

GATCOM

24 JULY 2014

GATCOM STEERING GROUP – MATTERS CONSIDERED

REPORT BY CHAIRMAN

This paper summarises the matters considered by the GATCOM Steering Group at its meeting on 3 July 2014.

1. Local Air Quality Monitoring

1.1 Reigate and Banstead Borough Council reported on the results of the 2013 air pollution monitoring undertaken on and in the vicinity of Gatwick Airport. There has 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. Members will be pleased to learn that the trend analysis of the nitrogen dioxide concentrations at properties most at risk of breaching the air quality objective shows that the previous downward trend has resumed after levelling off in 2012. The three year rolling annual average trend analysis of the on airport nitrogen dioxide concentrations shows a decrease in concentrations between 2008 and 2013, with the concentrations in 2013 the lowest to date.

1.2 On airport (on the airfield) air quality levels are also monitored and members will be pleased to note that the pollutants measured met the relevant air quality standards with nitrogen dioxide concentrations showing a continued downward trend.

1.3 The Steering Group expressed its appreciation and thanks to Reigate and Banstead Borough Council, particularly to Mr Hibbs, for the work undertaken in monitoring air quality around the airport and for the clear and informative way the data is presented. A copy of the [report](#) is available on the GATCOM website. Reigate and Banstead Borough Council also publish its monitoring reports on London Air's website: <http://www.londonair.org.uk/london/asp/lahome.asp>

1.4 Members will recall that in October 2013 GATCOM requested that Reigate and Banstead Borough Council also provide an update on the progress made in securing funding for a monitoring program for ultrafine particulate (UFP) pollution. As previously reported, UFPs are not currently subject to any regulation or standards. UFP research is still in its early stages and the international debate on whether to regulate these pollutants continues.

1.5 Reigate and Banstead Borough Council is interested in learning more about the pollutants and in 2013 the Council submitted a grant bid to Defra to fund a three month program to monitor UFP concentrations in the vicinity of Gatwick. However Defra assessors while stating it was a good bid that should be funded chose not to fund it. Therefore to date no further measurements have been made either on or off airport. Reigate and Banstead Borough Council is now pursuing a grant proposal with a University. Members discussed the potential for GAL to help fund the monitoring program. While GAL is keen to participate in developing greater understanding of these pollutants, it was stressed there are no agreed standards to monitor. Members wished Reigate and Banstead success in its grant proposals and urged GAL to continue discussing with the Council potential funding and to be an industry leader in the UFP debate and monitoring.

2. Runway 2 (R2) Work and Options Update

2.1 GAL submitted its refreshed scheme to the Airports Commission on 14 May. The revisions that had been made to the submission since the publication of GAL's second runway options consultation document were outlined. These included:

- Passengers numbers per year revised upwards from 87 million to 95 million by 2050
- Local jobs created revised upwards from 17,500 to 22,000
- The number for local housing revised upwards from 7,000 additional homes to 9,300

2.2 It was also pointed out that some of the assessments of impacts, e.g. noise, water consumption were different to those consulted upon as a result of the revision to the forecast traffic figures.

2.3 GAL continues to meet regularly with the Commission to discuss key topics associated with the submission. The Commission is also posing a significant number of questions relating to GAL's business case, air traffic forecasts, the environmental assessments, economic benefits, operational efficiency, airspace capacity and a range of other matters.

2.4 The loss of employment land in Crawley is a key concern and is being considered with key stakeholders and the business community. A dedicated Group has been set up to look at this in more detail.

2.5 The Airports Commission will be making its own assumptions based on the submission material and its own work and analysis. The results of its work would form part of the consultation documentation on the short-listed options which is due to be published October/November 2014.

2.6 As regards GAL's consultation on its options for a second runway, GAL highlighted the top issues of concern to respondents. These included impacts in terms of noise, air quality, flight paths, community, infrastructure, woodland, green spaces/open countryside urbanisation and a range of other environmental impacts. Of the responses, around 80% were from individuals and a significant majority of respondents opted for GAL's preferred option. A report summarising the consultation response and GAL's latest thinking will hopefully be issued on 24 July (the date of the GATCOM meeting) along with a high level summary document of GAL's submission. The GAL Board has made the decision not to publish at this stage in the process GAL's full submission as Gatwick was in a competitive process with Heathrow. It was likely that the Airports Commission would publish the full submissions at the time of it conducting its own national consultation on the short-listed options.

2.7 As part of the Steering Group's discussion, the future of hospital services, particularly in respect of the restructure of accident and emergency provision, was raised as an issue of concern. GAL advised that it was willing to support local opinion on this issue and maintained a watching brief.

2.8 GAL would provide a full update on the report of consultation responses, details of the updated information, and the next steps at the GATCOM meeting.

3. CAA Publication "Managing Aviation Noise"

3.1 On 29 May the CAA published a document "Managing Aviation Noise" which sets out a series of recommendations to help drive improvements in the way the aviation industry manages aircraft noise – the document is available on the CAA's website at:
<http://www.caa.co.uk/application.aspx?catid=33&pagetype=65&appid=11&mode=detail&id=6251>

3.2 The Steering Group whilst broadly supporting the CAA's key recommendations for action had concerns about the proposal to create Airport Community Engagement Forums to bring together local residents, the aviation industry, policy makers and planners focussed on how new capacity can be developed and operated to minimise noise impacts and maximise community benefits, rather than whether a new runway should be built. The Secretariat reported on the CAA's thoughts about the proposed new body. The CAA's proposal is based on models established in Schiphol and Frankfurt which has consensus based decision making, a sole public spokesperson and limited transparency. The CAA has emphasised that it believes the existing arrangements for airport consultative committees (ACCs) function broadly effectively and is not recommending changes to handle business as usual situations.

3.3 The Steering Group was generally of the view that ACCs are already in place as the statutory mechanism to ensure consultation between airports and local interests and working together with the DfT's ANMAC, the airport's existing noise governance structure as well as the CAA's own knowledge and expertise, should be used wherever possible, rather

than inventing new bodies to deal with specific issues. It was also felt that the CAA should be cautious about the potential for duplication of effort and discussion as this could lead to additional confusion and mistrust amongst communities.

3.4 GATCOM is **recommended** to endorse this view and request that the Secretariat write to the CAA.

4. London Airspace Change – Second Consultation

4.1 GAL gave an overview of the London airspace consultations. The consultation includes a variation of the ADNID trial route. GAL and NATS will review feedback from both consultations and will develop the full airspace change proposal for submission to the CAA for approval. The earliest date the changes could become operational is Dec 2015/Jan 2016.

4.2 The closing date for responses was discussed. GAL has subsequently been confirmed that the closing date is 14 August 2014.

4.3 GAL met Slinfold Parish Council and Warnham Parish Council prior to the second round of consultation commencing and meetings with other affected parish councils, Kent County Council, MPs, NATMAG and other key interests are being scheduled.

4.4 Members commented that the consultation document was complex and difficult to understand and that it was unfortunate that there was not sufficient time built into the process to seek the comments of NATMAG and the Steering Group on a draft of the document prior to publication. There was also concern about the impact on property values under new flight paths and the implementation of the Government's policy of concentrating flight paths so as to reduce the number of people impacted by aircraft noise and overflight.

4.5 The Steering Group considered the nature of GATCOM's response to the second round consultation together with a discussion paper by the Independent Technical Adviser highlighting matters for consideration in relation to the current consultation as well as the wider London Airspace Management Programme – [see agenda item 12\(b\)](#). It was agreed that the Committee should avoid commenting on specific routes and that its response should focus on the overall approach and process. It was agreed that the Secretariat prepare a draft response for GATCOM's consideration that:

- Reflects on the views expressed in GATCOM's response to the first round consultation
- Supports the principle of minimising noise over densely populated areas
- Highlights the position faced by people previously unaffected by significant aircraft overflight
- Highlights the impact of the Government's concentration policy and the need for the Government, the CAA and GAL to actively consider mitigation for those under flightpaths
- Highlights the need for respite and the need therefore for wider swathes to ensure greater potential for respite along routes rather than narrow swathes.

5. ADNID Departures Separation Trial – Update

5.1 GAL provided an update on the trial, the issues of concern and the next steps. As mentioned above, a variation of the ADNID trial route has been included in the second round consultation of the London Airspace Consultation. GAL highlighted those areas that were suffering the worst impacts as well as those areas where significant benefits were being experienced. GAL emphasised that the trial would be concluded as soon as was possible but it had been unfortunate that the weather conditions meant that there had been a number of days when the runway was operating on easterly departures preventing the capture of data needed on the trial route.

5.2 GAL's Flight Performance Team has received a significant number of complaints which has impacted on the business of the team. GAL is employing additional resource to help manage the increased complaints handling workload. Members commented on the style of and phraseology used in responses sent to complainants and urged GAL to consider ways in which responses could be improved and provide more clarity.

6. Community Noise Issues

6.1 Due to the number of days the airport has been operating easterly departures coupled with the press coverage relating the airspace change proposals, the ADNID campaigners and the second runway consultation, a number of complaints and enquiries were being received from communities to the east of the airport. There was a perception that flight paths had already changed. It was also pointed out the with the roll out of the use of P-RNAV technology which means that aircraft fly the same route much more accurately within the swathe of the current flight paths, might have also given the impression that the flight paths had changed. Members felt it was important for GAL to make a statement to advise that for the vast majority of communities there had been no change in the flight paths.

7. Night Flying Restrictions At Heathrow, Gatwick And Stansted Airports

7.1 The DfT reported that it is the Government's intention to publish the night flights regime for Heathrow, Gatwick and Stansted airports which will take effect this coming winter season before the summer recess of Parliament. The Government announced its decision on 15 July – [see agenda item no. 14.](#)

8. New DfT Guidelines for Airport Consultative Committees

8.1 The Steering Group has considered the DfT's new Guidelines for Airport Consultative Committees (ACCs) that were published in April 2014. The new guidelines include two new elements - five overriding principles of common application to all ACCs and a suggested code of conduct for committee members. The DfT is encouraging all ACCs to look at reviewing their terms of reference and membership to ensure these are consistent with the principles and practice laid out in the guidelines.

8.2 The Steering Group considered the Committee's membership, terms of reference and ways of working and believed that the way in which GATCOM currently operates was in the spirit of the new guidelines and that its membership and terms of reference were fit for purpose. Members agreed however that it would be helpful to have a Members' Handbook which brought together all the information relating to the work and structure of GATCOM and which embraced the new overriding principles and code of conduct for members – see [agenda item no. 19.](#) It was also commented that it was important that all representative organisations serving on GATCOM should have a written constitution and documented membership as advised in paragraph 2.9 of the DfT's guidelines.

9. Thameslink, Southern And Great Northern Franchise

9.1 The DfT has announced its intention to award the new Thameslink, Southern and Great Northern (TSGN) franchise to Go Via Thameslink Railway Limited. The TSGN franchise will replace the existing First Capital Connect franchise from 14 September 2014 and will include the South Central franchise (operated as Southern and Gatwick Express) when it expires on 26 July 2015.

9.2 GAL has had an initial meeting with Go Via which was very positive and GAL has set in place a process to work with them. Due to the complexity of the process of creating the new franchise there will be no significant changes until September 2014 when First Capital Connect is taken over. In July 2015 the Southern services will be merged. Go Via is organising a series of stakeholder forums in the coming months to inform everyone of its proposals. GAL will continue to have on-going meetings with Go Via as they move from transition to operational readiness.

DR JOHN GODFREY DL
Chairman