

GATCOM

Minutes of the meeting of the Gatwick Airport Consultative Committee held on 23 July, 2013.

Present: Dr. John Godfrey DL (Chairman)

Matthew Balfour	-	Kent County Council
John Byng	-	Environmental and Amenity Groups
Mike George	-	Horley Town Council
Dick Hobbs (substitute)-		Passenger Representative
Ken Harwood	-	Tandridge District Council
Martin Heffer (substitute)-		Coast to Capital LEP
Graham Hill	-	Rusper Parish Council
Alan Jones	-	Burstow Parish Council
Liz Kitchen	-	Horsham District Council
Isobel Knox	-	BATA
Neil Maltby	-	Mole Valley District Council
Pieter Montyn	-	West Sussex County Council
Douglas Moule	-	Gatwick AOC
Susan Parsons	-	ABTA
Peter Pledger	-	South London Business
Eddie Redfern	-	IACA
Bryan Reynolds	-	Which?
Dorothy Ross-Tomlin	-	Surrey County Council
Tony Schofield	-	Reigate and Banstead Borough Council
Rupert Simmons	-	East Sussex County Council
Jeremy Taylor	-	Gatwick Business Diamond
Ken Trussell	-	Crawley Borough Council
Charles Yarwood	-	Charlwood Parish Council

Also present:

Stewart Wingate	-	Chief Executive Officer, GAL
James Colman	-	Corporate Affairs and Sustainability Director, GAL
Kyran Hanks	-	Strategy and Regulation Director, GAL
Tom Denton	-	Head of Corporate Responsibility, GAL
Tamara Goodwin	-	Department for Transport
Brian Zackon	-	Airports Commission Secretariat
Eirik Pitkethly	-	Airports Commission secretariat
Ros Howell	-	Independent Technical Adviser
Paula Street	-	Assistant Secretary

Apologies for absence were received from: Peter Hall (passenger representative), Chris Hersey (Mid Sussex District Council), John Peel (Coast to Capital LEP), and Tim May (DfT).

CHAIRMAN'S UPDATE ON ACTIVITIES

1. The Chairman welcomed new members to the Committee.
2. The Chairman reported that he had attended the launch of Sustainable Aviation's Noise Road Map at the House of Commons on 23 April. At the event he took the opportunity to speak to the Minister for Aviation, Rt. Hon. Simon Burns MP, to highlight the Committee's concerns about the disturbance suffered by local communities from aircraft overflight and the need to find a different, more easily understood means of measuring noise impacts and the need for research into the causes of annoyance.
3. The Chairman also reported that he had attended an event hosted by West Sussex County Council publicising the outcome of a survey it had commissioned into the attitudes towards air travel across the county. The webcast of the event was available on the [County Council's website](#). He had also attended with the Secretariat the annual meeting of UK Airport Consultative Committees on 5 and 6 June hosted by Edinburgh Airport.

4. He also informed GATCOM that the Chairman's Annual Review 2012/13 of the work of the Committee had been published and was available on [GATCOM's website](#).

MINUTES

5. Resolved - That the minutes of the meeting held on 18 April 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

6. Reference was made to minute no. 159 about the request for a subsidy for a bus service in the Horne area. Tandridge District Council's representative advised that he had discussed with Metrobus possible routes and costings. These would now be discussed with the parishes concerned.

GAL's Corporation Tax

7. Reference was made to minute no. 190, the Amenities and Environmental Groups' representative was most grateful for the opportunity to discuss with Stewart Wingate, Chief Executive Officer, and Nick Dunn, Finance Director, GAL the company's corporation tax arrangements. He was pleased to report that there was no evidence that GAL was avoiding the payment of corporation tax.

GATCOM STEERING GROUP – MATTERS CONSIDERED

8. GATCOM received the report of the Chairman summarising the matters considered at the meeting of the GATCOM Steering Group on 27 June 2013 (copy attached to the signed minutes).

Air Quality Monitoring

9. The Committee noted that the Steering Group had considered the report on the results of air quality monitoring around the airport and was pleased to note that there had been no breach in the annual air quality average standard for nitrogen dioxide or the air quality standards for other pollutants under the local authority air quality management regime.

Thameslink Franchise

10. The Chairman highlighted that he had written to the Secretary of State for Transport, Rt. Hon. Patrick McLoughlin MP, asking that the draft Invitation to Tender (ITT) for the new Thameslink franchise be shared with others for comment. A response was awaited.

Review of Residential Noise Insulation Scheme

11. GATCOM noted that GAL would circulate to GATCOM members for consideration and feedback a map showing the proposed boundary for a more generous noise insulation scheme. The airlines representatives highlighted the significant investment by airlines in new quieter aircraft to help reduce the noise footprint and were concerned about the potential increase in cost for airlines in providing a more generous noise insulation scheme. GAL noted the concerns and assured members that the airline community would be consulted on the revised scheme. It was acknowledged that there was a need to strike the right balance between the cost of the scheme and the optimal solution to provide mitigation for those suffering worst noise disturbance.

Air Navigation Guidance to the CAA – DfT Consultation

12. GATCOM was advised that the DfT had published a consultation on a proposed new version of the Secretary of State's environmental guidance to the CAA when exercising its air navigation functions. The consultation period closed on 17 September 2013 before the next cycle of GATCOM meetings.

13. Resolved – That views be sought from members for inclusion in the suggested draft GATCOM to be agreed by the GATCOM Steering Group via email.

SUSTAINABLE AVIATION – NOISE ROAD MAP

14. Andy Jefferson, Programme Director, Sustainable Aviation (SA) gave a presentation on the industry's Noise Road Map which was launched on 23 April 2013 ([copy of presentation](#))

attached to the signed minutes). He explained that the Noise Road Map provided a toolkit for the industry to refine plans/efforts to manage the impact of aircraft noise.

15. Members noted that SA had suggested that whilst there would be a growth in aircraft movements over the period to 2050, there would not be a commensurate increase in noise. Mitigation action e.g. quieter aircraft and operational procedures would be used to reduce noise impacts. Members highlighted however that although it was accepted and welcomed that aircraft were becoming quieter, it was the frequency of flights that caused disturbance and annoyance. GATCOM was pleased to note that SA wished to improve understanding of how people became annoyed by aircraft noise and that it was calling on Government to work with the industry to support independent research to improve understanding enabling the industry to respond and communicate its work. Mr Jefferson advised that if this research was undertaken together with a range of interests there was a greater chance that the results would be accepted and trusted.

16. Members were also pleased to note that SA had highlighted the need for Government to improve land use planning controls around UK airports to assist local authorities. Members highlighted that there was an increasing number of people living outside the 57dBA noise contour that felt they suffered significant disturbance from aircraft noise and overflight but the current planning controls and mitigation schemes were not appropriate to address the issue of noise in those areas.

17. Noise communication and community engagement was a key issue that SA believed needed to be improved. SA looked to airport consultative committees to assist in bringing the airport community/industry together with local communities to work on initiatives to achieve workable solutions to address the impact of aircraft noise.

18. GAL confirmed that the Noise Road Map would be taken into account in the review of the airport's noise action plan later in 2013. It was agreed that the Noise and Track Monitoring Advisory Group (NATMAG) would be asked to consider this.

19. Mr Jefferson was thanked for his informative presentation.

A SECOND GATWICK RUNWAY – A BETTER SOLUTION FOR LONDON AND THE UK

20. Stewart Wingate, Chief Executive Officer, GAL informed GATCOM that GAL had that morning published its submission to the Airports Commission on its proposals for providing additional runway capacity in the longer term. As the Commission's consideration and GAL's work progressed he would continue to use GATCOM as the first forum to publicise new information as far as possible where the meetings cycle permitted.

21. A copy of GAL's document "A better solution for London and the UK" was circulated to members with the agenda papers (copy attached to the signed minutes).

22. Kyran Hanks, Strategy and Regulation Director, GAL presented the key aspects of GAL's proposals ([copy of presentation slides](#) attached to the signed minutes). Members noted that:

- GAL's submission explored a family of options for a new runway to the south of the existing runway. It was confirmed that GAL remained committed to the 1979 legal agreement preventing the construction of a second runway before 2019.
- GAL's vision was that a two-runway Gatwick, could be part of a constellation of three major airports surrounding London – a new runway at Gatwick in mid 2020s followed by a new runway at either Stansted, Luton or Birmingham in the mid 2040s, providing flexibility and resilience in the London airports system.
- Expansion at Gatwick would cost between £5 and £9 billion
- The cost included a financial contribution from GAL to improving road and rail infrastructure to support future development and growth of Gatwick
- A second runway could be opened in 2025
- If GAL's option proposals were short-listed by the Airports Commission GAL would undertake more detailed work and would indicate at an early stage its preferred option for the location of a second runway.
- The Airports Commission was planning consultation on the short-listed options early in 2014. If GAL's option proposals were short-listed, GAL would in addition to that

consultation consult locally on its options as there was a need to seek and understand local views on the development of GAL's proposals.

23. The Chairman reminded the Committee that GATCOM's role in the process was to help disseminate information to interested parties and the wider community on the process and the issues being discussed as well as assisting in building an understanding of the options being considered by GAL, the implications and impacts through constructive discussion.

24. A number of members emphasised the importance of ensuring that the region maintained a vibrant and growing economy and acknowledged that Gatwick was one of the main economic drivers for the region, a position which needed to be protected and supported. But it was emphasised that there must be due regard given to the potential environmental and infrastructure issues which needed to be addressed in further developing the runway options, including the impacts on transport, housing, health care and education provision in the region. It was also pointed out that the provision of new roads, housing and other infrastructure would also have consequential environmental impacts and it was questioned whether the region could sustain such growth and impacts.

25. GAL indicated that if the options for Gatwick were short-listed by the Airports Commission for further detailed consideration, it would like to seek the input of the Passenger Advisory Group (PAG) to give the passenger's perspective on the development of GAL's runway/terminals proposals.

26. Resolved – That:

(1) GAL be thanked for using GATCOM as the initial forum for publicising GAL's proposals;

(2) at the appropriate time, a sub-group of PAG to include GATCOM's Vice-Chairman be asked to input the passengers' perspective on GAL's runway/terminals proposals and to report its views and recommendations to GATCOM; and

(3) GAL reports regularly to GATCOM on its work programme.

AIRPORTS COMMISSION - DISCUSSION PAPER ON AVIATION NOISE

27. Members noted that the Airports Commission had published its discussion paper on Aviation Noise. The deadline for responses was 6 September, before the next cycle of GATCOM meetings.

28. Resolved – That:

(1) the Secretariat, in liaison with the Independent Technical Adviser, prepares a draft response based on the views expressed by GATCOM in its responses to previous Government consultations in relation to noise, for consideration by members via email; and

(2) following email consultation with members and their views being taken into account, the Chairman on behalf of GATCOM agree the response for submission to the Airports Commission.

AIRPORT COMMENTARY

29. 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

30. Mr. Wingate reported that over the last quarter traffic increased by 3.9% compared to the same period the previous year. Passenger load factor was 82.9%, an increase of 1.4% compared to the same quarter the previous year.

New Products

31. GATCOM was pleased to note that self-service check-in and bag drop had been introduced. Gatwick Connect which provided a simple and easy way to transfer between flights (for non-interlining transfer passengers) had also been launched and Gatwick was the first UK airport to offer this service.

Approved Operators' Scheme and Pick-Up Arrangements on Terminals' Forecourts

32. GATCOM discussed GAL's Approved Operators Scheme and the concerns of PAG in so far as they related to the use and enforcement of the terminals' forecourts. It was noted that as part of the scheme GAL aimed to reduce forecourt congestion by limiting access to accredited meet and greet operators for passenger pick-ups. All other operators, passengers and meeters and greeters were required to use the short-stay car parks for pick-up which incurred a parking charge. Members were most concerned about the impact of the cost of pick up arrangements on those passengers and users with disabilities as well as those wishing to do quick pick ups.

33. Mr Wingate noted the concerns and emphasised the need for GAL to address the congestion problems on the airport's access roads at peak times and the need to strike the right balance in managing the use of the forecourts. GAL's Surface Access Team was monitoring the impact of the implementation of the scheme over the summer period. GAL would report to the next meeting of the Committee to outline in more detail the changes that had been made, the results of the airport's monitoring as well as providing an overview of how forecourts were managed at other UK airports.

GATWICK RELATED PLANNING APPLICATIONS

34. 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

35. GATCOM received a report from Mr Hobbs, Vice-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).

36. Mr Hobbs highlighted PAG's concerns about the slight fall in the quality of the passenger environment/experience for PRMs over past few months. PAG will continue to work with GAL to ensure that PRM areas and reception desks are maintained to an appropriate standard.

37. Members also noted that PAG had highlighted that Gatwick Station would be closed for a few days over the busy Christmas period as part of the construction of the new platform 7 works. PAG was anxious to ensure that passengers travelling to the airport by rail were aware of the station closure and of the contingency arrangements to bus rail passengers between Three Bridges/Horley stations and Gatwick and minimised, as far as possible, disruption to passengers. PAG would review with GAL the contingency arrangements at its next meeting.

38. Resolved – That:

- (1) PAG's efforts to encourage GAL to maintain PRM facilities and services be supported;
- (2) PAG's efforts to encourage GAL to improve bus signage in the terminal and at bus stops be supported;
- (3) PAG's work in ensuring that appropriate contingency arrangements are put in place by GAL and the train operating companies/Network Rail to manage disruption during the closure of Gatwick Station over the Christmas period;
- (4) PAG's involvement in a wide range of projects and operational matters be noted.

NIGHT NOISE ARRIVALS RESPITE

39. GATCOM considered a paper by GAL on the outcome of the consultation with members of GATCOM and NATMAG on the proposed concepts for a night time arrivals respite trial (copy attached to the signed minutes).

40. Tom Denton, Head of Corporate Responsibility, GAL and Andy Taylor, NATS presented the current thinking on the proposed implementation of a 90 days trial commencing in September to provide respite to reduce the impact of night noise from arriving flights (copy of [presentation slides](#) attached to the signed minutes).

41. It was explained that three options for possible respite had been identified:

- Every night of the trial no arrivals below 5,000ft and 6,000ft respectively over the identified areas
- During westerly arrivals alternating avoidance within existing swathes and no arrivals below 6,000ft over the identified areas
- During easterly arrivals increased descent profile over the identified areas.

42. GATCOM raised concerns about the methodology for monitoring the impact of the trial which GAL is further considering. It was again highlighted the need for commissioning independent expert assistance with assessing the impact of the trial on communities. Mr Taylor advised that approaches had been made to universities but there had not been any interest received in helping GAL/NATS with this piece of work. Mr Denton confirmed that the suggestion had not been dismissed and was considered important.

43. The airlines representatives also sought assurances that the trial would not impact on CDA performance, early morning flight schedules or increase aircraft routings. Mr Denton confirmed that there should not be an impact in respect of those matters.

44. GATCOM confirmed its support for conducting the trial as set out in GAL's presentation and asked that GAL report back with the results and impacts of the trial at a future meeting.

45. Members were also encouraged to feedback to GAL issues and concerns from their communities during the trial period.

FLIGHT PERFORMANCE TEAM REPORT (FPT)

46. GATCOM considered the quarterly report for the FPT covering the period January to March 2013 (copy attached to the signed minutes).

47. Reference was made to recent cases of disturbance from helicopter noise, particularly in the Crawley area. GAL confirmed that the complaints related to the operations of air ambulance and police helicopters using Redhill Aerodrome. Mr Denton advised that all enquiries received by GAL were investigated and logged.

48. Mr Jones, Lead Member for noise, advised that there had been complaints from areas under the departure flight paths in Surrey and it appeared that aircraft were drifting to the north of departure swathes. GAL noted the issue and would monitor the situation.

NOISE AND TRACK MONITORING ADVISORY GROUP (NATMAG)

49. GATCOM received the unconfirmed minutes of the meeting of NATMAG held on 16 May 2013 (copy attached to the signed minutes). GATCOM was pleased to note that the ground noise report had been positively received by NATMAG as despite more aircraft using the airfield and an increase in audit checks, there were no non-compliance events.

50. It was also noted that NATMAG had deferred consideration of the request for a mobile noise monitor at Dormansland at the present time due to the presence of other nearby noise monitors. The request would be considered at a later date.

51. It was noted that NATMAG had asked that GAL's Flight Operations Performance and Safety Committee (FLOPSC) request that more eligible airline crews start flying trial P-RNAV

SIDs as often as possible. It was also noted that arrangements had been put in place for a representative of NATMAG to attend FLOPSC to observe meetings.

DFT AIRCRAFT NOISE MANAGEMENT ADVISORY GROUP (ANMAC)

52. GATCOM's Lead Member for noise reported on the work of the DfT's ANMAC. It was noted that a Technical Working Group on Departure Noise Limits had been established and its first meeting considered its terms of reference. The key aims of this group were to:

- Review of existing policy objectives and determine what, if any, changes are required
- Determine whether all three London airports should continue to apply the same uniform noise limits
- Any operational changes that might be required to mitigate any significant increase in infringement rate for similar aircraft.

53. Mr Jones also reported that at the meeting of ANMAC on 18 July the following topics were discussed:

- Sustainable Aviation's Noise Road Map – the lack of PPG 24 (Planning Policy Guidance on Noise) was now being addressed.
- Noise Abatement Procedures – GATCOM's Independent Technical Adviser had assisted GAL in producing a paper on Gatwick's procedures. The paper also covered the possible noise abatement options that have been discussed in various Gatwick forums. Respite was debated and it was noted that a view was gathering behind the idea put forward by GATCOM some years ago that P-RNAV provided the opportunity to consider more than one flightpath through the NPR as a form of respite.
- DfT Guidance to the CAA on Environmental Objectives relating to the exercise of its Air Navigational Functions
- An update on the Night Noise Consultation was given
- NATS Consultation on LAMP – members noted that the first phase of consultation would start in October.

APPOINTMENTS

Appointment of Vice-Chairman

54. Resolved – That Mr Neil Maltby, Mole Valley District Council, be appointed as Vice-Chairman of GATCOM for the ensuing year.

Appointment of Sub-Groups and members to serve on other Groups

55. The Secretariat's report on the appointments that needed to be made was considered (copy attached to the signed minutes). GATCOM appointed members to serve on the following sub-groups and Gatwick Airport Limited's Noise and Track Monitoring Advisory Group as follows:

GATCOM Steering Group

John Godfrey (Chairman)
John Byng (Environmental and Amenities Groups)
Ken Trussell (Crawley Borough Council)
Peter Hall (Passenger Representative)
Liz Kitchen (Horsham District Council)
Isobel Knox (BATA)
Neil Maltby (Mole Valley District Council and Vice-Chairman)
Ken Harwood (Tandridge District Council)
Pieter Montyn (West Sussex County Council)
Eddie Redfern (International Air Carriers' Association)
Dorothy Ross-Tomlin (Surrey County Council)
Jeremy Taylor (Gatwick Diamond Business)

Passenger Advisory Group

John Godfrey (Chairman)
Jamie Hobbs (Substitute - Gatwick AOC)
Neil Maltby (Mole Valley District Council and Vice-Chairman)
Susan Parsons (ABTA)
Bryan Reynolds (Which?)

(N.B. Gatwick Airport Limited appoints 14 independent passenger representatives)

Gatwick Airport Limited's Noise and Track Monitoring Advisory Group:

56. With GATCOM's agreement, the Chairman allocated his seat to Mr John Byng (Amenity and Environmental Groups).

57. Following a secret ballot, the following members/organisations were appointed to serve on NATMAG for a term of two years:

Mr Matthew Balfour (Kent County Council)
Mr Keith Brockwell (Crawley Borough Council)
Mr Mike George (Horley Town Council)
Mr Alan Jones (Burstow Parish Council)
Mrs Liz Kitchen (Horsham District Council)
Mr Charles Yarwood (Charlwood Parish Council)

N.B. *Following the meeting GATCOM's NATMAG members nominated Alan Jones as GATCOM's Lead Member for Noise for a period of two years which has been endorsed by the Chairman.*

Gatwick Airport Community Trust (GACT)

58. Following a secret ballot, Eddie Redfern (IACA) was voted as GATCOM's nomination to serve on GACT for a term of four years.

DATES OF NEXT MEETINGS OF GATCOM AND ITS SUB-GROUPS

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

GATCOM Steering Group – Thursday 26 September 2013 at 10.00 a.m.
Passenger Advisory Group – Wednesday 2 October 2013 1.30 p.m.
GATCOM – Thursday 17 October 2013 at 2.00 p.m. (N.B. Annual tour of airport in morning)

60. Members also noted that the next meeting of Gatwick Airport Limited's Noise and Track Monitoring Advisory Group (NATMAG) would take place on Thursday 12 September 2013.

Chairman