

GATWICK AIRPORT CONSULTATIVE COMMITTEE

Minutes of the meeting of the Consultative Committee held on 1st February, 2007.

Present: Mr. P.W. Bryant (Chairman)

Mr. W. Acraman	-	West Sussex County Council
Mr. P. Barclay	-	Environmental Amenities Group
Mr. K. Blake	-	Crawley Borough Council
Mr. G. Blundell-Pound	-	International Air Carriers' Association
Dr. J. Godfrey	-	Chairman Designate
Mr. C. Hersey	-	Mid Sussex District Council
Mr. R. Hobbs (substitute)	-	Passenger Representative
Mr. M. Hudson (substitute)	-	London Chamber of Commerce and Industry
Mr. I. Irvine	-	Crawley Borough Council
Mr. R. Jones	-	Tandridge District Council
Mrs. E. Kitchen	-	Horsham District Council
Ms. I. Knox	-	British Air Transport Association
Mr. G. Larcombe	-	Horley and District Chamber of Commerce
Mr. N. Maltby	-	Mole Valley District Council
Mr. E. Redfern	-	ABTA
Mrs. D. Ross-Tomlin	-	Surrey County Council
Mr. V. Saunders	-	Rusper Parish Council
Mrs. H. Sewill	-	Charlwood Parish Council
Mr. J. Taylor	-	CADIA
Mr. J. Woodward-Nutt	-	WHICH?

Also present:

Mr. P. Griffiths – Managing Director, BAA Gatwick  
Mr. A. Flower – new Managing Director, BAA Gatwick  
Ms. L. Trevor – Head of Business Strategy, BAA Gatwick  
Mr. T. Lockwood – Head of Corporate Responsibility, BAA Gatwick  
Mr. R. Norman – Environmental Strategy and Stakeholder Manager, BAA Gatwick  
Mr. F. Evans – Department for Transport  
Mrs. R. Howell – Technical Adviser  
Mrs. P. Street – Assistant Secretary

Apologies for absence were received from: Mr. J. Brock, Mr. P. Hall, Mr. J. Kendall, Lt. Col. Pemberton, Mr. R. Thomas and Mr. M. Kendall.

NEW MANAGING DIRECTOR, MR. ANDY FLOWER

80. The Chairman welcomed to the meeting Mr. Andy Flower, the new Managing Director, BAA Gatwick, who took up post that day (1st February, 2007).

MINUTES

81. Resolved – That the minutes of the meeting held on 19th October, 2006, be approved as a correct record and that they be signed by the Chairman.

GATWICK STATION AND GATWICK EXPRESS

Presentation by Mr. Chris Curtis, Project Sponsor, Network Rail

82. Mr. Curtis gave a presentation on the emerging proposals for the redevelopment of Gatwick Station and the renewal of signalling and track in the Gatwick area (copy of

presentation attached to the signed minutes). He explained that Network Rail had been working on a range of options for the improvement of the infrastructure at Gatwick. He highlighted the problems of congestion and poor layout at Gatwick and explained that Network Rail had now developed conceptual designs for both passenger capacity and track layout. It was noted that option 3 in relation to increasing passenger capacity included a transport interchange facility and that this was, at present, the preferred option by a number of key stakeholders. This option would provide a station concourse four times larger than that at present and may cost in the region of £70 million. Mr. Curtis explained that Network Rail had approximately £25 million in its business plan for track and signalling renewal work at Gatwick and that it would be looking to other stakeholders, such as the train operating companies, BAA and the local community for contributions to make up the funding gap. He outlined to the Committee the proposed timetable for bringing forward a scheme and it was noted that subject to agreement being reached on a funding package and planning approval being granted, it was hoped to commence construction in March 2009 with a project completion date of 2011, in time for the Olympic Games.

83. Mr. Griffiths informed the meeting that BAA Gatwick fully supported the work being undertaken by Network Rail and confirmed that it was BAA's desire to create a transport interchange. He confirmed that BAA Gatwick wished to work constructively and in partnership with Network Rail, including the consideration of joint funding, and he stressed the need to present a unified front to the DfT. Mr. Griffiths made particular reference to the options for enhancing passenger capacity at the station and urged Network Rail not to constrain the station design by the location of the existing car park link bridges. Mr Curtis confirmed that this would be taken into account.

84. The Committee was most encouraged by the work being undertaken by Network Rail and fully supported the business objective of creating a world-class transport interchange facility. Members questioned how the Network Rail's proposals fit with the DfT's options for the implementation of the Brighton Mainline RUS. Mr. Curtis confirmed that all the proposals being considered by Network Rail had taken account of the DfT's options for service patterns on the Brighton mainline. He confirmed that all of Network Rail's conceptual designs would be able to cope with a much higher frequency of train services at Gatwick than that projected in the RUS, but noted that there are other constraints on the route to running a more frequent service.

85. Members acknowledged the timescale for bringing forward a scheme but pointed out that there was still much work to be done to deliver a scheme within the indicative timescale. Mr. Curtis and Mr. Griffiths were both confident that the timetable was achievable provided that the necessary funding and planning approvals were in place. Mr. Curtis also emphasised the importance of delivering the project in time for the Olympic Games and the need for all major transport infrastructure projects in the south east to be completed by 2011 (if projects were not able to be completed in 2011 then no major works would be permitted to be carried out in the area prior to the games).

#### Implementation of the Brighton Mainline Route Utilisation Strategy (RUS)

86. The Committee noted the letter that had been sent to the DfT as the Committee's response to the consultation on the options for the implementation of the RUS (copy attached to the signed minutes). In the light of the progress that has been made by Network Rail, the Committee stressed the need for a further letter to be sent to the DfT reiterating the importance of not making any significant changes to the Gatwick Express service until the long-term solutions as set out by Network Rail had been agreed.

87. Resolved – That the Honorary Secretary write to the DfT.

#### AIRPORT COMMENTARY

88. The Committee received BAA Gatwick's commentary on activity at the airport since the date of the last meeting (copy attached to the signed minutes).

#### Security

89. Mr. Griffiths advised that since the introduction of the new security measures in November 2006 the hourly security process rate for passengers fell by 30%. This created a significant challenge for the airport community over the Christmas period. BAA Gatwick's office staff volunteered for shifts to queue manage over Christmas to help ease the burden on the security teams. He regretted that on some days the security queues were well over an hour and the most difficult days were experienced in the South Terminal. Unfortunately some flights were delayed due to security queuing times but the process rate had improved over the period of the holiday. The Chairman also reported that two members of the Passenger Services Sub-Committee had also volunteered to help queue manage over Christmas. BAA Gatwick and the Committee wished to record their thanks to those members and their valuable feedback. Mr. Hobbs, Vice-Chairman of the Passenger Services Sub-Committee, added that the feedback received from the two members would be very helpful in trying to understand the problems and in recommending to the airport ways of improving the system.

90. A member reported on her experience as a passenger passing through central search over the Christmas period. She expressed grave concern about the length of time passengers had to queue at security (in excess of two hours) and the lack of basic facilities on offer for passengers while queuing. Mr. Griffiths apologised for the length of time passengers had to queue and confirmed that one day in particular suffered significant problems with staffing levels which was compounded by the number of passengers to be handled being 15% higher than expected. BAA Gatwick relied on the airlines to provide passenger numbers but unfortunately only a few airlines operating at Gatwick consistently provided accurate information

91. Mr. Griffiths also reported that BAA Gatwick planned to expand the central search areas in both terminals and the recruitment campaign had begun to recruit 200 full-time equivalent security officers. The Committee was pleased to note that by July 2007 BAA Gatwick had planned to commit to a new service level and would set a target of a 5 minutes queue for 95% of the time.

#### Air Passenger Duty

92. Mr. Griffiths referred to the Government's decision to double the air passenger duty (APD). He advised that BAA's view was that the best solution for the environment and the economy would be for a carbon trading scheme to replace APD once the aviation sector joined the EU Emissions Trading Scheme. Mr. Blundell-Pound added that the charter airlines, under the terms of their charter, were not able to pass the APD tax on to its passengers and would therefore have to pay any shortfall from its own profits. He confirmed that the EU Emissions Trading Scheme was the best way forward. He also referred to the proposals being developed by DEFRA for a carbon offsetting trial. The Committee noted the need for a more joined up approach at Government level in tackling climate change and carbon emissions.

#### Unauthorised Car Parking Operators

93. Reference was made to the problem of illegal and unauthorised car parking operators in the area and of the recent report by Sky News relating to use of an

unsecured yard in Horsham District. It was noted that Horsham District Council was actively pursuing the matter and taking enforcement action on a number of sites. Members commented on the need to involve Trading Standards Officers in this issue if operators were trading illegally. Mrs. Street advised that West Sussex County Council's Trading Standards Office was investigating the matter and a report would be made to the General Purposes Sub-Committee.

#### Virgin Starting Grid Trial

94. Mr. Griffiths provided an update on the trial being undertaken at Gatwick Airport with Virgin Atlantic on whether take off procedures could be revised to reduce the amount of fuel burned between push back and take off. BAA Gatwick was working closely with both National Air Traffic Services (NATS) and Virgin Atlantic to successfully trial the 'starting grid' idea at both Gatwick and Heathrow Airports. Members noted that the trial involved towing a fully laden aircraft to an engine start up location close to the runway rather than starting engines on the stand. The Committee supported the initiative and wished to receive a further report on the outcome of the trial at a future meeting so that the full implications could be considered.

#### Mr. Paul Griffiths, Managing Director

95. The Chairman informed the Committee that it was Mr. Griffiths' last meeting as Managing Director of BAA Gatwick. On behalf of the Committee, the Chairman paid tribute to Mr. Griffiths' partnership approach, and work with the community, in taking forward the development of the airport over the last three years. The Committee wished him well in his new duties within BAA.

#### PASSENGER SERVICES SUB-COMMITTEE

96. The Committee received a report from Mr. Hobbs, the Vice-Chairman of the Passenger Services Sub-Committee, on the key issues discussed at its meeting on 7th December, 2006 (copy attached to the signed minutes). Mr. Hobbs confirmed that security was a key focus for the Sub-Committee at present and he hoped that BAA's new recruitment programme was successful.

#### OFFICE OF FAIR TRADING (OFT) - REPORT ON THE MARKET STUDY OF UK AIRPORTS

97. The Committee considered a report by the Honorary Secretary summarising the outcome of the OFT's market study of UK airports (copy attached to the signed minutes). The Committee noted that the focus of the study and the majority of members expressed concern about the conclusions that had been reached so far. In particular, members were most concerned that the study had not taken into account the impact of airport expansion and increased air traffic on local and global environment and that the OFT felt there was no inherent conflicts between tackling environmental problems and developing more competition in airport services. The majority of the Committee therefore felt that addressing environmental impact needed to be given a higher priority and that the OFT should be informed of this view as soon as possible before it made a decision on whether to refer the issue to the Competition Commission.

98. The Committee also considered the OFT's recommendation to the Government about the need to publish criteria for the de-designation of airports and what this could mean for Gatwick Airport. Mr. Blundell-Pound commented that designation in respect of airport pricing was vitally important particularly where demand for runway slots exceeded supply. Once the runway at Gatwick reached capacity there would be little opportunity for a competitive influence on pricing irrespective of ownership. Charter airlines would therefore not wish to see Gatwick de-designated even if there was a change of ownership. The effect of common ownership by the BAA of all three London

airports more easily enabled BAA to comply with the expansion priorities of the Government contained in the White Paper. The priorities for expansion would change if the airports were not under common ownership.

99. Members acknowledged that Gatwick was virtually full during periods of peak demand and that it was a very complex issue of monopoly supply. The majority of the Committee however considered it difficult to understand what benefits would result for passengers from changes to the competitive environment as there was a severe shortage of capacity throughout the London airports system.

100. Members also sought clarification on the process of the referral to the Competition Commission and who made the final decision once the Competition Commission had made its recommendations. Mr. Evans, DfT, advised that the Government would have to respond to the Competition Commission's recommendations. A note of the process following the Competition Commission's recommendations, would be circulated to the Committee.

101. Resolved – That:

- (1) The current position be noted;
- (2) The OFT be advised that the majority of the Committee is concerned that its review had not taken into account the local and global environmental impact in developing more competition between airports;
- (3) The OFT be advised that, in the event of BAA offering undertakings in lieu of a reference to the Competition Commission, the proposed package should first be subject to consultation with interested parties;

(NB. BAA has since responded to the OFT. No undertakings were offered in lieu of a reference to the Competition Commission)

- (4) In the event of a reference being made to the Competition Commission, the Committee advises the Commission that it would expect its review to address the wider implications of the possible break-up of the BAA London Airports as set out in paragraph 4.2 of the Honorary Secretary's report, particularly in respect of addressing the impact of airport expansion and increased traffic on the local and global environment and how environmental concerns could be addressed in developing more competition in airport services.

#### AIRPORTS PRICE CONTROL REVIEW – CAA CONSULTATION ON THE INITIAL PROPOSALS FOR THE THREE BAA LONDON AIRPORTS

102. The Committee considered a report by the Honorary Secretary summarising the CAA's initial proposals for the review of the price controls at the three BAA London Airports (copy attached to the signed minutes). Mrs. Street explained that this was a complex issue. The key points to note were that the CAA had proposed an indicative price cap for Gatwick for an RPI -2 to +2% each year, compared to the current rate of growth of RPI +0% and that the CAA was proposing to continue with the single till approach and separate price caps for the airports. Members endorsed the view that in setting the price caps the CAA must ensure that there was a level playing field between airports and, of critical importance, to ensure there was flexibility within the framework to enable Gatwick to deliver its substantial programme of asset replacement and refurbishment.

103. The Committee also noted that there were a number of service quality issues that were of interest to the Passenger Services Sub-Committee (PSSC) particularly in respect of areas to be included and excluded from the current service quality rebate scheme (SQR). The Committee therefore agreed that the PSSC should be consulted and involved in the consideration of these issues.

104. Resolved- That:

- (1) The comments set out in paragraphs 6.1 to 6.6 in the Honorary Secretary's report be submitted to the CAA as the Committee's response to the consultation;
- (2) BAA Gatwick be asked to:
  - (a) involve the PSSC in developing mechanisms to measure and publish performance;
  - (b) consult the PSSC on the conclusions of the constructive engagement process in respect of areas to be included/excluded from the SQR scheme and on the setting of standards before proposals are submitted to the CAA.

#### FUTURE OF AIR TRANSPORT WHITE PAPER – DfT PROGRESS REPORT

105. The Committee considered a report by the Honorary Secretary highlighting the key points of the DfT's Progress Report and suggestions on the areas of policy development that the Consultative Committee would need to take into consideration (copy attached to the signed minutes). Members noted the key areas where progress had been made since the publication of the White Paper and the updated programme of action. Of particular interest was the invitation to airport operators to publish an environmental statement to sit alongside the airport master plan. Mr. Lockwood explained that BAA had yet to consider the status of the environmental statement and how it would sit in relation to planning legislation. He would however keep the Consultative Committee fully informed as to how this issue would be taken forward.

106. The Committee welcomed in particular the emphasis being placed on addressing climate change and environmental issues. This was considered a significant step forward and there were already signs that the industry was actively addressing the issues. Reference was made to the section in the Progress Report on surface access to airports and the Committee agreed that there was a need for a much more co-ordinated approach by the Government in addressing these issues with the airport operator and transport providers.

107. Mr. Evans added that the DfT was now placing considerable emphasis on environmental management and the Civil Aviation Act had strengthened powers to the DfT and airport operators to address environmental issues at the local level. Members noted that at Gatwick the only provision of the Act that needed to be revisited was in relation to penalties for track keeping infringements. While members noted the inherent problems with a couple of the wrap-around departure routes, it was felt that BAA Gatwick should not rule out the imposition of track keeping fines particularly in respect of persistent offenders. The Committee asked for this issue to be further considered by the Noise and Track Monitoring Advisory Group.

108. Resolved – That:

- (1) The Consultative Committee welcomes the publication of the progress report and notes its comments;

- (2) The Honorary Secretary writes to the DfT to express disappointment about the lack of progress made in positively addressing surface access to airports and to urge the Government to adopt a more joined-up approach in bringing forward surface access schemes;
- (3) BAA Gatwick's Noise and Track Monitoring Advisory Group be asked to consider ways to further improve track keeping at Gatwick and how the requirements of the Civil Aviation Act can be met and to report back at a future meeting;
- (4) BAA Gatwick be asked to provide a reminder of the mechanisms and measures currently in place at Gatwick for dealing with aircraft noise and emissions and the charges that its sets;
- (5) The General Purposes Sub-Committee give further consideration as to how best to monitor the various measures and mechanisms in place at Gatwick in controlling aircraft noise and emissions; and
- (6) BAA Gatwick be asked to inform the Consultative Committee on the timetable for the publication of the environmental statement, and to provide an opportunity for the Consultative Committee to consider the proposed targets.

## AIRPORT MASTER PLAN AND ACCOMPANYING DOCUMENTS

### Interim Airport Master Plan

109. The Committee considered a paper by BAA Gatwick on the Interim Master Plan document and the key changes which had been made following the consultation on the outline airport master plan document (copy attached to the signed minutes). Members noted that BAA Gatwick anticipated making changes to the Interim Master Plan in approximately eighteen months time when the outcome of other work, such as the Project for the Sustainable Development of Heathrow, was available. A summary of the master plan was now being produced and would be made available for the local community.

### Gatwick Transport Strategy

110. The Committee received a paper by BAA Gatwick providing an update on the revision to the Transport Strategy which would be published as a daughter document to the interim airport master plan (copy attached to the signed minutes). It was noted that consultation on the detail of the revised strategy was still ongoing but BAA Gatwick planned to launch the revised strategy at a Transport Forum event during May 2007.

### Draft List of Commitments to sit alongside the Interim Airport Master Plan

111. The Committee considered a paper by West Sussex County Council's Aviation Strategist providing an update on the discussions between BAA Gatwick and the Joint Local Authorities on the draft list of commitments to sit alongside the Interim Airport Master Plan (copy attached to the signed minutes). Mrs. Howell advised that an initial report on possible new commitments had been presented to the Joint Local Authorities' meeting on 16th January when the table of draft commitments was considered. She emphasised that this was an initial scoping document to form the basis of discussions with BAA Gatwick on topic areas of interest. Members were invited to submit comments on the draft list to Mrs Howell (West Sussex County Council) or Mr. Freeman (Crawley Borough Council). Mr. Lockwood also emphasised that the draft list of commitments was very much the local authorities' position and BAA Gatwick would need to consider

the list, the possible targets and objectives and what could be included in the new legal agreement.

112. Reference was made to those areas which would have an operational impact on airlines and it was questioned how the draft list of commitments would be shared and subject to consultation with the airlines. Mr. Lockwood confirmed that BAA Gatwick would need to liaise closely with the resident airlines. Ms. Trevor also confirmed that discussions could be conducted through the constructive engagement process.

113. Resolved – That:

- (1) The current position be noted; and
- (2) That any comments on the process and developments to date be forwarded to either Mr. Freeman at Crawley Borough Council or Mrs. Howell at West Sussex County Council.

#### GATWICK AIRPORT SUSTAINABLE DEVELOPMENT STRATEGY AND LEGAL AGREEMENT

##### Verified Annual Monitoring Report 2005/06

114. The Committee considered a report by the Technical Adviser summarising the outcome of the verification process for the annual monitoring report (copy attached to the signed minutes). Members noted that of the twenty five commitments/obligations audited by the Independent Environmental Consultant, it was found that four were not on track to be achieved within the timeframe stipulated. Members also noted that the monitoring process for 2006/07 would begin in the spring on the interim set of commitments and that there was a need for the Committee to commence its consideration of what items should be put forward for independent verification the next time.

115. Members emphasised the importance of Committee continuing to monitor the ways in which BAA Gatwick acted upon the recommendations of the independent consultant and this would need to be taken into consideration when items were being selected for verification in the following monitoring year.

116. The Chairman also drew to the Committee's attention that this was the sixth year of monitoring and that the majority of the commitments had now been subjected to an external verification audit. Members were most encouraged that 79% of the commitments audited were on track to be achieved within the timeframes stipulated. Members also highlighted the importance of the monitoring and verification process and confirmed that they wished to see it continued in the future.

117. Resolved – That:

- (1) The Committee notes the outcome of the monitoring process and urges BAA Gatwick, West Sussex County Council and Crawley Borough Council to take forward the measures recommended by Bureau Veritas;
- (2) The General Purposes Sub-Committee reviews the action taken by BAA Gatwick in response to the verifiers' recommendations;
- (3) BAA Gatwick, Crawley Borough Council and West Sussex County Council consider how the various information sources and reporting streams for energy consumption and carbon dioxide emissions indicators can be brought together into the one reporting document in their discussions on

rolling forward the Sustainable Development Strategy commitments to sit alongside the airport master plan; and

- (4) West Sussex County Council and Crawley Borough Council be asked to keep the Consultative Committee informed of the outcome of their discussions with BAA Gatwick on the identified areas of concern set out in paragraph 4.3 of the Technical Adviser's report.

#### GATWICK NOISE INSULATION SCHEME FOR HOMES – PROPOSED SCHEME

118. The Committee considered a report by the Honorary Secretary giving details of BAA Gatwick's proposed noise insulation scheme for homes and the suggested form of response to BAA Gatwick (copy attached to the signed minutes). Members welcomed the opportunity to comment on the proposed scheme. Although there were many positive features to the scheme members were most disappointed that the boundaries of the scheme had not been drawn more generously. In particular, while members endorsed the proposed adaptation of the ground noise contour to include natural boundaries and roads, as currently drawn it would mean that some properties which fell within the 500 metres contour area from the airport boundary would not be included in the scheme. The majority of members urged BAA Gatwick to reconsider the extent of the adapted boundary to include all those properties deserving of a grant and all neighbouring properties within a road. Some members also asked if consideration could be given to using the 57 dBA contour in respect of the day noise contour boundary (consistent with the advice given in Planning Policy Statement 24 on planning and noise in respect of noise exposure categories for dwellings).

119. The majority of members also felt that in respect rooms eligible for noise insulation, properties that fell within phases 2 and 3 of the scheme should be able to apply for a grant to insulate all living areas rather than just bedrooms. The Committee also asked BAA Gatwick to have an open mind and allow flexibility on the time limit of the scheme, i.e. beyond 2011.

120. It was highlighted to the Committee that a substantial consultation had been carried out by the DfT at the time of the night flights consultation on the policy for the night noise insulation criteria. BAA Gatwick's scheme had reflected the Government's decision. The airlines representatives therefore emphasised the need for the costs of extending the terms of the proposed scheme to first be taken into account.

121. Resolved – That:

- (1) The publication of the proposed scheme be welcomed; and
- (2) The comments set out in the Honorary Secretary's report together with the additional comments raised by members, be submitted to BAA Gatwick for consideration.

#### LOCAL AIR QUALITY REPORTING

122. The Committee noted a report by the Honorary Secretary giving details of the future format and frequency of local air quality reporting to the Consultative Committee (copy attached to the signed minutes). The Committee was pleased to note that Reigate and Banstead Borough Council and BAA Gatwick had come together on the future monitoring and reporting regime. The Committee also endorsed the approach agreed by the General Purposes Sub-Committee and was pleased to note that should it become evident at any time that there was a material worsening of air pollution then Reigate and Banstead Borough Council would alert the Consultative Committee and an additional report would be prepared for the Committee's consideration.

## FLIGHT EVALUATION UNIT COMMENTARY

123. The Committee considered the commentary by the Flight Evaluation Unit on the work of the Unit, headline statistics and the key points arising from the Noise and Track Monitoring Advisory Group (NATMAG) and the Ground Noise Committee meetings held on 14th December, 2006 (copy attached to the signed minutes).

124. Mr. Norman informed the Committee that a PRNAV trial on one of the departure routes from Gatwick would begin during April 2007. The trial would be phased with subsequent phases extending to other departure routes if the initial trial proved successful. Members noted that as the trial would only involve a small number of flights and there was unlikely to be a material change in the pattern of operations on the noise preferential routes as observed from the ground.

125. Mr. Norman also referred to the Flight Evaluation Unit's property enquiry service and confirmed that BAA Gatwick continued to offer this service to the public.

126. The Committee noted that due to the use of the northern runway during maintenance of the main runway, there might be a decline in the number of night time CDA compliance.

127. The Chairman referred to the problems being experienced over Hever Parish with low flying aircraft and noise intrusion and advised that a letter had been received from a local resident requesting that the Committee consider in detail the problems being experienced and how the situation could be improved. It was confirmed that BAA Gatwick was still monitoring the situation and was in discussion with the Parish Council and local residents. It was agreed that the matter would be further considered by the Noise and Track Monitoring Advisory Group. A report would be made to the next meeting of the General Purposes Sub-Committee.

128. The Committee was pleased to note that representatives from Virgin had attended the Ground Noise Committee to explain their working practices and initiatives and that the airline wished to attend future meetings of the Ground Noise Committee.

## CRAWLEY BOROUGH COUNCIL, DIRECTOR FOR ENVIRONMENT AND HOUSING'S REPORT

129. The Committee noted a report by Crawley Borough Council's Director for Environment and Housing on planning applications determined in respect of Gatwick Airport since the date of the last meeting (copy attached to the signed minutes).

## DATES OF THE NEXT MEETINGS OF THE CONSULTATIVE COMMITTEE AND ITS SUB-COMMITTEES

130. The Committee noted the dates of its next meetings as follows: -

### Passenger Services Sub-Committee

Thursday, 1st March, 2007 at 2.00 p.m.

### General Purposes Sub-Committee

Thursday, 22nd March, 2007 at 10.00 a.m.

### Consultative Committee

Thursday, 19th April, 2007 at 2.00 p.m.

CHAIRMAN