

GATCOM MEETING 13 JULY 2017

KEY MESSAGES AND OUTCOMES FROM MEETING

INVESTMENT IN BRIGHTON MAIN LINE IMPROVEMENTS

Jonathan Sharrock, Chief Executive, Coast to Capital LEP, gave an update on the LEP's work in endeavouring to secure the investment needed to upgrade/improve the Brighton Main Line. Passengers travelling and train services on the Main Line are set to double in the next 40 years and the Croydon bottleneck through which all trains to the south of London run is a key reason for poor performance. An appropriate solution to cope with future demand is to upgrade the existing Main Line with a grade separation at Windmill Bridge Junction to address the Croydon bottleneck, as well as improvements to track layout at Norwood Hill, improvements at Reigate and Burgess Hill. Network Rail has schemes in its future programme which have to compete for funding along with other schemes across the UK. There is a need to ensure the investment needed for the Brighton Main Line is given the highest priority and consideration. The LEP is developing a campaign to gain wide public and stakeholder support. A number of meetings with businesses and other organisations have taken place over the past few months in developing the campaign and a parliamentary meeting is scheduled to take place on 18 July. GATCOM fully supported the LEP's work and will receive a further update on the campaign at its next meeting.

GATCOM STEERING GROUP – CHAIRMAN'S REPORT

The Chairman's report of the GATCOM Steering Group meeting was received. Key points to note are:

Local Air Quality Monitoring

The report prepared jointly by Gatwick Airport Limited (GAL) and Reigate and Banstead Borough Council (R&BBC) on the results of annual monitoring of air quality in the Horley Gardens Estate Air Quality Management Area and at other sites in the vicinity of the airport revealed that nitrogen dioxide concentrations continued to be below the UK annual average objective of 40 µg m⁻³ (micrograms per cubic metre) at sites normally assessed on the Horley Gardens Estate. The recent roadside diffusion tube monitoring being undertaken by R&BBC across the Borough revealed that the A23 site (RB149) did not meet the objective where the annual average concentration was 50 µg m⁻³ in 2016 (45 µg m⁻³ in 2015). It is important to note that the R&BBC introduced additional monitoring on the A23 in 2016 to examine the spatial extent of the non-attainment along this section of road and the preliminary data suggests that the non-achievement of the air quality objective is confined to a handful of residential properties in the vicinity of RB149, near to the junction of the A23 with Massetts Road (in the vicinity of the traffic lights). At the airport (on the airfield) concentrations of nitrogen dioxide measured in 2016 met the UK air quality objective of 40 µg m⁻³. The other pollutants measured met the relevant air quality objectives. The three year rolling annual average trend analysis of the on airport nitrogen dioxide concentrations shows a decrease in concentrations between 2008 and 2016, with the concentrations in 2016 the lowest to date. Particulate matter concentrations (PM10) are also monitored. Since 2010, the overall trend in PM10 is flat on the Horley Gardens estate whereas on-airport there was a slight decrease compared with 2015. GATCOM expressed its thanks to GAL and R&BBC, in particular Mr Hibbs from R&BBC, for the informative and comprehensive report. All the air quality annual monitoring reports since 2007 are available on [GATCOM's website](#).

END Noise Action Plan 2013-2018 – 2016 Performance Report

GAL is on track to deliver the various actions. Of the 62 actions, 53 are on track, three are neither on track nor not on track and the six that were not on track were mainly those areas that have been considered as part of the Independent Arrivals Review. GAL has identified actions to address progress. The 2016 Performance Report is available on GAL's [website](#).

GOVERNMENT POLICY UPDATE

Night Flights Regime

The Government has announced its decision on the next night flights regime for Gatwick.

The new regime covers the period October 2017 to October 2022 and will maintain the status quo in terms of the aircraft movements limit. A new noise category - QC/0.125 - will be introduced to capture the bulk of aircraft which are currently exempt, and any aircraft that are quieter than QC/0.125 will, for the first time, also count towards Gatwick's movements limit though they will remain exempt from the noise quota limits.

Gatwick's noise quota limits will be reduced to a value based on their current usage. Noise quota limits at Gatwick will be reduced to 1785 in the winter (from 2000 in 2017/18) and 5150 in the summer (from 6200 in 2018). This will further incentivise the use of quieter aircraft by encouraging industry to plan its operations with sufficient headroom to ensure the limits can still be complied with in the event of unplanned disruption or changes to their schedules. The new regime will be phased in. From October 2017, all aircraft movements will now count towards an airport's movements limit. No aircraft will be exempt from the movements limits but aircraft that currently fall below the QC/0.25 threshold will remain QC/0 (i.e. exempt from the noise quota limits). Then, from October 2018, the new QC/0.125 category will be introduced and aircraft quieter than this new category will continue to count towards the airports' movement limits and remain QC/0.

A couple of members expressed disappointment that the opportunity had not been taken to reduce the number of night flights but the small reductions in the noise quota was welcomed. The difference in urban and rural ambient noise levels and the impact of aircraft noise was highlighted as an area that needs to be addressed by the Government.

Airspace Policy Consultation

The consultation responses are currently being analysed. The Government aims to publish the outcome of the consultation this Autumn.

Developing a new UK Aviation Strategy

The Government is intending to publish a series of discussion papers/call for evidence over the next 18 months. The first of the consultations is expected soon.

SIR DAVID HIGGINS, CHAIRMAN, GATWICK AIRPORT LIMITED

GAL's new Chairman, Sir David Higgins, was welcomed to the meeting. He gave an overview of Gatwick's ownership and confirmed that GIP was still the majority shareholder and was fully committed to future investment at the airport and in the infrastructure supporting the airport's operation. GAL's Board was focussed on operational issues as well as the strategic issues facing the industry and the airport and fully recognised the need to be a responsible owner in terms of the asset, airline customers, passengers and users and local communities.

Improving on-time departures remained a key focus for GAL as is working with the industry and local communities to address the impact of the airport's operations, particularly noise and aircraft overflight. In response to questions from members, Sir David advised: He was well aware of the impact of aircraft noise and overflight having lived under a Heathrow flight path and welcomed the invitations from the Environmental and Amenities Group representative and the Gatwick Diamond Business representative to be shown around the Gatwick area to highlight issues and opportunities. He had a keen interest in working with education establishments on improving skills development and giving opportunities to the next generation in terms of employment and the quality of jobs.

AIRPORT COMMENTARY

The Chief Executive Officer's commentary on activity and performance of Gatwick over the previous quarter was received.

- Traffic Growth - Gatwick has seen continued growth and achieved a 9% year-on-year increase in traffic. This increase was driven by an extra 2,999 aircraft movements compared to the same period

last year. Over the Easter period the airport handled 44 million passengers in a rolling 12 month period – a first for a single runway airport. Long haul routes continue to grow with volumes growing by 13.6% compared with last year. GAL published its [Annual Results](#) for the year ended 31 March 2017.

- Cargo/Freight - cargo grew by 15.9% compared with the same period last year. Reference was made to the need for more cargo facilities at the airport. GAL is looking at the usage of the airport's facilities as some of the cargo sheds, which are not owned by GAL, were used for non-aviation related activities.
- Gatwick Station – GAL confirmed its contribution to Network Rail's £120m scheme and that the project was progressing through Network Rail's project design and approval process, with approvals expected in mid-July with a view to start construction summer 2018. The schematic for the design of the station's concourse will be presented to a future meeting. GAL also reported on the [Independent Report](#) on the Southern Railways Network by Chris Gibb in which he had recommended to the Government that Network Rail should sell Gatwick Airport Station's freehold to GAL. GAL is reviewing the viability of this highly complex matter with the DfT over the coming months. The length of time passengers had to queue to buy tickets at Gatwick Station, queuing times of 25 mins had been experienced, was a continuing area of concern. GTR (Southern Railways) will be invited to attend a future meeting.
- Meet the Buyer – GAL's support for meet the buyer programme was most appreciated. The Gatwick Diamond event attracted 40 buyers and around 200 suppliers from across the region.
- Drone incident – concern was expressed about the recent drone sighting incident and the impact this had on the airport's operation as well as the risk to safety. The DfT and CAA were looking at a variety of measures to restrict the flying of drones in the vicinity of airports. GAL and the airlines' representative confirmed that lessons were learned from the recent incident and they are looking at systems to accurately identify drones in the airspace around Gatwick.
- In-door navigation system – around 2000 beacons have been installed across the airport providing an indoor navigation system that is much more reliable than GPS enabling augmented reality wayfinding for passengers.
- Wifi & Gatwick App – GAL has made significant investment in download speed and band width and is planning the launch of a Gatwick App.

PASSENGER ADVISORY GROUP (PAG)

The report from the Chairman of PAG was considered. The key points to note are:

- GAL handled the disruption during the half term getaway caused by Gatwick's baggage systems IT failure and BA's systems failure very well.
- PAG complimented GAL on the collaborative working arrangements between all parties in improving on-time departures performance. GATCOM also supported GAL's efforts to improve on-time departures performance.
- GAL has installed new on-ward journey travel information screens in the arrivals area of the North Terminal.
- PAG has responded to GAL's consultation with airlines on the draft Capital Investment Plan to give the passenger's perspective. A report on the CIP will be given at the next GATCOM meeting.
- PAG's independent volunteers are involved with c.100 projects providing the passenger's perspective. GATCOM noted PAG's involvement in a wide range of consultations, projects and operational matters.

GTR 2018 TIMETABLE CONSULTATION

GATCOM considered its response to GTR's phase 2 consultation on the 2018 timetable and was also informed about some of the recommendations contained in the [Independent Report](#) on the Southern Rail Network which would have an impact on services to and from Gatwick Airport. The key elements of the response to GTR agreed by GATCOM are:

Overall to welcome the improved service frequency on some services to and from Gatwick Airport, the wider choice of destinations served and the new rolling stock.

Concern about the robustness of the timetable at peak times and questioned whether the 24 train paths per hour through the London central core is feasible to maintain a resilient timetable.

Highlight that there are a number of recommendations in the Chris Gibb Independent Report to the Government on which the timetable is based that GATCOM cannot support as they would have a negative impact on services to and from Gatwick.

To urge GTR to better match train services with the growing demand for services to/from Gatwick during the early morning and late at night. The provision and range of late night services needs to be re-examined. Highlight concerns about the Gatwick Express times of operation and the structure of the premium fare prices

The need to provide direct services between Kent and Gatwick via the Tonbridge –Redhill line.

The need to have adequate dwell times at stations to assist passengers with reduced mobility – this is particularly important where stations are unmanned. The suggested response set out in the Secretariat’s paper was agreed.

DECADE OF CHANGE - 2016 PERFORMANCE SUMMARY

GAL gave an overview of the progress made on delivering Gatwick’s Decade of Change sustainability targets. The Decade of Change sustainability programme sets a number of challenging targets to be achieved by 2020 across ten key areas of the airport’s operation.

In 2016 GAL had made good progress and some of the achievements are:

- 5% reduction in carbon emissions from fuel and energy. GAL has received a neutral airport carbon accreditation
- 2.6% reduction in energy consumption
- Zero waste to landfill and is the first airport to convert aircraft waste to renewable energy on site
- 44% of passengers accessing the airport by public transport and 45% of staff using public transport, cycling or walking
- 43 community events sponsored and £156,529 raised for charity partners by staff and passengers

GAL’s 2016 Performance Report giving a comprehensive account of all GAL’s targets and achievements is available on GAL’s [website](#). GATCOM was encouraged by the achievements that had been made to date.

NOISE MANAGEMENT BOARD (NMB)

The main focus of the NMB meeting held on 14 June was the work plan and priorities for the coming year, in particular plans for Continuous Descent Operations (CDO), Fair and Equitable Distribution (FED) and departures. Two departures workshops were held on 1 June. There are 11 departures related activities that have been included as a result in the NMB’s preliminary work programme, with preliminary priorities established.

NATS is starting to look at the redesign of airspace in South East England (the deferred London Airspace Management Programme (LAMP) project) and is making contact with airports for ideas and issues relating to the SIDs for their airport. This project, now known as “Future Airspace Strategy South”, is due for implementation in 2023/24.

The misuse of the FREEPOST noise complaints service was regretted. Of the 3800 FREEPOST complaints received 96% were from 3 individuals, highlighting the level of misuse of the facility. As GAL’s staff is required to manually input the information into the CASPER system, GAL has decided that the complaints received via FREEPOST from persistent complainers would in future only be counted rather than individually entered onto the system. The remainder of individual complaints received via FREEPOST would continue to be input to the system in accordance with normal practice. The common themes raised by persistent complainers are still reported to the NMB to help identify whether there are any additional investigations/initiatives that need to be considered as part of the NMB’s work plan. GAL has given a commitment to look at the feasibility of reintroducing some form of telephone complaints reporting system that could be integrated with the CASPER facility.

A member highlighted that the membership of the NMB may need to be reviewed in terms of community/parish council representation in view of the new initiatives and topics to be considered by the NMB. The Chairman reminded members of the terms of reference of the NMB and that the membership term was for three years. He agreed to raise the concerns with the Chairman and Secretary of the NMB.

NOISE AND TRACK MONITORING ADVISORY GROUP (NATMAG)

The unconfirmed minutes of the meeting of NATMAG held on 25 May 2017 were noted. NATMAG's key message to GATCOM was that the positive work of NATS and Gatwick in reducing Horley overflight to historically low levels should be recognised. The performance of MedView Airlines operating on schedule was questioned as local communities were still being disturbed by its operations. NATMAG was asked to review the performance.

Chris Hersey
Cllr