

GATCOM

Minutes of the meeting of the Gatwick Airport Consultative Committee held on 17 October, 2013.

Present: Dr. John Godfrey DL (Chairman)

Matthew Balfour	-	Kent County Council
Keith Brockwell (substitute)	-	Crawley Borough Council
John Byng	-	Environmental and Amenity Groups
Helyn Clack (substitute)	-	Surrey County Council
Mike George	-	Horley Town Council
Peter Hall	-	Passenger Representative
Ken Harwood	-	Tandridge District Council
Graham Hawkesworth (substitute)	-	Gatwick Diamond Business
Martin Heffer (substitute)	-	Coast to Capital LEP
Graham Hill	-	Rusper Parish Council
Alex Horwood (substitute)	-	Reigate and Banstead Borough Council
Alan Jones	-	Burstow Parish Council
Liz Kitchen	-	Horsham District Council
Vivienne Michael (substitute)	-	Mole Valley District Council
Pieter Montyn	-	West Sussex County Council
Douglas Moule	-	Gatwick AOC
Susan Parsons	-	ABTA
Eddie Redfern	-	IACA
Bryan Reynolds	-	Which?
Rupert Simmons	-	East Sussex County Council
Charles Yarwood	-	Charlwood Parish Council

Also present:

Sir Roy McNulty	-	Chairman, GAL
Stewart Wingate	-	Chief Executive Officer, GAL
James Colman	-	Corporate Affairs and Sustainability Director, GAL
Kyran Hanks	-	Strategy and Regulation Director, GAL
Alastair McDermid	-	Airports Commission Director, GAL
Tom Denton	-	Head of Corporate Responsibility, GAL
Tim May	-	Department for Transport
Barry Smith	-	Deputy Honorary Secretary
Ros Howell	-	Independent Technical Adviser
Paula Street	-	Assistant Secretary

Apologies for absence were received from:

Chris Hersey (Mid Sussex District Council), Andrew Gunter-Smith (South London Business), Isobel Knox (BATA), Neil Maltby (Mole Valley District Council), Dorothy Ross-Tomlin (Surrey County Council), Tony Schofield (Reigate and Banstead Borough Council), Jeremy Taylor (Gatwick Diamond Business), Ken Trussell (Crawley Borough Council).

CHAIRMAN'S UPDATE ON ACTIVITIES

62. The Chairman provided a number of updates on his activities on behalf of GATCOM since the last meeting. The Chairman also thanked GAL for hosting an informative tour for members of areas of the airport that morning.

63. Members noted that the Chairman had endorsed GATCOM's NATMAG members' recommendation to appoint Alan Jones, Burstow Parish Council as GATCOM's lead member for noise for a period of two years.

64. It was also noted that Neil Maltby, Vice-Chairman, together with other members had met one of the prospective bidders for the Thameslink franchise to set out GATCOM's aspirations for future services. A meeting with another bidder was in the process of being arranged.

MINUTES

65. Resolved - That the minutes of the meeting held on 23 July 2013 be approved as a correct record and that they be signed by the Chairman.

Thameslink Franchise

66. Reference was made to minute no. 10. The Chairman advised that a response had been received from the Minister for Aviation, Rt. Hon. Simon Burns MP, who had advised that department officials had been in regular dialogue with the airport management in respect of this important franchise. The DfT had since issued the Invitation to Tender (ITT) and GATCOM was pleased to note that there was a requirement on the franchisee to obtain the support of Gatwick Airport Limited in respect of any changes planned to the current Gatwick Express service pattern.

GATCOM STEERING GROUP – MATTERS CONSIDERED

67. GATCOM received the report of the Vice-Chairman summarising the matters considered at the meeting of the GATCOM Steering Group on 26 September 2013 (copy attached to the signed minutes).

Gatwick Airport 2012 Annual Monitoring Report Verification Report And 2013 Progress

68. GATCOM noted that GAL hoped to publish the Verified Annual Monitoring Report in the near future. The vast majority of the commitments and obligations verified were found to be on track although there were a few obligations that were neither on track nor behind schedule in relation to air quality, noise and water. All matters were being addressed by GAL and members were pleased to note that there were no issues that needed to be brought to the attention of GATCOM.

Community Noise Issues

69. Mrs Howell, GATCOM's Independent Technical Adviser, reported on investigations into the tone/pitch of aircraft noise ("whining") raised by residents of Tunbridge Wells, an issue also raised by communities around Heathrow. The CAA's Environmental Research Consultancy Department (ERCD) had recently reported that measurements undertaken had confirmed the tonal noise was due to airframe noise not engine noise (caused by two small cavities under each wing) and was on all present A320 family variants, i.e. A318/319/320/321, irrespective of engine variant. Airbus had developed a fix but it was unknown whether this could be retro fitted to existing aircraft. Mrs Howell would try to establish whether the fix could be retro fitted. [[click here](#) to see information from ERCD]

SIR ROY McNULTY, CHAIRMAN, GATWICK AIRPORT LIMITED

70. GATCOM welcomed Sir Roy McNulty, GAL's Chairman to the meeting. Sir Roy outlined his views on the current and future operation of and investment at Gatwick. He highlighted that business at Gatwick continued to grow with passenger growth over the summer season increasing by around 5%. Prospects for the future also looked promising and he was pleased to announce that Norwegian had added to its route network, to commence next summer services to New York (JFK), Los Angeles and Fort Lauderdale.

71. Members were pleased to note that GAL remained fully committed to its investment programme. Sir Roy was pleased to report that work on the new Pier 1 was underway and the first phase of the redevelopment of Pier 5 had been completed offering a much improved passenger environment and greater flexibility in the facilities provided for airlines.

72. The CAA had issued its final proposals for the next regulatory regime. Sir Roy was pleased that the investment programme and framework of contracts and commitments had the broad support of the CAA.

73. On behalf of GATCOM, the Chairman thanked Sir Roy for his update and for sharing his views for the future.

THE CAPACITY DEBATE

74. GATCOM noted the speech given by [Sir Howard Davies](#) setting out the Airports Commission's emerging thinking (copy attached to the signed minutes). It was noted that the Commission's initial view was that some net additional runway capacity in the South East of England would be needed in the coming decades.

75. Alastair McDermid, Airports Commission Director, GAL reported that GAL was undertaking more detailed work on developing the possible options for a second runway at Gatwick and was engaging with the local authorities' Gatwick Officers Group who had identified issues for further examination and consideration. These included traffic forecasts, housing and employment, air quality, surface access, land use and environmental impacts.

76. He also advised that GAL, working with its consultants Farrells, would host an initial meeting with local authorities in January/February next year to discuss an outline Vision for the region with a further meeting in March/April to further develop a proposed Vision and to form a conclusion for consultation. GAL was also engaging with other organisations and statutory bodies in developing its Vision and options.

77. GATCOM noted that GAL was working towards a public consultation on its options for a second runway at Gatwick in April 2014. However GAL's process for consultation did not fit with the Airports Commission's programme, which required the airport to identify its preferred option by March 2014. GAL would not be in a position to form a view on a preferred option until summer 2014 after its local public consultation on its proposed options and impact assessments. GAL was discussing the timetable/programme with the Airports Commission. Mr McDermid emphasised that if the Commission made no alteration to the timetable GAL might have to submit to the Airports Commission a provisional view on a preferred option with the proviso that it was subject to consultation locally. Members were concerned about the work programmes not being in sync and suggested that the Commission be advised of GATCOM's concerns.

78. GATCOM considered a report by the Secretariat outlining the Airports Commission's approach and timetable for Phase 2 of its work and also reminded members of GATCOM's response to the Commission's consultation on the consideration of long term options in respect of Gatwick Airport (copy attached to the signed minutes). In view of the issues covered in the Commission's emerging thinking speech, members were of the view that GATCOM should submit further comments to highlight the Committee's support of GAL's efforts to seek a change to the Commission's deadline for submitting a preferred option in respect of Gatwick and to highlight the need to secure improvements to surface transport networks in the short to medium term, including the need to ensure the Thameslink franchise agreement fully recognised the aspirations of GAL and GATCOM to accommodate growth at Gatwick.

79. Resolved – That:

(1) a response be submitted to the Airports Commission's emerging thinking to highlight:

(a) the need to ensure the Commission's timetable and work programme was aligned as far as possible with that of GAL and that in finalising its timeline the Commission takes fully into account GAL's ability to work and adhere to the timeline suggested by the Commission; and

(b) the need to secure improvements to surface transport networks in the short to medium term, including the need to ensure the Thameslink franchise agreement fully recognises the aspirations of GAL and GATCOM to accommodate growth at Gatwick.

(2) GAL keeps GATCOM informed of its work on the development of a Vision for the region.

LONDON AIRSPACE CONSULTATION

80. Harri Howells, NATS Airspace Change Manager, Andy Taylor, Manager of ATC Gatwick, and Tom Denton, Head of Corporate Responsibility GAL, presented a joint NATS/GAL consultation in association with the redesign of airspace in respect of Gatwick Airport and the wider London area (copy of presentation attached to the signed minutes). It was emphasised

to members that the consultation did not in any way relate to the Gatwick second runway work.

81. Members noted that the consultation ran from 15 October 2013 to 21 January 2014 and that the consultation documents were only available on a consultation website <http://www.londonairspaceconsultation.co.uk/> which enabled searches in respect of specific areas. It was also noted that the proposals included a new design concept "Point Merge" to replace conventional holds, or stacks, to support Gatwick and London City Airports. The Point Merge would change the spread of flights across the south east region. This would mean that the local noise and visual impact of aircraft overflight would change and that some areas could be overflown more, others less and some might not notice any significant change. The possible benefits of change would seek to achieve continuous climb operations wherever possible, preservation of tranquillity wherever possible, reductions in the number of people overflown and reductions in carbon emissions. Mr Howells explained that although there would be a greater concentration of tracks over time, there would be scope to implement respite on routes.

82. The redesign of Gatwick's airspace (below 4000ft) would provide an opportunity to take a fresh look at Gatwick's flightpaths for both departures and arrivals and to try to address a number of the concerns raised by local communities over the years with a view to implement changes in 2015. Members noted that consideration was being given to a fundamental redesign (repositioning) of all departure routes to the west of Gatwick (the current noise preferential routes (NPRs)), new arrival routes to join the final approach both to the east and west of Gatwick and the creation of extra routes to enable respite for communities underneath both arrivals and departures routes.

83. GATCOM emphasised the importance of ensuring that all local communities around Gatwick, both close to the airport and further afield, were invited to engage in the process and highlighted the need for an effective awareness campaign.

84. Members expressed concern about the consultation process as the public were being asked to give feedback on concepts rather than specific routes to be flown and that NATS did not intend undertaking a second stage consultation on the detailed routes proposed flowing from the results of the consultation. Mr Howells explained that overflight currently took place within the swathes subject to consultation and the public were being asked to assume the highest density of overflight for their area when responding to the consultation. He clarified that additional public consultation would be undertaken on any new impacts that arise from the detailed design process that had not been covered in the current consultation. [Following the meeting NATS produced a FAQ sheet about the consultation process which will be placed on the [consultation website](#)]. Members questioned whether consultation on the impacts would include consideration of noise insulation for newly affected properties. Mr Denton advised that GAL was currently undertaking a review of its noise insulation scheme for residential properties.

85. There was also concern that the consultation was only being conducted on line and it was highlighted that many members of the public still did not have access to the internet or the right equipment to consider the suite of documents.

86. GATCOM considered its role in the process in helping to disseminate information about the consultation. The Chairman urged all members to ensure that their communities and organisations were informed about the consultation and were asked to encourage their communities to respond direct to NATS/GAL via the consultation website.

87. It was also agreed that GATCOM had a role in making strategic observations about the concepts under consideration. The Secretariat would therefore seek comments from members for possible inclusion in a suggested draft response for the GATCOM Steering Group to consider and agree at its next meeting.

88. Resolved – That

(1) Members help disseminate information about the consultation to their organisations and their local community and to urge them to respond direct to NATS/GAL via the consultation website; and

(2) The Secretariat seek strategic observations about the concepts under consideration from members for possible inclusion in a draft GATCOM response to be considered and agreed by the GATCOM Steering Group on behalf of GATCOM.

AIRPORT COMMENTARY

89. GATCOM received the Chief Executive's commentary on activity at the airport since the date of the last meeting (copy attached to the signed minutes).

Traffic

90. Mr Wingate reported that over the last quarter traffic increased by 4.7 % compared to the same period the previous year with 11.4 million passengers travelling through the airport during the quarter.

South Terminal Power Outage

91. Mr Wingate reported on the power outage in the South Terminal the previous day caused by a flood, following significant rainfall, in the electricity sub-station which affected all IT, baggage facilities, lights and electronics in the terminal. Members noted that for a couple of hours GAL carried out all operations in the North Terminal which was unaffected by the power outage. Mr Wingate thanked all staff, airlines, handling agents and other agencies at Gatwick for the collaborative partnership working to ensure disruption was kept to a minimum. Around 100 passengers missed flights as a result of the disruption.

UK Border Force (UKBF) Performance

92. Members noted that UKBF had consistently achieved its national immigration queue performance targets in both terminals over the year. Whilst welcoming the achievement, GATCOM highlighted the need for the national targets to be reviewed to encourage improved performance/reduction in queuing times for passengers. Mr Wingate advised that GAL had more challenging locally agreed targets which were also monitored and reported on the airport's website.

Gatwick Hotels

93. Reference was made to the number of new Hotels that had opened or were under construction at Gatwick. Members were pleased to note that the Hotel offering at Gatwick would provide passengers and users with greater choice and value.

FUTURE REGULATION OF GATWICK – CAA PROPOSALS FOR Q6

94. Kyran Hanks, Strategy and Regulation Director, GAL presented an update on the CAA's final proposals for the next regulatory regime at Gatwick which would come into force in April 2014, if the CAA decided that Gatwick still held substantial market power (copy of presentation attached to the signed minutes). It was noted that the CAA had suggested that the framework of contracts and price commitments put forward by GAL covering a period of seven years was fair and was in the passengers' interest. It was noted that this was not a view shared by the airlines.

95. GATCOM also noted that the CAA would consider further the costs of a second runway in 2014 and would consult further at the appropriate time.

96. It was agreed that GATCOM would not submit any further comments to the CAA in respect of the final proposals consultation.

USE OF TERMINALS' FORECOURTS

97. Julia Gregory, Head of Surface Transport, GAL gave a presentation on managing the use of the airport's forecourts (copy of presentation attached to signed minutes). Mrs Gregory explained that since the implementation of the Approved Operators Scheme and new way of managing the forecourts, GAL had introduced a number of other changes to address concerns

raised by passengers, other users and members of GATCOM and its Passenger Advisory Group (PAG).

98. GATCOM welcomed the additional changes that GAL had made as a result of feedback but remained concerned about the high cost imposed for local people picking up friends and relatives from the airport and the railway station, particularly in respect of those people from rural areas where there was no public transport available. Mr Hall, PAG Chairman, was pleased to report that the concerns of PAG were being addressed by GAL and a number of alternatives were currently being considered. Mr Wingate emphasised that GAL was sympathetic to the impact on local people who regularly picked up relatives and friends from the airport (including those using the rail station) and advised that GAL was further considering the matter. Consideration was being given to the possibility of introducing a local residents' scheme. GAL was to discuss possible options with the PAG and a further report would be given at the next meeting.

GATWICK RELATED PLANNING APPLICATIONS

99. GATCOM noted the report by Crawley Borough Council's Director for Environment and Housing on planning applications determined and outstanding in respect of Gatwick since the date of the last meeting (copy attached to the signed minutes).

PASSENGER ADVISORY GROUP (PAG)

100. Mr Hall, PAG Chairman, presented his report in respect of activities of the PAG since the date of the last meeting (copy attached to the signed minutes). GATCOM noted PAG's concern about the potential loss of domestic connectivity with UK regions following the sale of Flybe's slots to easyJet.

101. GATCOM was pleased to note that the PAG was engaged with GAL and rail operators about the likely impact of rail engineering work that would disrupt normal rail service schedules from 10pm on 24 December through to 2 January. Members fully supported GAL's proactive efforts to work with rail operators and other transport providers to inform passengers travelling over the Christmas period about potential delays and replacement transport. The Chairman urged members to help inform their communities of the likely disruption to rail travel over the Christmas period and to help get the message across to the travelling public. GATCOM was pleased to note that ABTA was to discuss passenger communication with PAG's Chairman/GAL.

102. GATCOM noted PAG's request to write again to all prospective bidders for the Thameslink franchise. It was agreed that prospective bidders should be advised of GATCOM's response to the Airports Commission in respect of the Commission's emerging thinking and the need to ensure that improvements to rail services were secured to accommodate future growth of Gatwick.

103. Mr Hall also reported that PAG was seeking a new volunteer independent passenger representative to serve on PAG to fill a vacancy that had arisen.

104. Resolved – That:

- 1) PAG's efforts to ensure that airlines, tour operators and industry bodies effectively communicate information regarding Christmas rail disruption to passengers using the airport over the period be endorsed;
- (2) PAG's continued monitoring of GAL's actions to enhance the PRM experience be supported;
- (3) PAG's efforts on finding an alternative solution for local people to pick-up at the airport be supported;
- (4) the Secretariat writes to all Thameslink Rail Franchise bidders to advise them of GATCOM's response to the Airport's Commission's emerging thinking; and

(5) PAG's involvement in a wide range of projects and operational matters be noted.

NOISE EXPOSURE CONTOURS FOR GATWICK AIRPORT 2012

105. Members received a report from the Technical Adviser summarising the results of the DfT's noise monitoring for a period of summer 2012 (copy attached to the signed minutes). The results revealed that the actual modal split for the summer period was 87% west and 13% east – the highest modal split for 20 years.

106. Reference was made to the increase in the area within the 2012 actual modal split 57 dBA Leq contour which increased by 2% compared to 2011 and the increased population count within that contour which rose by 20% compared to 2011. It was explained that the contour expanded, causing an increase both in area and the population within it. The reason for the expansion of the contour was attributable to fleet mix change, specifically the increase in the number of movements by the Airbus A320 family. An additional reason for the increase in area/population caused by the expansion of the contour was that contour had shifted eastwards towards Lingfield. This contour shift was attributable to the exceptionally high number of days of easterly operations in the period (a 20-yr high). It was questioned as to how GAL would address the expansion of the contour and the noise impact on communities. It was agreed that the matter should be considered by NATMAG to examine whether there are any possible measures, such as landing charge differentials, that could be put in place to reverse the increase in the contour area.

107. Mr May referred to the CAA's recent review of noise and NOx landing charges which set out some best practice principles for pricing structures. It was agreed that NATMAG should also be asked to consider this.

FLIGHT PERFORMANCE TEAM REPORT (FPT)

108. GATCOM considered the quarterly report for the FPT covering the period April to June 2013 (copy attached to the signed minutes). Members noted that track keeping performance had shown a small improvement on the previous year's performance. It was also noted that the high number of noise complaints during the quarter was possibly the result of the good weather when people had their windows open more often and had more outside activities as well as the increased awareness of future airports growth and the work of the Airports Commission.

109. Mr Denton also reported that the noise complaints received from the East Grinstead area only related to when Gatwick was conducting easterly operations. He also reminded members that the reports of results of mobile noise monitoring were available on GAL's website.

NOISE AND TRACK MONITORING ADVISORY GROUP (NATMAG)

110. GATCOM received the unconfirmed minutes of the meeting of NATMAG held on 12 September 2013 (copy attached to the signed minutes). GATCOM was pleased that there continued to be good APU usage compliance on the airfield which helped to reduce noise and was better for the environment. GATCOM was also pleased to note the low number of engine run operations over the quarter which again helped to reduce the noise impact of airfield operations.

CALENDAR OF MEETINGS 2013/14

111. GATCOM noted the calendar of meetings for GATCOM and its Sub-Groups for 2014/15 as follows:

Passenger Advisory Group

Thursday 27 March, 2014 at 1.30 p.m.

Thursday 10 July, 2014 at 1.30 p.m.

Thursday 9 October 2014 at 1.30 p.m.

Thursday 15 January 2015 at 1.30 p.m.

GATCOM Steering Group

Thursday 20 March 2014 at 10.00 a.m.
Thursday 3 July 2014 at 10.00 a.m.
Thursday 2 October 2014 at 10.00 a.m.
Thursday 8 January 2015 at 10.00 a.m.

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Thursday 10 April 2014 at 2.00 p.m.
Thursday 24 July 2014 at 2.00 p.m.
Thursday 23 October 2014 at 2.00 p.m. (Annual Tour of Airport in morning)
Thursday 29 January 2015 at 2.00 p.m.

DATES OF NEXT MEETINGS OF GATCOM AND ITS SUB-GROUPS

112. Members noted the next meetings of GATCOM as follows:

GATCOM Steering Group – Thursday 9 January 2014 at 10.00 a.m.
Passenger Advisory Group – Thursday 16 January 2014 1.30 p.m.
GATCOM – Thursday 30 January 2014 at 2.00 p.m.

113. Members also noted that the next meeting of Gatwick Airport Limited's Noise and Track Monitoring Advisory Group (NATMAG) would take place on Thursday 28 November 2013.

Chairman