

**Gatwick Arrivals**

**Independent Airspace Review**

***Project Delivery Plan***  
***(Edition 1.0)***

**September 2015**

## Table of Contents

<b>1</b>	<b>Introduction.....</b>	<b>2</b>
<b>2</b>	<b>Terms of Reference .....</b>	<b>2</b>
<b>3</b>	<b>Activity List and Programme.....</b>	<b>2</b>
<b>4</b>	<b>Organisation .....</b>	<b>3</b>
<b>5</b>	<b>Delivery Plan .....</b>	<b>4</b>
<b>6</b>	<b>Documentation .....</b>	<b>5</b>
<b>7</b>	<b>Project Steering .....</b>	<b>5</b>
<b>8</b>	<b>Safety.....</b>	<b>5</b>
<b>9</b>	<b>Stakeholder Engagement .....</b>	<b>5</b>
<b>10</b>	<b>Key Risks .....</b>	<b>6</b>
	<b>Appendix 1: Airspace Independent Review Terms of Reference .....</b>	<b>7</b>

## 1 Introduction

- 1.1 Gatwick Airport Ltd (GAL) has appointed Bo Redeborn to lead an independent review of flight routes used for aircraft on westerly arrivals to Gatwick.
- 1.2 Whilst the cost of the review is being met by GAL, the review team is independent of GAL and has been tasked to provide wholly independent professional analysis and report.
- 1.3 This document is the Project Delivery Plan (PDP) setting out how the review is proposed to be carried out.
- 1.4 The PDP content reflects initial discussions with representatives of a range of key stakeholders including GATCOM, NATS, GAL, GACC, UKCAA and aircraft operators, and issues raised in letters received by Gatwick from local residents and community groups. A full list of the principal stakeholders identified will be generated at the beginning of the review process.

## 2 Terms of Reference

- 2.1 The full Terms of Reference of the Airspace Review, governing the work of the review team, are provided at Appendix 1.
- 2.2 The purpose of the review is to consider, in relation to Arrivals, whether:
  - a) Everything that can reasonably be done to alleviate the problems which local communities are raising is in fact being done, whether this involves action by the airport or by other parties most closely involved – NATS, UKCAA, DfT or the airlines; and
  - b) The mechanisms which Gatwick has adopted for providing information to the local community and for handling of complaints have been fully adequate for the task.

## 3 Activity List and Programme

- 3.1 The Project Plan will involve the following key activities:
  - Review of existing documentation and correspondence
  - Development of a comprehensive understanding of the principal perspectives identified and expressed
  - Key stakeholder identification
  - Gathering additional evidence through:
    - Engagement with key stakeholders (see Section 9)
    - Site Visits / familiarisation
  - Identification of possible options to improve the present situation

- Identification and evaluation of feasible options
- Development of a summary report identifying options available and a set of Recommendations

## Summary Programme

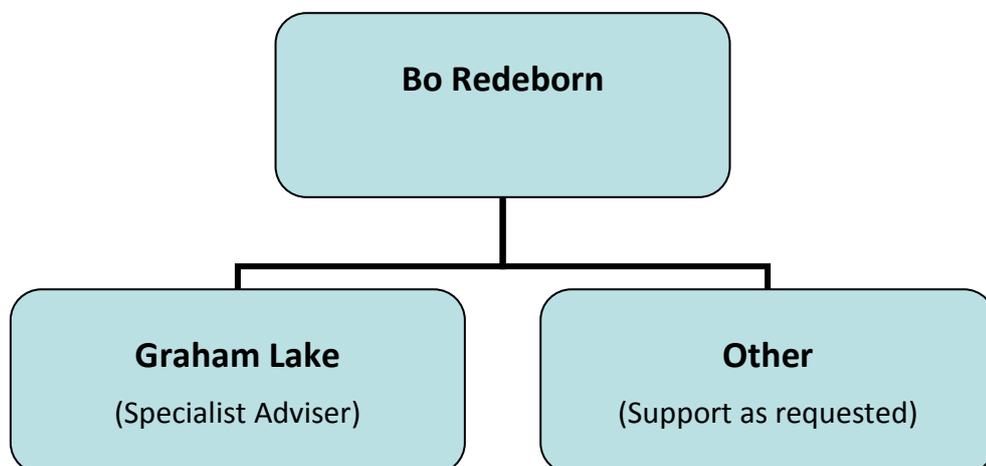
	September	October	November	December	January
Document Review	■	■			
Stakeholder Identification	■	■			
Stakeholders Engagement	■	■	■	■	
Gather New evidence		■	■		
Site Familiarisation		■	■		
Understanding of Issues		■	■		
Identification of options				■	
Evaluation of options					■
Report and Recommendations					■

3.2 The timescales may need to be adjusted once there is clarity about the extent of consultation that may be required.

## 4 Organisation

- 4.1 The review is being led and undertaken by Bo Redeborn.
- 4.2 Independent support will be available to Bo Redeborn as required.
- 4.3 Graham Lake has been appointed to provide specialist advice and support as required.
- 4.4 Support for presenting noise impact analyses and presentations of both the current situation and the proposed procedures will be provided by Avtech's SONUS tool.

### Organisation Chart



## **5 Delivery Plan**

### **Current Position**

- 5.1 The review will develop and establish a comprehensive understanding of the principal perspectives identified and expressed in relation to arrivals
- 5.2 The report will contain a concise summary description of the issues and concerns that are reported for arrivals

### **Evidence Gathering**

- 5.3 The report will reference the bibliography of documents, reports and correspondence used to inform its findings and conclusions
- 5.4 The review work will be underpinned by information obtained through direct engagement with key interested parties (see Section 9).
- 5.5 The International Civil Aviation Organization (ICAO) is the global forum of States for international civil aviation. The Review work and recommendations will also be informed by the ICAO Global Air Navigation Plan (Doc 9750-AN/963). The 2014–2016 Strategic Objectives of ICAO are to:
  - A. Enhance global civil aviation safety.
  - B. Increase capacity and improve efficiency of the global civil aviation system.
  - C. Enhance global civil aviation security and facilitation.
  - D. Foster the development of a sound and economically-viable civil aviation system.
  - E. Minimize the adverse environmental effects of civil aviation activities.

### **Site Familiarisation**

- 5.6 The Review team will become acquainted with the locations currently and potentially affected by arrivals

### **Defining problems / concerns**

- 5.7 The review will include development of a concise summary description of the issues and concerns that are reported for arrivals with an initial focus on Westerly arrivals, and then extending to cover Easterly arrivals .

### **Identify Alleviating Options**

- 5.8 Describe technical or procedural options to potentially mitigate the impacts. These will be identified from discussions with NATS, UKCAA, airlines and other technical stakeholders and a review of documents.
- 5.9 Options will also be identified from suggestions received from other stakeholders and interested parties.

## **Options Evaluation**

- 5.10 The evaluation process will be undertaken independently

## **Reporting and Recommendation**

- 5.11 The review team will prepare a report of the findings of the review.
- 5.12 Including an explanation of rationale for any recommendations made and the reasons why alternative options suggested or proposed have not been adopted.

## **6 Documentation**

- 6.1 It is intended that an electronic document Library will be maintained containing all documents and correspondence gathered in the course of the review.
- 6.2 The principal stakeholders identified will be asked to provide copies of any correspondence and other documents that they have previously submitted to GAL, NATS, UKCAA prior to August 2015 in connection with the matters that are relevant to this review
- 6.3 This library will be made publicly available on completion of the review.

## **7 Project Steering**

- 7.1 Bo Redeborn is solely responsible for the leadership and steering of the review.

## **8 Safety**

- 8.1 Aviation safety will be of paramount and overriding concern in the consideration of any options that seek to address the concerns. Safety should be no less than current and whenever possible should be enhanced.

## **9 Stakeholder Engagement**

- 9.1 Effective liaison with key stakeholders / interest parties will form a very important part of the review. Key stakeholders include elected and nominated representatives of the local communities most affected, and communities which may be newly affected by any proposed changes, as well as GAL, NATS, UKCAA, Airlines, Government and political representatives.

- 9.2 Members of GATCOM have been informed of the review and a number of other stakeholders are also already aware.
- 9.3 The review will be communicated to a range of stakeholder organisations through members of GATCOM.
- 9.4 The Chairman of GAL will be writing to all members of GATCOM seeking their views on local interested parties who should be informed and invited to contribute towards the review and to provide key Points of Contact.
- 9.5 Meetings with stakeholders will normally be undertaken in private but the contents of discussions and correspondence will be made public.

## 10 Key Risks

### i. Timescale

- Identification of and engagement with stakeholders
- Complexity of analysis to evaluate options e.g. need for noise modelling / population counts and simulations
- Sufficient time to ensure that issues raised are properly understood and considered
- Sufficient time to seek resolution, where possible, of the (almost inevitable) differences in viewpoints of the many different stakeholders involved

### ii. Airspace Interdependence

- The interoperability of the arrival and departure routings used by aircraft operating from all London Airports
- The impact of any proposed action on procedures used by other London airports may limit the scope of feasible options available to the review team

### iii. Terminology

- Terms used such as 'Respite' and 'Fair and Equitable Dispersal' are not clearly defined in context of aircraft operation
- Analysis of options using such terminology will also need to define what they mean

## Appendix 1: Airspace Independent Review Terms of Reference

- The scope of this review, in its initial phase, is Arrivals into Gatwick.
- The purpose of this review is to consider, in relation to Westerly and Easterly Arrivals, whether:
  - (a) Everything that can reasonably be done to alleviate the problems which local communities are raising is in fact being done, whether this involves action by the airport or by other parties most closely involved – NATS, UKCAA, DfT or the airlines; and
  - (b) The mechanisms which Gatwick has adopted for providing information to the local community and for handling complaints are fully adequate for the task.
- In considering the concerns raised by local communities, the Review Team will give particular attention to assessing the feasibility and implications of adopting a policy of “fair and equitable dispersal” which a number of campaign groups have expressed as a priority.
- With the above purpose in mind, the review team should provide proposals for consideration by the parties involved in these matters.
- In carrying out the review, the team should have regard to Government policies as these relate to the issues under consideration.
- Fundamental to the successful conduct of the review is effective liaison with each of the key players involved – Gatwick Airport, NATS, UKCAA, DfT, Airlines and Community Representatives, as these players all have important information relevant to the review and can contribute ideas for improvement.
- Particular attention should be given to ensuring the involvement of organisations representing the local communities most affected, and communities which may be newly affected by any proposed changes, and to developing effective means of ascertaining the views of these communities more generally.
- The target date for completing this review is January 2016, but it is accepted that this end date may need to be moved back depending on the extent of consultation which the review team decides is necessary.