

Aviation Report – December 2022

Alan Jones

Introduction

Since my October Report I have attended the following events:

17th October - GACT
20th October - GATCOM
1st November – NATMAG pre-meeting
10th November – NATMAG
16th November – Funding Fair presentation for GACT
30th November – FLOPSC
8th December – Extra NATMAG NAP Review (4th Year)

GACT MEETING – 17TH OCTOBER

This was a review meeting and setting out our stall for 2023. Some applicants to GACT have still been finding it difficult to complete the applications properly so we spent some time trying to improve the application form. It is the financial information that they seem to struggle with and we hope we have now made it clearer.

Although we had far less money to distribute in grants during 2022, we are expecting a lift-up in 2023 and subsequent years as the airport recovers from the pandemic.

Applications for grants in 2023 are now open and close on 31st March 2023.

GATCOM MEETING – 20TH OCTOBER

Jet Zero Strategy

Apart from the usual report backs we had a presentation from the DfT on the Governments Jet Zero Strategy. The proposal is to achieve net zero aviation by 2050 with an earlier 2040 target for domestic flights. Making airports zero emissions by 2040 will only apply to ground emissions from sources like heating and lighting and on-site vehicles.

CEO Update

- Passenger numbers have been up to 83% of 2019 levels this year so expected to be just shy of 40mppa by year end.
- Some expansions of airlines are also imminent with Delta returning to Gatwick, JetBlue expanded its services as will Bamboo Airways of Thailand in winter. BA also appear to be seriously considering doubling their fleet from currently 12 aircraft as they move back from Heathrow.
- Main runway re-surfacing project was completed and there is a further 7 years usage before more major work is done.
- The Northern Runway DCO update identified that there were 550 responses to the consultation that closed in July and GAL will be using the responses to refine their submission which is hope will be in early 2023.

GACT Presentation by Jo Rettie (CACT Chair)

Jo was given short notice to prepare this presentation and, unfortunately, the virtual link to her slides did not work. However, she was able to give the members some idea of what we do.

NATMAG MEETING – 10TH NOVEMBER

I was unable to attend this meeting as Yvonne had a doctor's appointment at the hospital. I had attended the pre-meeting the previous week so was up to speed.

A recent introduction has been The Airline Noise Performance Table (ANPT) which we have found to be very useful. It is an idea that was put forward by the NMB and now it is to be rolled out as an interactive tool so anybody will be able to see how the different airlines are performing. To keep the table manageable, it only includes airlines who average 10 flights per week. This is quite reasonable as only 638 were excluded from the quarter's 71,382 movements.

The Reduced Night Noise (RNN) Trial that has been delayed due to Covid is now due to commence on 3rd September 2023.

CENTRAL & EAST SURREY FUNDING FAIR – 16TH NOVEMBER

I attended this virtual Funding fair on behalf of GACT and was asked to give a presentation. I was able to use the presentation that Jo had given at GATCOM but was able to use the PowerPoint presentation on this occasion. I was invited to join a panel to answer questions at the end of the session.

FLOPSC MEETING – 30TH NOVEMBER

As you are aware from previous reports the NATMAG members take turns to attend the FLOPSC (Flight Operations & Safety Committee) meetings and it was my turn. As the attendees of this committee are from airfield operations, NATs, airlines and Airspace Office personnel, there is a crossover in our interests so it is well worthwhile attending and joining in when appropriate.

Subjects covered include safe movements on the ground, Go-around reasons, improving track keeping, CDAs and how to liaise with the different airlines who have difficulty, wildlife habitat and what is being done to protect collisions with aircraft.

In the past aircraft have been using Surveillance Radar Approach beacons but these are being phased out and will be replaced in March 2023 by AIRAC2023.

EXTRAORDINARY REVIEW OF NOISE ACTION PLAN – 8TH DECEMBER

NATMAG is responsible for monitoring the actions in the 5-year Environmental Noise Action Plan. We decided last year that the monitoring was not achieving what it should so we introduced a separate meeting each year to study what progress had been made. This exercise was so successful last year and all members of the team put in a great effort so the upshot was that this became the annual report by the airport after we had completed our deliberations. This is the fourth year so soon we shall be considering what actions will be included in the next 5-year cycle. We need to ensure that the document produced, which has to be endorsed by DEFRA, will be better formulated than the current one as there are insufficient aims and targets to monitor in the current document – saying 'we will continue to' for many actions so how does one complete the actions?

At this time each year we decide which of the 53 actions we intend to monitor at the four quarterly NATMAG meetings (usually 3 per meeting).

Future Meetings

24th January 2023 – NATMAG pre-meeting

26th January - GATCOM

2nd February – NATMAG