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GATCOM 20 JANUARY 2022

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/>

REPORTS AND KEY MESSAGES FROM SUB-GROUP & OTHER MEETINGS

GATCOM Steering Group – Chairman's Report

- GATCOM agreed that an Away Day for all GATCOM members/support officers be arranged to take place later in the year to review GATCOM's membership and future ways of working.
- The GATCOM Steering Group will consider a draft of GATCOM's Indicative Work Programme 2022/23 at its next meeting.

Passenger Advisory Group (PAG) – Chair's Report

- GAL is seeking PAG's views on the plans to refurbish the North Terminal International Departure Lounge.
- PAG has raised concerns about the consistency of signage at the airport and is seeking to input to GAL's review of wayfinding.
- PAG's work in monitoring surface access to the airport was noted. GATCOM agreed that the train operator, GTR, and Network Rail be invited to give an update at the next meeting of GATCOM.
- The PAG's activities and its engagement with GAL as the 'critical friend' over the past quarter and its role as advocate on behalf of passengers were noted.

Noise and Track Monitoring Advisory Group (NATMAG)

- NATMAG's activities over the quarter and the key messages to GATCOM were noted as follows:
 - The Airspace Office have continued to engage with airlines through their airline engagement programme using the Airline Noise Performance Table as a performance-based guide to target airlines – see table on page 6 of the [Airspace Office quarterly report](#).
 - The KENET route availability change was presented by NATS to NATMAG, and members found it useful to understand the seasonal change in route usage to make it more efficient and provide environmental benefits.
 - Updated information on Route 4 will be published on [GAL's webpage](#).
 - The NMB/GAL joint Airspace and Noise Annual Public Meeting took place on 2 December.
 - The invitation to the Gatwick Noise Envelope virtual briefing on 18 November was extended to GATCOM and NATMAG members.
- GATCOM's Lead Member for Noise had also participated in:
 - GAL's FASI-South stakeholder engagement briefing in December.

- The DfT's discussion group on the review of the night flights policy. One area of common concern across all stakeholder groups was the need for the Government to address land use planning and noise management with calls for greater guidance (similar to the advice given in the extant Planning Policy Guidance Note on Planning and Noise (PPG24)).

Noise Management Board (NMB) – Executive Board (NEX) Report

- The NMB Executive Board's report of NMB activities was noted.
- NMB community members expressed strong belief and desire that there should be a transparent and appropriately inclusive process for further engagement on and the development of GAL's proposed noise envelope as part of the Northern Runway DCO application. GATCOM agreed that the GATCOM Chairman should write to GAL to seek a meeting between GAL, the NMB Co-Chairs and the GATCOM Chairman to seek assurances ahead of GAL's DCO application submission.
- The NMB Co-Chairs are engaging with GAL and Gatwick's airlines to explore what more can be done on the potential to seek further voluntary measures to reduce the negative impacts of night flights.
- NMB-led studies into the fair and equitable distribution (FED) and the arrivals minimum joining point at night are on track to report findings early this year; and the work on how to identify a proposal for local planning authorities on the consideration of aviation noise in land use planning continues.

AIRSPACE MODERNISATION

Presentations were given by:

- [Airspace Change Organising Group \(ACOG\)](#) – overview of the Airspace Change Masterplan development, timeline and opportunities for engagement. The key points to note are:
 - Airports are responsible for modernising their route network up to 7000ft and NATS for everything above this. ACOG will work with airports and NATS to ensure the programme is coordinated. There are 21 airports across the UK involved in the programme.
 - [The Airspace Change Masterplan](#) is a high-level coordinated implementation plan that identifies which individual, but interdependent, airspace design changes need to be developed to deliver the range of benefits that modernisation will bring, and when.
 - It will describe the potential conflicts, trade-offs and interdependencies between the proposals and the concepts/solutions available to resolve them.
 - The second iteration of the Masterplan, focused on interdependencies and trade-offs, was submitted to CAA in December 2021. **The third iteration of the Masterplan will be produced later in 2022 and will involve a public engagement exercise.** It will include a description of the proposed airspace structure and route network envisaged by the interdependent airspace change proposals when viewed as a collective. It will not include the detailed designs of all the routes.
 - ACOG will be working with airports on developing guidance on how consultations will be co-ordinated between those airports where there is shared airspace to help ensure consistency in terminology and materials to be used to ensure communities have a clear understanding of what is being proposed.
 - Emphasised that ACOG has no executive powers in the airspace change process and that it is the airports which are responsible for conducting the consultation on their proposed route design options. It will ultimately be the CAA who will decide on whether an airspace change proposal can go ahead.
 - The final version of the Masterplan is due to be produced in 2024.

- **[CAA - Airspace Modernisation Strategy \(AMS\) Review](#)** – The Government requires the CAA to have an AMS. Progress on delivering the current AMS is [reported annually](#). The FASI initiative is included in the current AMS and is driving ACOG's development of the Airspace Masterplan. The CAA is currently consulting on a draft, refreshed AMS which looks ahead to 2040. The draft refreshed strategy places the integration of all airspace users at the core of the strategy, including accommodating new users such as drones, advanced air mobility and spacecraft. The closing date for [comments on the draft strategy](#) is 4 April 2022. The key points to note are:
 - The direction of the CAA's review has taken account of the views expressed at the CAA's various Stakeholder Engagement & Requirements Gathering Sessions held over the past year which involved a wide range of stakeholders including representatives from the aviation industry, Strategic Aviation Special Interest Group of local authorities (SASIG), the national body for airport consultative committees (UKACCs), community noise campaign groups and ICCAN (before its demise).
 - The aim is for a simpler airspace design and supporting regulations which introduces sustainability (a key request of ACCs and community groups), as an overarching principle to be applied through all modernisation activities, including better managing noise, air quality and helping achieve government commitments to net zero emissions.
 - The draft strategy document is divided into three parts, plus a governance annex. Part 1 *Strategy and Enablers* explains the strategy's objectives (the 'ends') and a high-level overview of what will enable those objectives to be fulfilled (the enablers or 'ways'). Part 2 *Delivery* elements explains the different 'elements' that make up delivery of the strategy (the ways, in more detail). Part 3 *Deployment* (the 'means') is currently being developed. Consultation on this part will be published at a later stage when the CAA's consultation on Parts 1 and 2 of the AMS has closed and responses considered.
 - GATCOM members were encouraged to respond to the CAA's consultation.
- **[GAL FASI-South Project](#)** – overview of the project and engagement to date, linkages to the CAA's AMS and ACOG's Airspace Masterplan. GAL has completed Stage 1a of the CAA's airspace change process set out in CAP1616, during which the design principles for the FASI-South project were agreed. GAL has re-started Stage 2a of the process. The methodology to be used to develop a comprehensive list of options has been subject to engagement with a range of stakeholders in September 2021 with an update and further feedback sought in December 2021. The focus of Stage 2a is developing options that address objective/s identified in Stage 1 and which align with the defined design principles.
 - GAL is at the very early stage of options development and in this respect is working in isolation with no interactions with other airports at this stage.
 - ACOG's Masterplan is important as it will frame the development of the comprehensive list of options. In finalising the comprehensive list of options following engagement, they will be evaluated against the design principles agreed at Stage 1 to narrow down the comprehensive list into a shorter list of sets of options.
 - Engagement will continue and a series of workshops will be held in February to share the comprehensive list of options and to seek views on the short list of options as well as anything that may have been missed in the development and consideration of options.
 - A stakeholder group of around 120 different groups had been identified at Stage 1 and all have been invited to be involved from the initial stages of engagement. However, following feedback at Stage 1 about the absence of engagement with parish councils, and with a short list of options to help identify relevant parishes GAL is planning to expand the stakeholder engagement list to include potentially affected parish councils at the initial options appraisal stage, likely around mid-2022. Such an approach is above and beyond the required engagement set out in the CAA's CAP1616 process.

- GAL is applying to the CAA to delay the Stage 2a assessment Gateway from July which will give GAL more time to undertake a thorough and wider engagement process. This will not impact on the parallel work being undertaken by other airports whose airspace overlaps with Gatwick.
- Research studies commissioned by the NMB on FED and the ILS minimum joining point at night are progressing well and will feed into the FASI-South project.

GATCOM members raised the following points:

- Community noise campaign groups were concerned that GAL's FASI-South project was being designed with future expansion and increased capacity in mind. Although there is a Post Implementation Review process there was no mechanism available for the Government or the CAA to ensure that the benefits expected from airspace modernisation in terms of noise and emissions reductions to benefit communities were being achieved once the new routes/changes had been implemented. There was also no recourse for communities to seek change if the expected outcomes were not achieved. It was important for GATCOM to address these points.
- The need for the list of stakeholders involved to date to be shared. GAL confirmed that all the information on engagement and work to date was available on the [CAA's airspace change portal](#).
- Concern to ensure that changes to the way airspace and routes were used in the future did not increase the frequency of overflight, lower flight altitudes and/or exacerbate the noise impact for communities under flight paths.
- The importance of ensuring that GAL's consultation with communities is aligned with Heathrow's airspace change timeline so that communities have a clear understanding of potential cumulative effects of airspace changes and the interaction of routes serving both airports. There was a request for Heathrow and Gatwick to engage with affected communities at the same time. The importance of ACOG's Masterplan in coordinating the approach to consultation was reiterated.
- GATCOM noted that its overarching role in the airspace process was to help raise awareness of the process and as to how communities/interested parties can engage in the process and where to access information. Members were encouraged to help raise awareness of this important project amongst their wider communities.

ICCAN: TRANSFER OF FUNCTIONS TO THE CAA

- Following concerns raised by the GATCOM Steering Group at its meeting on 7 January about the demise of ICCAN and the transfer of the majority of its functions to the CAA, an update was given by the CAA on the practicalities of taking on its new functions – see CAA's letter included at [item 5 of the agenda pack](#).
- The CAA confirmed the following points:
 - The CAA already performs a number of different roles in relation to the environmental impact of aviation – its regulatory functions including airspace modernisation and the airspace change process; its commercial functions (noise modelling and monitoring for a range of clients including Government and airports); and its advice functions which is where the new functions from ICCAN will sit.
 - The CAA is creating a Sustainability Team within its Strategy Department reflecting the CAA's and Government's perspective that aviation's environmental impact is a holistic systems issue. The new Team will look at cross cutting impacts.
 - The new functions include research into the effects of noise, best practice guidance and the provision of transparent information. The CAA is also taking on ICCAN's commitment to refresh the survey of noise attitudes. Discussions continue with the DfT on the other specific ICCAN initiatives/work to be taken forward by the CAA.
 - An Environmental Sustainability Panel will be established to advise the CAA, similar to the [CAA's Consumer Panel](#). It will provide the CAA with expert advice, with technical support, to ensure sustainability and environmental interests are taken

fully into account in the CAA's work. It was noted that aviation's environmental impact was complicated, deep and multi-faceted.

- The new Panel's independence was paramount to its success but it would not publicly campaign nor will it deal with individual complaints from the public, represent or correspond directly with air travellers, industry or community groups.
- Recruitment of staff and the Panel members and its Chair has begun. An external recruitment agency has been appointed to lead the recruitment process for the Panel members. The agency has already engaged with a number of stakeholders including some environmental/community groups, UKACCs and the DfT on the types of skills, competencies and capabilities required of Panel members and its Chair.
- The new team, functions and Panel will be in place by 1 April 2022.
- GATCOM members had continuing concerns about the how the CAA could be both a regulator and give independent oversight to environmental and sustainability issues including how the CAA's work would give communities greater confidence in the same way as ICCAN. The CAA gave reassurance that its work would focus on national and overarching strategic issues but it would look to continue with local engagement where needed through existing fora and other sessions.
- Land use planning and noise management was highlighted as an area that the Government and the CAA needed to address. The CAA was alive to this issue but also confirmed that it will not be involved with local planning decisions.

CHIEF EXECUTIVE OFFICER'S REPORT

The Chief Executive Officer's commentary on activity and performance of Gatwick over the previous quarter was discussed. The key points to note:

- **Traffic** – airport handled around 1 million passengers a month in the last quarter. GAL expect to handle over 1 million passengers per month from March 2022.
- **New airlines and services** – have started operations or planning to start operations such as British Airways, Wiz Air, JetBlue, Jet2 and Scoot.
- **Easyjet** – plan to operate a fleet of around 80 aircraft in the peak summer months in 2022 which is more aircraft than easyJet operated in 2019.
- **Slot Waiver** - the outcome of the Government's slot waiver consultation which included a proposal for 70/30 rule was awaited. This is an important decision for GAL in understanding how traffic will recover. GAL submitted a response requesting the reinstatement of the 80/20 rule. The pace of Gatwick's recovery will depend on the outcome of the consultation and will also assist in planning the timing of reopening the South Terminal, the earliest possible date is the start of the summer season – being 27 March 2022, and the recruitment of staff. [Post meeting note – [see here](#) for the Government announcement of the 70/30 rule].
- **New Jobs** - It is estimated that around 5000 new jobs will be created across the airport's operation in the first half of the year with the re-opening of the South Terminal. Recruitment would be focussed on the local catchment area.
- **Ghost flights** – GAL confirmed that there had been no empty flights operating from Gatwick to enable an airline to retain a slot.
- **Runway Resurfacing** – GAL has decided to resurface the main runway during 2022 and have been through a full tender process for a contractor to undertake the work which is due to commence in April.
- **Carbon Emissions Reporting** – GAL clarified that it reported on its carbon emissions each year in the Decade of Change Annual Progress Report. In respect of Scope 3 emissions (those emissions outside the direct control of GAL), GAL confirmed it reported on the aircraft emissions in the landing and take-off phase (c3,000ft). Above 3000ft airlines report on those emissions.

NORTHERN RUNWAY DEVELOPMENT CONSENT ORDER (DCO) – NEXT STEPS

- GAL gave an update on the DCO pre-application consultation on the Northern Runway Project which closed on 1 December.
- Several thousand responses had been received. GAL is now in the process of analysing feedback in detail.
- All comments will be individually coded by a specialist coding house. It will take several months for GAL to consider all the comments before starting the process of finalising the environmental statement and the submission to the Planning Inspectorate towards the end of the year.
- GAL emphasised that this is the very start of the process and there would be opportunities for people to have a further say on the proposals as part of the examination process as an Interested Party. People will therefore need to register as an interested party with the Planning Inspectorate at the appropriate time to make their views known.
- The Environmental and Amenity Groups' representative reiterated that at the Special Meeting of GATCOM he had reserved judgement on the response agreed by GATCOM until community groups had seen the amended response. He reported that community groups who were members of Gatwick Area Conservation Campaign (GACC) could not support GATCOM's submitted response.

ANNUAL MEETING OF UKACCS

- GATCOM noted the key messages and outcomes from annual meeting of UKACCS held on 18/19 November which the Chairman and the Secretariat attended.

DATE OF NEXT MEETING

- The next meeting of GATCOM will take place on Thursday 28 April 2022 at 2.00 p.m.

**Paula Street
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