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GATCOM 23 JANUARY 2020

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 - CHAIR'S REPORT

The key points from GATCOM Steering Group held on 19 December 2019, not covered elsewhere are:

- GATCOM's submitted response to **TfSE Draft Transport Strategy** - see [Appendix 1](#) (pages 21-23 of papers pack).
- Gatwick's **Decade of Change Strategy** - GAL is in the process of looking ahead to the next decade. GAL is aiming for a clear focus with ten goals over ten years. Possible areas highlighted by the Steering Group for GAL's consideration included exploring how GAL will embrace growth in electric vehicles, seeking further reductions in emissions and how to address emissions and pollution beyond the airport boundary, including aviation derived ultrafine particles.
- **Annual Airspace and Noise Management Board (NMB) public meeting** – the Steering Group provided feedback to GAL on how the event could be further improved for the future.

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:

- GAL's [Data Pack](#) was circulated separately.
- **Interim financial results** – GAL published its [half year results](#) on 26 November 2019. In the six months ended 30 September 2019, 26.6 million passengers travelled through Gatwick, an increase of 0.2% compared to the same period last year. New direct routes to Brazil and Argentina have contributed to a 2.3% year-on-year uplift for long-haul routes with around 1 in 5 of Gatwick's passengers now travelling to a long-haul destination.
- **Traffic Growth** – the airport handled 10.3 million passengers between October and December 2019 with an aircraft load factor of 85%.
- **Service Quality** – Gatwick experienced good performance and continues to achieve its regulatory core service standards and passenger satisfaction scores for both arriving and departing passengers remain high.
- **Airport preparations for the handling the coronavirus** – GAL confirmed it does not handle any Wuhan flights and, at the time of the meeting, had not received any direction from Public Health England to commence screening of passengers. GAL is ready to take action if requested and would work closely with Public Health England and the Port Health Authority.
- **M23 Smart Motorway project** – Highways England is making good progress and the project is on schedule for completion in Spring this year. There will be some full weekend closures (Friday night to Monday morning) commencing the end of February. GAL is working with Highways England on a communications plan.
- **Robotic car parking trials** – cabins for the new robotic car parking project have been constructed. The next stage is to trial the system using staff cars.

- **Pier 6 extension** – this is GAL’s largest project in the capital investment plan. Construction sites have been established on the airfield and in the North Terminal’s summer special car park where Pier 6 modules will be constructed before being manoeuvred into place.
- **Gatwick’s Charity Partner** – around 100 applications were received and the shortlist of applicants will be put to a staff vote at the end of the month. GAL’s approach was commended. The chosen charity partner will be reported to the next meeting.
- **Departure Noise Limits** – GATCOM commented that the lack of noise infringements was an indication that the noise limits were in need of review as they had been in place for many years. GAL confirmed the issue had been raised with the DfT who set the noise limits.
- **Gatwick Area Community Trust** – the grant application process has commenced with a deadline of 16 March 2020. Members were encouraged to share [details](#) of this potential source of grant funding.

GATWICK GROWTH PLANS

Northern Runway Development Consent Order (DCO) Application

GAL gave an update and the key points to note are:

- In response to GAL’s Scoping Report the Planning Inspectorate issued its Scoping Opinion in October 2019 – [click here](#) to see all documents on the Planning Inspectorate website.
- Pre-application assessment work continues and GAL has commenced preparation of the Preliminary Environmental Information Report (PEIR). GAL will continue to engage with the local authorities.
- Preparation of the Statement of Community Consultation (SOCC) is underway. GAL thanked GATCOM for sharing ideas and suggestions. GAL continues to engage with the host local authorities. GAL is required to formally consult the host local authorities on the draft SOCC. GATCOM members emphasised the importance of local authorities making public their responses to GAL’s consultations.
- GAL has submitted a “Statement of Need” to the CAA under CAP1616 in relation to the operation of the northern runway. The Statement of Need is the first step in the process. GAL’s submission is available on the CAA’s airspace change portal – <https://airspacechange.caa.co.uk/PublicProposalArea?pID=205> (scroll to the bottom of the web page to see document). GATCOM members enquired which flight paths would need to be changed. The outcome of the CAA’s decision is awaited and was not yet known but GAL pointed out that the use of the northern runway would require a 12m shift of the centreline of the runway in dual operations.
- The Planning Performance Agreements (PPA) between GAL and Local Authorities which provides funding for local authorities to deal with the DCO process have yet to be agreed.

GAL's response to GACC

GAL gave its [response](#) to the Gatwick Area Conservation Campaign (GACC) presentation at the last [GATCOM meeting](#). GAL also showed [a video](#) of GAL’s recent Jobs Fair which demonstrated the economic benefits brought to the region.

GATCOM Members raised the following points:

- Need to balance the economic benefits and the environmental impacts
- Questioned the ability of sustainable aviation fuels to come forward to reduce emissions
- The need for clarity around the interpretation of Government policy
- The scope of the DCO application in relation to growth on the existing runway
- The adequacy of the existing section 106 agreement
- The need for more detailed information on flight schedules, aircraft types, the use of slots and the effects of aircraft separation
- The need for a clearer explanation of what laws and policies Gatwick is breaching
- That the planning examination is the right forum for the sharing of views and making the planning balance on the Northern Runway proposal and Gatwick’s growth plans

GAL confirmed that information was included as part of its Master plan and that further information about its proposals would be provided as part of the consultation on the Northern Runway project which would take place later this year.

GATCOM noted the differences of views across its membership and the issues that need to be addressed in building an understanding of the various impacts, positive and negative, of Gatwick's growth plans.

GATWICK AIRPORT STATION REDEVELOPMENT PROJECT

Network Rail and GoVia Thameslink Railway (GTR) gave a [presentation](#) on the £150m station redevelopment project. GAL and Coast to Capital Local Enterprise Partnership are co-funding the project with £37m and £10m respectively. The project is being managed by Network Rail in partnership with the DfT who are working collaboratively with GTR and GAL. The key points to note are:

- The project includes doubling the size of the station concourse, adding 5 new lifts and 8 escalators to improve passenger flow, and widening 2 platforms to reduce overcrowding.
- GAL is working with train operators to ensure that disruption to passenger journeys is kept to a minimum whilst the works are taking place.
- The works will be sequenced and to help minimise disruption a number of changes to train timetables will be made, particularly in respect of the Gatwick Express service where the service will be reduced to half hourly in the off peak and all services will extend to Brighton with 12 car formation.
- Timetable changes will be clearly communicated in advance so that passengers can plan ahead. Passenger messaging will commence at the end of February ready for the changes to come into effect in May when Stage 1 – Platform 7 closure takes effect (May 2020 – Jan 2021).
- The project is due for completion in 2022.

GATCOM raised the following points for GTR to consider:

- The need to consider the ticket pricing of the reduced premium Gatwick Express service for the duration of the works as passengers will not be receiving a premium product. GTR is in discussion with the DfT.
- The need to consider the implications for train services serving stations north of Gatwick at weekends, noting that there would be no changes to week-day services.
- The need to monitor crowding on platforms as well as on board trains in the peak hours.
- A request to GTR to continue to engage with GATCOM's Passenger Advisory Group on the passenger facing elements during construction of the project.

NOISE MANAGEMENT BOARD (NMB)

GAL reported that two new independent Chairs - Jonathan Drew and Warren Morgan - had been appointed to lead the re-established NMB Executive Board (NEX) and NMB Community Forum (NCF), respectively. Both were appointed following a recruitment process involving two GATCOM members and observed by an ICCAN Commissioner.

GATCOM welcomed Jonathan Drew who addressed the meeting. The new NMB structure will allow for more community groups and locally elected representatives to be included in, and contribute to, NMB proceedings through the NCF. The NCF will set the objectives and priorities for the NEX to develop the strategy. Delivery will be overseen by the NMB Implementation Delivery Group to be Chaired by the Secretary to the NMB, Graham Lake.

The new Chairs held a surgery for bi-lateral discussions with community groups on 17 January. A formal NMB members induction session is scheduled to take place on 30 January which the Chair of GATCOM will attend.

The first NCF meeting is due to be held on 26 February 20 ahead of the first NEX meeting on 18 March.

Two county council representatives highlighted the need for the elected county council representatives to continue to have membership of the NEX. This point was noted but membership was a matter for the NEX to determine.

AIRSPACE UPDATES

Departure Route 4

The history of this route and the way forward is complex and there are two distinct elements on which GATCOM was updated:

- **2012 route change** – the CAA has published its post implementation review (PIR) [draft Route 4 decision](#) on which it is inviting comment to help ensure that the CAA has not missed, misunderstood or misinterpreted any relevant matters. It is not an opportunity for new representations nor to go back over material that the CAA has already considered. The deadline for comments is 3 February 2020. The CAA will then consider feedback before formally publishing its decision.

Whilst GAL had sought to continue to maintain the current route 4 tracks until the route 4 airspace change proposal initiated in 2018 had been implemented, the CAA is deciding to bring to an end the use of the Route 4 satellite-based departure routes. Once the formal decision is issued airlines will continue to fly route 4 but with the track over the ground guided by the route coding used by each airline and not directly regulated by the CAA. As acknowledged by the CAA as part of its decision it is not, therefore, possible to predict the variations in flight paths that may result.

- **2018 proposed route change** - GAL is now at stage 2a - Develop and Assess - of the airspace change process. Two, very well attended, workshops with local authorities and parish councils have been held at which a route design envelope and design options were shared. On the basis of the workshop and the feedback, GAL is now developing a Design Principles Evaluation document for submission to the CAA in early 2020. GAL clarified that the options, shared at the workshops, included consideration of both dispersion and concentrated tracks or a mix of both.

FASI-South

Following two rounds of engagement in 2019, the CAA gave agreement 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).

The newly created Airspace Change Organising Group (ACOG) is overseeing the coordination of the project and will issue the Airspace Master Plan in the Summer which will then guide GAL in respect of timescales and phasing of the project.

Reduced Night Noise (RNN) Trial

Progress on taking forward the RNN trial has been postponed due to revised priorities at the DfT leading to the CAA's decision to postpone its review of the trial given the competing priorities on the CAA's technical resource. The CAA's review is an essential precursor to the trial and as a result the RNN trial will no longer start in March 2020 as originally planned. GATCOM is disappointed about the postponement of this important initiative in seeking to reduce aircraft noise levels during the night period and in gaining data to help inform future airspace design. There were calls for Government to be lobbied to seek to reprioritise this initiative and GATCOM agreed to raise the matter with the NMB as it is an NMB initiative.

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

NOISE AND TRACK MONITORING ADVISORY GROUP (NATMAG)

NATMAG's key messages to GATCOM were:

- A Noise and Track Keeping Workshop was held on 6 November with further discussion at the NATMAG meeting on 7 November regarding potential Phase 3 upgrades to the new system. NATMAG has put forward a number of suggestions for GAL to consider which took into account the feedback GATCOM had received from community representatives.
- NATMAG is concerned about the response times for GAL's noise complaints handling and the associated backlog in the Airspace Office and has questioned the validity of the response rate KPI. GATCOM was reassured that response rates had improved since the addition of temporary resources to manage the backlog of complaints which had resulted during the transition to the new system, with 96% of complaints now being handled within the KPI target.
- ANS presented an update on the go-around activity during 2019 and a further presentation is to be given to the next NATMAG meeting scheduled for 6 February.
- The Airspace Office quarterly report is in the process of being reviewed by NATMAG.

DFT NOISE MANAGEMENT MEETINGS

The DfT representative reported on the following meetings:

- Aircraft Noise Management Advisory Committee (ANMAC) – this technical group met to discuss helicopter noise modelling, review of the previous noise quota system study which is used to inform the London airports' night flights regimes and the forthcoming call for evidence on the existing night flights regime. GATCOM's Lead Member for Noise is represented at these meetings and raised the need for the DfT to give clarity around the scheme of dispensations granted by the DfT for night flights. The DfT call for evidence on night flights is due to be issued in the next couple of months.
- Aviation Noise Engagement Group (ANEG) – this national engagement group was updated on the new aviation strategy and next steps, particularly the work around addressing the Committee on Climate Change's recommendations on carbon emissions, the work of ACOG, and an update on the Independent Commission for Civil Aviation Noise (ICCAN) first year.

GATCOM would be provided with a copy of the minutes as soon as they are available.

PASSENGER ADVISORY GROUP (PAG)

The new Chair of PAG, Samantha Williams, reminded GATCOM of PAG's remit and work and encouraged members to highlight to PAG any comments about the experience, service and facilities offered to passengers at Gatwick. The key points to note are that GATCOM supported PAG's recommendations that:

- GAL be commended for the way in which it planned for, managed and recovered from operational incidents and challenges keeping disruption to passengers to the minimum.
- GAL's continued performance in meeting its core service standards be commended.
- Independent volunteer member, Ann Bates, who had stood down from PAG, be thanked for her outstanding contribution to PAG and to disabled passengers and accessibility issues at Gatwick Airport.

The Chair of PAG has a seat on GAL's newly established Independent Gatwick Accessibility Panel (IGAP) and will ensure PAG works alongside IGAP to avoid duplication of effort.

PAG's involvement in a wide range of consultations, projects and operational matters were also noted.

REVIEW OF GATCOM

GATCOM held its first ever Away Day on 24 October 2019, to explore ideas and suggestions on the Committee's way of working and membership. The outcomes from the Away Day were considered by the GATCOM Steering Group at its meeting on 19 December. GATCOM has agreed the following:

- A **Mission Statement** to convey in a clear and concise message GATCOM's purpose of existence. The agreed Statement is "Working constructively with the airport we seek to reach a common understanding across a wide range of different interests enabling us to give a balanced view to the airport, the Government and/or the Civil Aviation Authority on economic, social, environmental and passenger matters arising from the airport's operation and future development plans"
- **Membership** – the current vacancies in respect of the business/economic interests and the airlines interests be filled by alternative organisations representing those interest groups. The GATCOM Secretariat, working with GAL, will explore the possibility of offering membership to a business/economic organisation from the Brighton and Hove area, including the suggestion of Sussex Chamber of Commerce which covers the geographic areas of East and West Sussex as well as Brighton; and an airline interest representing the interests of a wide range of airlines operating in the UK.
- An increase to GATCOM's membership by one seat for an additional environmental interest.
- The CPRE's request for membership was considered at the GATCOM Away Day as well as by the GATCOM Steering Group. After further discussion GATCOM agreed to decline the CPRE's request.
- The need for GATCOM to establish formal links with the re-constituted NMB was supported. The Independent Chair of the NEX will be formally approached to offer membership of GATCOM. If accepted this would fill the additional environmental interest seat on the Committee.
- The potential for establishing a local information sharing network between neighbouring parish councils to help facilitate a more regular information flow between neighbouring parish councils and GATCOM be explored by the GATCOM Secretariat.
- The suggested **Work Programme** against which GATCOM's effectiveness and successes could be assessed and to help identify where further work is needed will be further developed following discussions with GAL.

A further report on implementing the outcomes of the review will be made to a future meeting, including the updated work programme.

DATE OF NEXT MEETING

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

**Paula Street
Secretariat**