in the draft END NAP will be taken into account as part of the work plan drafting process. The preliminary draft of the work plan will also be provided to the next GATCOM Steering Group meeting. As part of the Steering Group's review of this preliminary plan, members will be invited to suggest topics for consideration by the NMB as it finalises the detail its 2019 work plan.
- A key priority for the NMB is seeking a reduction in noise at night. Much time and resource has already been devoted to identify and explore potential concepts, and in planning how to reduce night noise. As a first step a Reduced Night Noise (RNN) trial is being proposed. The key aims of the trial are to develop objective scientific data to further the NMB's understanding of any noise benefits of RNAV arrivals routes, which are expected to enable aircraft to be flown consistently higher and aerodynamically cleaner, meaning less noise will reach the ground. The

information obtained from these flights will be compared to data obtained from flights in the same locations operating without RNAV guidance. The RNN trial is planned to operate for 6 months to commence in January 2019 affecting the very few flights operating in the night period selected (01:30-05:00 local). Even so, there is much mistrust reported by CNGs regarding the objectives of the trial, which is viewed by some CNGs as implying a means for implementing an airspace change through the back door, despite the fact that there is no legal basis by which this can happen. Reassurances have been given at the NMB that the trial will not:

- Identify future night flight routes for use in future airspace design
- Overfly people currently outside of the night time arrivals swathe
- Move the minimum ILS joining point from 10NM
- Optimise routes for capacity improvements or efficiency
- Evaluate future mechanisms for higher-density sequencing, FED, respite or other concepts
- Introduce an airspace change without consultation
- Work is continuing on developing the trial plan, its rationale, quantifying the safeguards sought by CNGs and a dedicated communications plan, all of which will be presented to the NMB at its next meeting in June. It is expected that a go/no go decision will be made as to whether to proceed with the planned trial at the June meeting.
- GATCOM highlighted that, should the trial go ahead, there was the need to have in place an effective and inclusive communications plan to raise awareness amongst affected communities, particularly those communities that did not have direct representation on the NMB.

NOISE AND TRACK MONITORING ADVISORY GROUP (NATMAG)

The unconfirmed minutes of the meeting of NATMAG held on 8 February 2018 were received and the key messages to GATCOM noted.

REVIEW OF GATCOM

- The results of the GATCOM member survey undertaken in February were received. Overall, the results were encouraging with only a few negative comments, principally from the community interests represented on GATCOM. A number of constructive suggestions on how to improve the way GATCOM operates were also received.
- As result of feedback received some minor changes will be implemented over the next few months but there are other matters/suggestions that will be explored further once a new Chair has been appointed.
- Minor adjustments to GATCOM's terms of reference were agreed which included the amendment of the wording for paragraph 4 put forward by the Environmental and Amenities Groups' representative. The revised wording for that paragraph was agreed as follows:
"4. To advise Gatwick Airport Limited on the preparation of a sustainable development strategies that accommodates the future growth of the airport and to help raise awareness of **those strategies** across all airport communities"
- Minor adjustment to the terms of reference for PAG was also agreed as set out in the Secretariat's [report](#).

DATE OF NEXT MEETING

The next meeting of GATCOM is scheduled to take place on Thursday 19 July 2018.

Paula Street
Secretariat