

GATCOM

Minutes of the meeting of the Gatwick Airport Consultative Committee held on 18 April 2013.

Present: Dr. John Godfrey DL (Chairman)

John Byng	-	Environmental and Amenity Groups
Simon Elliott (substitute)-		IACA
Mike George	-	Horley Town Council
Peter Hall	-	Passenger Representative
Ken Harwood	-	Tandridge District Council
Martin Heffer (substitute)-		Coast to Capital LEP
Chris Hersey	-	Mid Sussex District Council
David Hodges (substitute)-		London Chamber of Commerce and Industry
Alex Horwood (substitute)-		Reigate and Banstead Borough Council
Alan Jones	-	Burstow Parish Council
Christina Kerr (substitute)-		Rusper Parish Council
Liz Kitchen	-	Horsham District Council
Isobel Knox	-	BATA
Peter Lake	-	Kent County Council
Neil Maltby	-	Mole Valley District Council
Pieter Montyn	-	West Sussex County Council
Douglas Moule	-	Gatwick AOC
Susan Parsons	-	ABTA
Bryan Reynolds	-	Which?
Dorothy Ross-Tomlin	-	Surrey County Council
Jeremy Taylor	-	Gatwick Business Diamond
Ken Trussell	-	Crawley Borough Council

Also present:

Sir Roy McNulty	-	Chairman, Gatwick Airport Limited (GAL)
Stewart Wingate	-	Chief Executive Officer, GAL
James Colman	-	Corporate Affairs and Sustainability Director, GAL
Kyran Hanks	-	Strategy and Regulation Director, GAL
Oliver Mulvey	-	Airports Commission Secretariat
David Elvy	-	Airports Commission secretariat
Tom Denton	-	Head of Corporate Responsibility, GAL
Tim May	-	Department for Transport
Ros Howell	-	Independent Technical Adviser
Paula Street	-	Assistant Secretary

Apologies for absence were received from: Graham Hill (Rusper Parish Council), Sean McKee (London Chamber of Commerce and Industry) Mike Miller (Reigate and Banstead Borough Council), John Peel (Coast to Capital LEP), Eddie Redfern (IACA), Barry Smith (Deputy Secretary) and Charles Yarwood (Charlwood Parish Council).

CHAIRMAN'S UPDATE ON ACTIVITIES

156. The Chairman reported that he had attended the launch of GAL's business plan on 14 February when GAL's proposed investment plans for the next few years were announced along with its proposal for a framework of airport commitments and contracts to replace the current regulatory regime. On behalf of GATCOM, initial views on the proposals had been sent to the CAA. The response was available on GATCOM's website.

157. The Chairman would attend the launch of Sustainable Aviation's Noise Road Map on 23 April at the House of Commons. It was hoped that Sustainable Aviation would be able to come to a future meeting to outline its work.

MINUTES

158. Resolved - That the minutes of the meeting held on 31 January 2013 be approved as a correct record and that they be signed by the Chairman.

Section 106 Agreement: Transport Levy – suggested bus subsidy for Horne area

159. Reference was made to minute no.113. Tandridge District Council's representative advised that he was working with Horne and Lingfield Parish Councils in looking at developing a case to improve local bus services in those areas. Once developed suggestions would be submitted to Gatwick Airport Limited's (GAL) Transport Forum Steering Group for consideration.

GATCOM STEERING GROUP – MATTERS CONSIDERED

160. GATCOM received the report of the Chairman summarising the matters considered at the meeting of the GATCOM Steering Group on 28 March 2013 (copy attached to the signed minutes).

Noise Action Plan

161. Members noted that GAL's Noise Action Plan Progress Status Report would be reported quarterly to GAL's Noise and Track Monitoring Advisory Group (NATMAG) and annually to GATCOM.

Airports Commission and the Capacity Debate

162. The Chairman highlighted the Steering Group's discussion on the Airports Commission's programme for submissions, in particular the closing date for submissions for outline proposals for the longer term which was Friday 19 July. As this was the day after the next GATCOM meeting, the Secretariat had looked into the possibility of changing the date of the July meeting to Tuesday 23 July so that GAL was able to report on the content of its long term options submission at the meeting.

163. Resolved – That the date of the July meeting of GATCOM be re-scheduled to take place on Tuesday 23 July 2013 at 2.00 p.m.

SIR ROY MCNULTY, CHAIRMAN, GAL

164. The Chairman welcomed Sir Roy McNulty, GAL's new Chairman to the meeting. Sir Roy outlined his views on the current and future operation of and investment at Gatwick. He highlighted that:

- Over the past couple of years GAL's investment had radically improved services and facilities for passengers and business partners at the airport. He supported the continued capital investment and the proposals contained in the Business Plan that was launched in February 2013.
- He acknowledged the effectiveness and work of GATCOM and the mutual respect the various interests had for others' views. He was fully committed to continuing GAL's support to the work of the Committee and recognised the importance of the relationship between the airport and the community around it.
- GAL was fully participating in the work of the Airports Commission. He confirmed that when GIP became owners of Gatwick, the company was not interested in building a second runway. However the Coalition Government's stance concerning runway capacity and development in the UK was different to the previous Government's view and the building of new runways at Heathrow, Stansted and Gatwick had been ruled out but future airport capacity was now being re-examined. Competition between the London airports had also significantly changed. GAL therefore needed participate in work which the Airports Commission and was looking at options for Gatwick in the short, medium and long term. He emphasised that GAL would continue to honour the 1979 legal agreement preventing the construction of a second runway at Gatwick until 2019.
- Securing improvements to the rail network and services was crucial for the future sustainable growth of Gatwick. He confirmed that GAL was rigorously seeking improvements to the Gatwick Express service which had deteriorated under the current franchise agreement. The Thameslink "super" franchise also provided a unique opportunity to seek improvements to a number of services, especially the Gatwick Express. Sir Roy hoped that GATCOM and the wider community would continue to work

and campaign with GAL to secure future rail improvements. Members confirmed support for GAL's campaign and highlighted that the Gatwick Express also served a much wider community than just the airport.

- Reference was made to a recent article in the Telegraph concerning the CAA's current views on the future regulation of Gatwick. Sir Roy confirmed that GAL had put forward a proposed framework of contracts and commitments to replace the current economic regulation regime which was currently being considered by the CAA. Discussions were in the meantime continuing with airlines. Members noted that the CAA's consultation on a way forward was expected to be published on 30 April.

165. The Chairman thank Sir Roy and hoped that he would attend a future meeting to provide an update on GAL's vision and development plans.

AVIATION POLICY FRAMEWORK

166. Tim May, DfT, gave a presentation on the Government's Aviation Policy Framework (APF) (copy of presentation slides attached to the signed minutes). He confirmed that the APF had replaced the 2003 Air Transport White Paper but the new framework did not address the issue of future airport capacity. The Airports Commission had been asked to look at the future of the UK's airport capacity and connectivity issues and the APF set the parameters within which the Airports Commission would work. He also highlighted the recognition given in the APF of the importance of good surface access links to airports and the need to integrate airports in the wider transport network.

167. GATCOM noted that the Government's desire to strengthen the role of Airport Consultative Committees (ACCs) within their existing remit had been confirmed. The DfT would undertake a review of the guidelines for ACCs later this year. GATCOM was pleased to note that the APF recognised the need for flexibility and that the guidelines should remain non-prescriptive. It was also noted that there was no intention to upset the current good working arrangements in place and Mr. May highlighted the effectiveness of GATCOM as a good example of best practice. The Chairman confirmed to Mr. May that GATCOM wished to fully participate in the review of the Guidelines for ACCs.

168. Mr. May advised that there was currently no appetite amongst stakeholders/consultees to change the noise designation of the three London airports. The DfT would therefore continue to set noise controls at Heathrow, Gatwick and Stansted airports. He also confirmed that the CAA would not be given any further new statutory role in relation to noise. The DfT was however to produce new guidance to the CAA in order to ensure that sufficient weight was given to the management and mitigation of noise and other environmental effects of air traffic management changes. Also, the DfT's Aircraft Noise Management Advisory Committee would review departure and arrivals practices at the three London airports to ensure that they were fit for purpose.

169. Reference was made to the Government's desire to ensure that the benefits of future growth were shared with the industry working with local communities to tackle noise and other environmental issues. It was questioned whether this meant that the benefits of future noise reduction achievements, technological and operational, would be shared between the industry and the local community so that growth did not result in the negation of those achievements. Mr. May advised that this was the sentiment.

170. It was also noted that the complexity of noise metrics had been acknowledged and that the APF gave flexibility to airports to develop their own local metrics to achieve lower levels of disturbance. Some members expressed their disappointment that the metrics issue had not been resolved and again stressed the need for the issue to be addressed and researched to help with finding local solutions to problems.

171. GATCOM also highlighted that the APF did not address the issue of disturbance related to the frequency of overflight. It was emphasised that if future benefits of growth were to be shared the issue of disturbance caused by frequency of overflight needed to be researched and understood. GATCOM again highlighted the need for a study into the causes of annoyance.

172. Reference was made to the Government's demand forecasts and it was questioned whether they were realistic for the timeframe covered. Mr. May advised that the Airports Commission had undertaken its own consultation on demand forecasts the results of which would be taken into account in its consideration of options for the future.

173. The Chairman thanked Mr. May for giving an informative overview of the APF and the work streams flowing from the new policy framework.

THE CAPACITY AND CONNECTIVITY DEBATE

Airports Commission - Update

174. Oliver Mulvey, Airports Commission Secretariat outlined the work and programme for the Airports Commission (copy of presentation slides attached to the signed minutes).

175. Mr. Mulvey confirmed that the Commission was looking at options for maintaining the UK's status as a global hub. This meant that the whole of the UK was being examined as well as the constraints in London and the South East. Phase 1 of the Commission's work was the preparation of the Interim Report to be published at the end of 2013. Phase 2 of the Commission's work was the preparation of the Final Report to be published by summer 2015.

176. The Commission had published a number of discussion papers seeking stakeholder views. These consultations were open to all to comment upon. Reference was made to the submission of long term options (deadline 19 July) and it was questioned whether interested parties would have the opportunity to comment to the Commission on the submissions so that additional views could be taken into consideration by the Commission prior to the preparation of its Interim Report. Mr. Mulvey confirmed that it would make public the long term option proposals received. However no decision had yet been made on the timescales or publication of the option proposals for stakeholder consultation. GATCOM emphasised the need to allow sufficient time for others to examine and comment on the submissions prior to the Commission deciding on which options should be included in its Interim Report to be taken forward to Phase 2 of the Commission's work and suggested that they be published as soon as possible.

177. It was highlighted that increases in capacity will have a significant impact on the surrounding regions/communities in terms of supporting infrastructure (housing, hospitals, transport etc.) as well as environmental, economic and social impacts which needed to be thoroughly examined and consulted upon. Some members questioned whether the South East was able to sustain large scale airport capacity expansion because of the significant impact such development would have on the supporting infrastructure. Mr. Mulvey confirmed that Phase 2 of the Commission's work (preparation of the Commission's final report) would look at all the impacts in much greater detail.

178. The Chairman thanked Mr. Mulvey for outlining the Commission's work and the ways in which others could contribute to the process.

Gatwick Airport Limited's Work

179. Kyran Hanks, Strategy and Regulation Director, GAL reported on the submissions that GAL had already made to the Commission (copy of presentation slides attached to the signed minutes). Members were pleased to note that all of GAL's submissions were available on the Gatwick Airport website: <http://www.gatwickairport.com/newrunway/>

180. GAL's next submission would be on 17 May when it would submit its proposals for short and medium term options. The key focus for that submission would include road and rail access improvements, competition, GAL's desire to achieve 55 aircraft movements per hour from the single runway, the need to review international and bi-lateral air services agreements, connecting short haul and long haul networks, slot reform, airspace review and the continuation of the current night flights limits.

DFT CONSULTATION – NIGHT FLYING RESTRICTIONS AT HEATHROW, GATWICK AND STANSTED AIRPORTS

181. GATCOM considered a report by the Independent Technical Adviser suggesting a draft response to the DFT's stage 1 consultation on night flying restrictions (copy attached to the

signed minutes). Members complimented Mrs. Howell on the preparation of such a concise and balanced response to a complex and detailed consultation.

182. The airlines representative could not however support the inclusion of a complete ban of operating QC4 classified aircraft in the night period in view of the potential hardship this would cause passengers on flights using QC4 aircraft that had suffered delay during day time operations. It was agreed therefore that the wording of the suggested response to question 27 would be revised so that the QC4 ban only related to the scheduling of the more noisy aircraft types in the night period.

183. The airlines representative could not support the suggested response to question 39 in relation to expanding the scope of mitigation schemes to offset the impact of night noise. It was felt that as the airline industry was achieving improvements in noise reduction that the current compensation schemes were generous enough. It was however appreciated that local communities wished for more generous schemes. As views differed across the committee's membership it was agreed that the response should be amended to include reference to the fact that the industry considered that compensation and mitigation arrangements should be based on established Government policy and that more generous schemes should be left for discussion between the airport and local communities in the context of airport growth plans.

184. Minor editorial amendments were also agreed in respect of responses to questions 31 and 70.

185. Resolved – That

- (1) subject to the inclusion of the amendments above, that the suggested form of response set out in Annex A to the Independent Technical Adviser's report be approved; and
- (2) the DfT's specific proposals for the next regime would be included in the second stage consultation to be published later in 2013, be noted.

AIRPORT COMMENTARY

186. 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

187. Mr. Wingate reported that Gatwick was now handling 34.2 million passengers per annum. Passenger load factors had also increased by 2.5% over the last quarter compared to the same quarter the previous year.

Proposed Framework of Contracts and Commitments

188. Mr. Wingate also reported that GAL continued to discuss with the CAA and airlines how its propose contracts and commitments framework could work if it was decided that Gatwick should no longer be regulated for economic purposes. The CAA was due to consult on its proposals at the end of April 2013.

Thameslink Franchise

189. GATCOM noted that GAL continued to discuss with Ministers, the DfT and train operators Gatwick's aspirations for the Thameslink franchise particularly in respect of the Gatwick Express. GAL had not to date been successful in ensuring the provision of new rolling stock for the Gatwick Express and that this would continue to feature as a priority in discussions.

Corporation Tax

190. A member made reference to GAL's tax arrangements. This was not a matter within GATCOM's remit. However Mr. Wingate volunteered to meet the member to explain the group's tax arrangements.

Noise complaints

191. Members were pleased to note that noise complaints year on year continued the downward trend. Reference was made to the way in which complaints and enquiries were

recorded. Mr Denton, GAL confirmed that in future GAL would separate out general enquiries from the noise complaints figures.

LOCAL PROCUREMENT

192. Liz Townsend, Head of Procurement, GAL gave an overview of the company's approach to local procurement (copy of presentation slides attached to the signed minutes). Members were pleased to note that GAL was the first UK airport to achieve the Chartered Institute of Purchase and Supply certification.

193. She advised that the operational spend was split between Good & Services - £250 million in 12/13 and construction - £200 million in 12/13, roughly a 50/50 split. She also advised that through engaging locally at events like "Meet the Buyer" GAL encouraged local suppliers to participate in tendering for goods and services at Gatwick and also encouraged local suppliers to work with GAL's prime contractors. Members were encouraged to note that the percentage of locally procured goods and services had increased over the past year and hoped that this could continue. GAL was however bound by the obligations of the EU Utilities Directive which prevented "buy nationally" and promotes the free movement of goods across the EU.

194. A further update would be given in a year's time.

GATWICK RELATED PLANNING APPLICATIONS

195. 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).

NIGHT NOISE ARRIVALS RESPITE

196. Tom Denton, Head of Corporate Responsibility, GAL outlined the intention to formulate a short trial to provide respite to reduce the impact of night noise from arriving flights (copy of presentation slides attached to the signed minutes). Members noted that the respite trial would focus on removing over flight (below 6000 feet) from pre-agreed noise impacted areas on a pre-agreed date/time basis, during summer 2013, through a consultative approach with members of GATCOM and NATMAG.

197. Mr. Denton explained that GAL wished to draw on GATCOM members' knowledge of affected areas to help input to the development of a trial. A consultation pack had been issued to members for consideration with their organisations (copy attached to the signed minutes). GATCOM agreed that the deadline for responses to GAL was 31 May 2013.

198. Whilst GATCOM welcomed GAL's serious intentions to develop and trial options to provide respite to local communities suffering the disturbance from aircraft overflight, some members expressed reservations about conducting a trial during the night period. The importance of ensuring communities were informed of where and when periods of respite would be planned was emphasised. The airlines representatives also sought assurances that the proposed trial would not impact on the first wave of arrivals between 0500 – 0600 or result in longer routings for aircraft and asked that consultation first be undertaken with airlines before any trial was implemented. Mr. Denton confirmed that there would be no impact on the early morning flights and that GAL/NATS would take on board the comments of all members in the trial's development.

199. The environmental and amenities groups representative questioned whether it was right to conduct a trial during the night period when it would interrupt people's sleep patterns without a suitable study in place to reveal the consequences (positive or negative) of such an impact. The need to identify the means to measure the impact on local communities was highlighted and it was suggested that GAL consider seeking input from a suitable academic institute on the development and monitoring of the proposed trial. Mr. Denton advised of the reasoning for a trial during the night period and would consider the suggestions put forward as part of the development of the trial.

200. Resolved – That:

- (1) Members discuss the trial proposals internally with their organisation and forward any views to GAL by 31 May; and
- (2) GAL report back to the next GATCOM meeting on the results of the consultation with members and the final details of the trial.

FLIGHT PERFORMANCE TEAM REPORT (FPT)

201. GATCOM considered the quarterly report for the FPT covering the period October to December 2012 (copy attached to the signed minutes). Members noted that the runway resurfacing works had impacted negatively on the key performance indicators over the past few months due to main runway maintenance works. Performance had however improved following the completion of the main runway works.

202. GATCOM also noted that there had been no noise infringements over the last quarter and no night noise quota dispensations had been granted to QC16, QC8 or QC4 category aircraft (the noisier aircraft).

203. Mr. Denton reported that GAL had received a number of requests for the siting of mobile noise monitors, including Slinfold and Dormansland parishes.

204. Mr. Denton was also pleased to report that GAL had successfully migrated to a new web flight tracker operating system, "Casper", which only had a 20 minutes delay on real time movements, a significant improvement on the previous system.

NOISE AND TRACK MONITORING ADVISORY GROUP (NATMAG)

205. GATCOM received the unconfirmed minutes of the meeting of NATMAG held on 14 February 2013 (copy attached to the signed minutes).

206. Members noted that it had been agreed that a mobile noise monitor would be sited at Domewood to monitor noise levels in relation to the implementation of P-RNAV on the departure route in that area. GATCOM was pleased to note that the ground noise quarterly report showed positive trends in all recorded performance. In particular, members were pleased to note that there had been a reduction in APU usage and zero non-compliant operations despite an increase in the scale and frequency of airfield inspections.

PASSENGER ADVISORY GROUP

207. GATCOM received a report from Mr. Hall, Chairman of the Passenger Advisory Group (PAG), in respect of activities of the PAG since the date of the last meeting (copy attached to the signed minutes). On behalf of PAG, Mr. Hall thanked GAL for keeping the Group fully aware of the issues and challenges concerning the passenger experience at Gatwick.

208. Mr. Hall reported that a number of PAG members had attended GAL's business plan launch in February and had contributed to GATCOM's initial submission to the CAA providing views on GAL's plan and the proposed framework of contracts and commitments. PAG would welcome the opportunity to comment on the CAA's formal consultation expected at the end of April.

209. GATCOM noted that PAG had highlighted to GAL the need to ensure consistency in the wayfinding and signage trail between the various project areas at the airport. Mr. Hall confirmed that PAG would continue to work with GAL's managers to ensure signage flows were maintained and effective, particularly in respect of the signage for the new PRM adult changing facilities which would also help raise passenger awareness of the existence of the new state of the art facilities.

210. Resolved – That:

- (1) PAG's views be sought on the CAA's forthcoming consultation on GAL's Business Plan and the proposed airport commitments;

- (2) PAG's efforts in encouraging GAL to raise passenger awareness and increased signage for the new PRM adult changing facilities be supported; and
- (3) PAG's involvement in a wide range of projects and operational matters be noted.

GATCOM'S MEMBERSHIP AND APPOINTING PROCESS TO NATMAG

211. GATCOM considered a report by the Secretariat reviewing GATCOM's membership of NATMAG and the Committee's appointing process (copy attached to the signed minutes). Members noted the proposed changes to the appointing process and it was commented that the new process would provide a more transparent way of appointing members to serve on NATMAG as well as the appointment of the Lead Member for noise.

212. Some members remained concerned about the absence of representation for certain communities around the airport most affected by the disturbance caused by aircraft overflight. Mrs. Street emphasised that although it was desirable to ensure as far as possible a geographical spread of GATCOM members on NATMAG this would not always be possible from the nominations received from interested members. She added that it was felt by the GATCOM Steering Group as well as those members currently serving on NATMAG that members' technical knowledge and understanding of both aircraft and ground noise was more important than having specific communities or a single issue represented. Members appointed by GATCOM would however have a responsibility to liaise with other GATCOM members to ensure that the views of their communities were put forward at NATMAG meetings for consideration and that this was set out in the specification for the role of GATCOM members appointed to serve on NATMAG.

213. Resolved – That:

(1) the appointing process and specification for the role of GATCOM's NATMAG members as set out in Appendix 1 of the Secretariat's report be agreed;

(2) the appointment process and specification for the role of GATCOM's Lead Member for noise as set out in Appendix 2 of the Secretariat's report be agreed; and

(3) Subject to GATCOM's views, the appointment process be implemented at GATCOM's annual meeting in July 2013.

DATES OF NEXT MEETINGS OF GATCOM AND ITS SUB-GROUPS

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

GATCOM Steering Group – Thursday 27 June 2013 at 10.00 a.m.

Passenger Advisory Group – Thursday 4 July 2013 1.30 p.m.

GATCOM – Tuesday 23 July 2013 at 2.00 p.m.

215. Members also noted that the next meeting of Gatwick Airport Limited's Noise and Track Monitoring Advisory Group (NATMAG) would take place on Thursday 16 May 2013.

Chairman