

Aviation Report – April 2019

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Introduction

Since my February report I have attended the following Gatwick related meetings:

- 20th February – NATMAG workshop on new NTK system
- 5th March - GACT meeting to start considering grant applications
- 21st March - GATCOM Steering Group
- 28th March – Airspace Modernisation, Aviation Design Principles

NATMAG Workshop on New NTK System – 20th February 2019

At this workshop we received presentations from two consultants, HELIOS and Anderson Acoustics. The former had been invited to review Gatwick Noise reporting processes, whilst the second was proposing how acoustic reports should be presented in future now that we have new highly technical monitors.

Review of Gatwick Noise Reporting

I do not propose to go into the technical details of the presentation by HELIOS but, basically, they were:

- Reviewing the various Gatwick noise reports to look for standardisation and simplification in the noise charts/tables/data.
- Comparing Gatwick's reports to other airports.
- Considering how the reports could be automated in the longer term.
- Produce results and recommendations.

HELIOS feels that noise reporting is spread across too many reports and there should be amalgamation. It is disconcerting to anybody wishing to discover the noise picture if issues are recorded in a variety of reports across the different sectors of the airport website. By referring to reports at other international airports, they are advising how our reports should be structured and San Francisco Airport seems to be a favourite comparator.

In future, the reports will be automated and, when it comes to noise complaints, these will be automatically logged from emails and also from telephone calls that are to be re-introduced.

We hope to see the first fruits of this work in the middle of this year

Anderson Acoustics are new to Gatwick and this company will be preparing noise reports from the various noise monitors that were previously prepared by AAD, who have had to withdraw from the process. Their presentation was rather like one is used to getting from consultants, trying to present too much information and graphics in danger of being too busy and cluttering that makes it more difficult to comprehend. Certainly, the new monitors should give us much better data to produce the results and it will all be gathered through 4G rather than requiring somebody to visit the sites.

We have been able to give feedback since the workshop to endeavour to provide good information in future, much of which will be available in real time.

Gatwick Airport Community Trust Meeting – 5th March 2019

At the close of applications for grants, a total of 133 responders were requesting funding of £544,000. GAL have agreed to finance £224,000 this year and the Trustees are currently sifting through all the applications and making their recommendations which will be moderated by the Trustee chairman between 29th March and when we next have our meeting on 26th April. As with most charitable trusts, deciding how to allocate the money takes a lot of time and heart searching. Once again, there were few applications from Tandridge DC people and they were from the Oxted area. I am hopeful that some useful projects from our area will be forthcoming when the schedule re-opens in November for next year's grants.

GATCOM Steering Group – 21st March 2019

Gatwick and the Coast to Capital LEP

As well as discussing upcoming agenda for the quarterly GATCOM meeting, there are often presentations by different bodies that are not included in the main meeting. At this meeting Jonathan Sharrock, CEO of Coast to Capital LEP (Local Enterprise Partnership) gave an update on its progress. C2C LEP is one of 38 LEPs in the country and they are all vying for investment and, unfortunately, the government does not recognise this area needs investment. Since 2010 20% of businesses have closed down so Gatwick Airport, and the ancillary businesses supporting it, is very important to our future. A strong case will need to be made to the government this year for funding in 2020 and it is hoped that some of the money destined for the EU will be directed to C2C. Birmingham and Manchester have already submitted their cases.

As we are all aware, it is difficult to afford house prices in the LEP area unless working in London with higher salaries. C2C wish to have the investment to enable young people to be able to put their feet on the bottom rung of the housing ladder and this can only be achieved by this. Gatwick is an important employer but the region should not be relying just on this major facility. Remember that the house prices are now 14 times the average salary in our area and in other parts of the country the ratio is less than half.

There is still a lot of work to do.

There were a number of other issues raised on airspace design guidance, the future of Aviation 2050 and draft Gatwick Master Plan update – 5325 responses that are being analysed.

Noise and Track Keeping System Update

On 1st April, GAL will commence a programme to fully replace its Noise and Track Keeping system. The project, worth £1million and a key action of Gatwick's 2019-2024 Noise Action Plan, will dramatically improve the monitoring of aircraft flights and associated noise as well as sharing more information directly with the local community. Members of NATMAG have been closely involved in the development of this new system and you will be pleased to know that the telephone line is being re-introduced. However, the line will be operated by a voice recognition system and will automatically complete the complaint in the same way that a website response will. This is much more technically advanced than the old CASPER system and will free up so much of office staff time that has not been very productive in recording complaints.

NMB Review

The Review Panel are still looking at governance issues for the various community noise groups (CNGs). I suggested that the ones being checked out are the

existing groups but there are others who wished to participate and is there any room for them on the new grouping. The new system with a NMB Executive and a second tier of CNGs appears to be the way that this new arrangement will work. It has yet to be approved in the next couple of months.

Airspace Modernisation, Aviation Design Principles – 28th March 2019

The current use of airspace was devised in the 1950-60 era and now there is so much traffic it is like having a modern road network without motorways. The skies over the south east of England are more crowded than anywhere else in the world so it is essential to update the way that the airspace is utilised. All the airports will need to forward their perceived requirements for airspace utilisation to the DfT and the CAA who will determine the final vision for the future up to the year 2050. The new design is expected to become operational in 2025.

On 28th March I attended a select meeting of representatives from GAL, NATS and local authorities to discuss what would be the first phase in the process under CAP1616 – Airspace Change Process. Airspace development has been split into different territories and the large numbers of airports in the south come under FASI-S (Future Airspace Strategy Implementation South). At this workshop we were shown what GAL have in mind but they were also seeking any advice that the present company might like to add. The design principle development was broken down into Core, Potential Principles and Areas of Consideration.

Whilst I am prepared to go into some more detail on the breakdown of these design principles I felt that you would probably prefer me not to do so.

However, you will see that there is a long timeline to the end product and aircraft may well be flying over areas in future that they do not currently. There is very possibility that with advanced technology and the way in which aircraft may be flown in future, such as continuous climb as well as descent, that the future may not be as bleak as it seems. Also, part of the project is to try to avoid 'stacking aircraft' but if it is necessary it would be over the sea. Another possibility at Gatwick is that it may be possible for arrival approaches from the north as well as the south in the new strategy.

Future Meetings

25th April – GATCOM

26th April – GACT meeting to approve grants

30th April – NATMAG Pre-meeting

9th May - NATMAG