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GATCOM 31 JANUARY 2013

KEY MESSAGES AND OUTCOMES FROM MEETING

The agenda and papers considered at the meeting are available on GATCOM's website at www.gatcom.org.uk

MATTERS ARISING FROM LAST MEETING

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

- GAL's review of bus routes as part of the Transport Strategy's Coach and Bus Study had not identified sufficient demand for a subsidised bus route for the Horne area. If it was felt locally that there was sufficient demand GAL asked for evidence to be provided to support a case for the future.

GATCOM STEERING GROUP – CHAIRMAN'S REPORT

- The matters considered by the Steering Group were noted.
- **CAA's New Information Powers** – The CAA is talking to a number of stakeholders to obtain initial views on what information would be helpful for consumers/the public to enable them to make informed choices on which airport/airline to use and environmental performance. The CAA aims to issue the draft statement of policy for consultation next May.
- **Rotating Respite** – In response to concerns raised by a few local communities, GAL assured GATCOM that rotating respite was not currently being operated either as a trial or as a permanent procedure at Gatwick. GAL clarified that the concept of rotating respite was being investigated and that a trial for the night period was under consideration. GAL will seek initial comments from NATMAG and GATCOM on the scope of the trial and the possible options in the near future.

AIRPORT COMMENTARY

- **Snow** - GAL was congratulated on how well it had managed the recent snow event keeping disruption to passengers to a minimum. Effective partnership work with other transport providers was also recognised.
- **New Noise and Track Monitoring System** – a system is due to be installed in April/May 2013. GAL was asked whether the new system would be able to provide reports giving a breakdown of airline and aircraft types. GAL confirmed that the software of the new system enabled a greater range of reports and information to be provided.
- **Thameslink franchise** – the Department for Transport (DfT) announced that day that the Thameslink, Southern and Great Northern franchise competition will be resumed with the DfT working towards awarding a 7-year contract. GAL would continue to press for improvements including the need for investment in new appropriate rolling stock for the Gatwick Express service.
- **Local procurement** – GAL was asked what proportion of its contracts for construction, goods and services were awarded to local businesses. GAL is to report back.
- **UK Border Force (UKBF)** - the UKBF national performance targets were being consistently met at Gatwick and other airports (with the exception of Heathrow). GAL confirmed that it has agreed tougher local targets with the UKBF at Gatwick to improve performance and minimise queuing times for passengers.

GATWICK THREE YEARS UNDER GIP'S OWNERSHIP

- GAL gave an overview of YouGov BrandIndex's research results on Gatwick's branding under new ownership and the public's perception of Gatwick, both positive and negative. The focus of the research was to understand how Gatwick is perceived in the context of other London airports. The results were generally positive but there were some mixed messages such as lacking in obvious appeal for the business traveller although aspects of the operation, its warmth and informality, did have appeal for some.
- GAL will build on links to London, will develop a stronger but considered voice, will evolve dynamic communication channels (twitter and other social media), will aim to be "the" family friendly airport, will grow business travel through targeted and appropriate communication.
- GATCOM recognised that one of Gatwick's strengths was its mix of airlines and routes which worked well for both the business and leisure markets.

THE CAPACITY DEBATE

- GAL will contribute to the work of the Independent Airports Commission, chaired by Sir Howard Davies, to look at future airport capacity and hub connectivity for the UK. GAL was examining hub connectivity for London and the South East as well as the issue of a second runway at Gatwick. It was not yet known as to the level of detail GAL would need to include as part of any submission to the Commission. The Commission's guidance note, due to be issued imminently, would hopefully set out how and when submissions can be made and the factors that the Commission will wish to take into account in considering evidence. [The Commission's guidance note as since been published and is available on the Commission's website: [\[https://www.gov.uk/government/organisations/airports-commission \]](https://www.gov.uk/government/organisations/airports-commission)
- GAL's vision for a competitive and resilient airports system included a phased approach of two new runways in the South East - an additional runway at Gatwick (mid 2020s onwards) and an additional runway at Stansted (2040-50).
- In considering the options for a Gatwick second runway, GAL will use the Gatwick Master Plan and the existing Air Transport White Paper as a starting point. GAL will look at options for one new runway (to include the following: short, long, wide-spaced and staggered) within the current area of safeguarded land (the area of land is shown in the Airport Master Plan).
- GATCOM's role in considering the work of the Airports Commission and GAL is 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. GATCOM recognised that there will be differing views across the membership of the Committee and it is essential for all interests to have mutual respect of views expressed at meetings when exploring options and, where possible, to build a consensus on those matters/issues where the Committee can agree.
- GAL will report regularly to GATCOM on its work as it progresses.

PLANNING APPLICATIONS

The Borough Council's report on planning applications determined and outstanding in respect of Gatwick was noted. GAL has recently submitted to Crawley Borough Council a planning application for the Gatwick Stream Flood Alleviation project which will better protect both the airport and communities close to it from the effects of severe weather and reduce flood risk to a number of homes in Crawley and Horley.

PASSENGER ADVISORY GROUP (PAG)

- PAG thanked GAL for keeping it fully aware of the issues and challenges concerning the passenger experience at Gatwick.
- PAG has looked at the concerns of Gatwick's taxi drivers in relation to GAL's use of taxis not certified by Crawley Borough Council for the Airport Cars fleet. GAL in conjunction with Sussex Police had sanctioned out of Borough drivers and vehicles on two occasions when there was major disruption on the rail network impacting on passengers at Gatwick. Meetings have subsequently taken place with Crawley Borough Council and Airport Cars to confirm contingency plans for the future. PAG is monitoring the situation and will report

to GATCOM should there be an impact on the passenger experience or airport operations in the future.

- GATCOM encouraged GAL to raise passenger awareness of the existence of the new PRM adult changing facilities at Gatwick.

DFT CONSULTATION – NIGHT FLYING RESTRICTIONS AT HEATHROW, GATWICK AND STANSTED AIRPORTS: STAGE 1

- GATCOM agreed the timetable for considering its response to the DFT consultation on the next night flights regime for Gatwick. GATCOM will consider and agree its response at its next meeting on 18 April 2013.
- GATCOM identified a number of issues which will be taken into account in considering its response to the consultation, including the use of the current noise quotas and movements limits at Gatwick and whether these were still appropriate, steeper approaches and departures, respite, residential noise insulation scheme, structure of landing charges and incentives for airlines to use quieter, cleaner aircraft and disturbance and annoyance effects.
- GATCOM also agreed to respond to the Department for Communities and Local Government's consultation on the External Review of Government planning Practice and Guidance seeking an early start on the preparation of new guidance on noise to support effective implementation of a new night flights policy and the National Planning Policy Framework.

FLIGHT PERFORMANCE TEAM (FPT) REPORT

- GAL's quarterly report covering the period July to September 2012 was considered. It was noted that the runway resurfacing works had impacted negatively on the key performance indicators for that quarter due to the use of the maintenance runway rather than the main runway. The initial results of the current quarter's monitoring indicate an improvement following the completion of the main runway works.
- Gatwick had received a number of requests for the siting of mobile noise monitors and these would be considered by GAL, the Gatwick Noise Monitoring Group and NATMAG.

NOISE AND TRACK MONITORING ADVISORY GROUP (NATMAG)

- GATCOM welcomed the publication of the minutes of NATMAG.
- GATCOM requested that GAL seek feedback from the Flight Operations Performance and Safety Committee (FLOPSC) on matters that are referred to that Committee by NATMAG.

P-RNAV REPORT OF CONSULTATION RESPONSE

- An update was given on GAL's consultation exercise and the meetings it had held with local representative groups around the airport to give people the opportunity to ask questions and seek clarification on the proposal.
- P-RNAV Route 2 (08 – Seaford departure route) which passes west of East Grinstead attracted the most concern. GAL explained the issues of concern and illustrated the problems associated with the P-RNAV navigation on the route on presentation slides. On this particular departure route the P-RNAV track is just to the right of the noise preferential route (NPR) centre line - although the P-RNAV route is well within NPR swathe where aircraft are permitted to fly. A copy of the presentation slides is available on GATCOM's website.
- A full technical review of the consultation proposals is being undertaken by the Civil Aviation Authority (CAA). The CAA's Director of Airspace Policy will take into account the response to the consultation exercise and is expected to make a decision on the proposed implementation at the end of February.

USE OF THE 08 SEAFORD NOISE PREFERENTIAL ROUTE IN THE VICINITY OF EAST GRINSTEAD

- GAL clarified the current position and use of the 08 Seaford Noise Preferential Route in the vicinity of East Grinstead and of the concerns of local communities arising from misreporting of information in the local press. GAL also clarified that the Route 8 referred to in the P-RNAV consultation did not refer to the 08 Seaford Noise Preferential Route (the 08 Seaford route was referred to as Route 2 in the P-RNAV consultation document).

- GATCOM thanked GAL for providing clarification and highlighted the importance of issues being progressed through GAL's established noise governance process. GAL was also asked to ensure that the Flight Performance Team gave consistent advice to enquirers on how to take forward issues.

NOISE SEMINAR

- GAL was asked to take into account GATCOM's feedback on the Noise Seminar, together with the other feedback it had received from attendees in preparing future noise seminars.
- Members were encouraged to review their mechanisms for keeping local communities informed of the work of GATCOM and to ensure that major concerns of local communities and new trends in relation to aircraft/airport noise disturbance are reported to GATCOM.

DATE OF NEXT MEETING

Thursday 18 April, 2013 at 2.00 p.m.

Paula Street
Secretariat