

GATWICK AIRPORT CONSULTATIVE COMMITTEE

Minutes of the meeting of the Consultative Committee held on 2nd February, 2006.

Present:

Mr. P.W. Bryant (Chairman)

Mr. G. Blundell-Pound	-	International Air Carriers' Association
Mrs. H. Clack (substitute)	-	Surrey County Council
Dr. P. Ellis	-	British Air Transport Association
Mr. P. Hall	-	Passenger Representative
Mr. C. Hersey	-	Mid Sussex District Council
Mr. M. Hudson (substitute)	-	London Chamber of Commerce and Industry
Mr. R.A. Jones	-	Tandridge District Council
Mrs. E. Kitchen	-	Horsham District Council
Mr. G. Larcombe	-	Horley and District Chamber of Commerce
Mr. N. Maltby	-	Mole Valley District Council
Mr. J. McCall	-	Environmental and Amenities Group
Mr. D. Murdoch	-	Crawley Borough Council
Mrs. M. Myland	-	Surrey County Council
Mrs. S. Parsons (substitute)	-	ABTA
Lt. Col. T. Pemberton	-	West Sussex County Council
Mrs. D. Ross-Tomlin	-	Reigate and Banstead Borough Council
Mrs. H. Sewill	-	Charlwood Parish Council
Mr. J. Taylor	-	CADIA
Mr. R. Thomas	-	East Sussex County Council
Mr. J. Woodward-Nutt	-	Consumers' Association

Also present:

Mr. P. Griffiths	-	Managing Director, BAA Gatwick
Mr. T. Lockwood	-	Director of Planning & Environment, BAA Gatwick
Ms. C. Alderson	-	Head of Communications, BAA Gatwick
Mr. M. Kendall	-	Honorary Secretary
Mrs. R. Howell	-	Technical Adviser
Mrs. P. Street	-	Assistant Honorary Secretary

Apologies for absence were received from: Mr. W. Acraman, Mrs. K. Hammond, Mr. I. Irvine, Mr. B. Kendall, and Mr. C. Lloyd.

MINUTES

78. Resolved - That the minutes of the meeting of the Committee held on 13th October, 2005 be approved as a correct record and that they be signed by the Chairman.

79. Mr. Jones referred minute nos. 45-47 relating to the Sustainable Aviation Strategy. He had sought further clarification from Mr. Wiltshire, Secretary General, BATA on one of the strategy's commitments. He was pleased to advise the Committee that Mr. Wiltshire had confirmed that the target is for a 50% reduction in external aircraft noise and that this referred to new aircraft in 2020 compared with similar sized new aircraft in 2000. This would mean a 10dB reduction from the main noise source, the aircraft's engines and would apply to all phases of flight.

80. Reference was also made to minute no. 54 concerning the research being undertaken into the travel patterns associated with the day before check-in project. BAA

Gatwick reported that the data was being assembled and a report would be made on the results at a future meeting.

General Purposes Sub-Committee

81. Resolved - That the draft minutes of the General Purposes Sub-Committee held on 12th January, 2006 be noted (copy attached to the signed minutes).

82. Mrs. Ross-Tomlin referred to minute no. 68 and advised that although the figures for noise complaints for her area had not shown any increase, she had received a number of complaints from local residents about the disturbance caused by aircraft noise. She felt that it was possible that local residents were suffering from complaint fatigue. The Chairman advised that it was important that local residents continued to refer complaints to BAA Gatwick as unless the airport was made aware of disturbance being caused, there was no means of knowing that there were issues in particular areas.

AIRPORT COMMENTARY

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

Traffic Performance

84. Mr. Griffiths reported that Gatwick handled 32.7 million passengers in 2005 but passenger numbers had only increased by 2.9% against a forecast of 4.5%. Over the last quarter international traffic, European scheduled traffic and domestic scheduled traffic had increased. Charter traffic and North American scheduled traffic had however decreased slightly.

Unauthorised Car Parking

85. Mr. Griffiths drew to the Committee's attention the increased competition from local car parking operators which not only had a negative effect on Gatwick's profits but also on local communities as there had been an increase in the use of unauthorised car park sites. The Committee noted that the General Purposes Sub-Committee had given detailed consideration to this issue and it had been highlighted that if operators were advertising car parking for unauthorised sites then they were trading illegally which was a matter for both the local Planning Enforcement Officers and Trading Standards. The Committee endorsed the Sub-Committee's view that it was important that BAA and the local authorities needed to work positively together to tackle the problem and suggested that they jointly developed a strategy for implementation before the busy summer period.

Charging for Hold Baggage

86. The Committee noted BAA Gatwick's concern about the decision of some airlines to start charging passengers for checked-in luggage. BAA Gatwick was considering the implications of this change in approach on the use of the departures baggage systems by airlines and the central search facility.

Climate Change

87. Reference was made to the impact aviation had on climate change and some members asked whether it was possible for BAA Gatwick to show alongside its traffic performance update the corresponding amount of CO₂ emitted from aircraft and the airport. Mr. Griffiths reassured the Committee that BAA plc took climate change extremely seriously and was actively promoting the inclusion of aviation into the emissions trading scheme. Mr. Lockwood also advised that BAA Plc was considering the range of comments that have been received across the Group from the airport master

planning consultation process which would inform BAA's thinking on how to cover climate change issues in the final master plans. Dr. Ellis, BATA, also drew to the Committee's attention the fact that domestic aviation was responsible for producing less than 0.5% of CO₂ emissions in the UK. The Committee noted the work being undertaken corporately and asked BAA Gatwick to report back on how the issue is to be addressed corporately as well as in the Gatwick Airport Master Plan.

I-Volunteer Awards

88. The Chairman, on behalf of the Committee, expressed thanks to all those airport staff who had volunteered their time to help in a wide range of community projects and charities. Their dedication and enthusiasm was recognised and appreciated.

GATWICK EXPRESS

89. The Committee was informed that the Government had published that morning the Brighton Main Line Route Utilisation Strategy (RUS). Members noted that revisions had been made to the final Strategy document but it would still result in a restructure of the Gatwick Express service. Mr. Griffiths advised that while detailed consideration had yet to be given to the precise implications of the published Strategy, it was clear that there would no longer be a dedicated non-stop express service serving Gatwick but instead an express service serving the wider Gatwick area with stops at either East Croydon or Clapham Junction. BAA plc and National Express had submitted to the Government an alternative compromise proposal, which in their view, would meet the Government's objectives of better matching supply to demand and improve performance for all rail users. It was not clear from the Government's announcement whether this alternative proposal was still being considered. [*The advice subsequently received from the DfT is that there are a number of ways in which the principles of the Strategy could be implemented. The DfT is in receipt of a proposal from Southern which appears to meet the objectives, and an alternative proposal from National Express/BAA. Both are currently being considered jointly with Network Rail. The DfT will be evaluating these proposals over the next month or so and will consider whether to adopt one or the other proposal, or some elements of both.*]

90. It was noted that the Strategy covered the timeframe to 2011/12 and that implementation was due for completion in May 2007. Lt. Col. Pemberton advised that the Strategy was a short-term vision and the Committee needed to view the potential partial loss of a dedicated express service as a temporary measure. He confirmed that West Sussex County Council in the discussions leading up to the next franchise bid in 2009 and the follow-on Strategy post 2011/12 would continue to press for the reinstatement of the dedicated service as well as future investment for other infrastructure improvements on the Line, including the much needed improvements to Gatwick Station.

91. The Committee discussed at length the announcement and possible ways forward. The Committee recognised and appreciated the benefits the final Strategy would bring to the traveling public in the south of England, particularly between London and the south coast, but the majority of members reiterated their regret that the Strategy would result in the loss of parts of the current dedicated Gatwick Express service. The Committee supported the alternative proposal put forward by National Express and BAA and strongly advocated the need for continued negotiations to develop the implementation of the Strategy, taking into account as much of the National Express/BAA alternative proposal as was possible. The Committee also agreed that in the lead up to preparation of the next franchise bid in 2009 and the follow on RUS, the Government should continue to be pressed to reinstate the Gatwick Express service at the earliest possible time and to invest in the rail infrastructure on the line, including signalling and improvements to Gatwick Station.

92. It was agreed therefore that the Honorary Secretary, after liaison with the Chairman and Vice-Chairman, would write to the Secretary of State to express the Committee's concerns and views as set out above.

93. At the end of the meeting BAA issued a statement welcoming the publication of the RUS and that it was pleased that Strategy had taken account of its concerns, as well as those of the airlines, on the future of the Gatwick Express service. BAA looked forward to working with the DfT on the alternative proposal it had put forward with National Express and to reaching a speedy conclusion to the RUS.

PASSENGER SERVICES SUB-COMMITTEE

94. The Committee received a report from the Chairman of the Passenger Services Sub-Committee on the key issues discussed at its meeting on 15th December, 2005 (copy attached to the signed minutes).

95. Mr. Hall referred to the South Terminal Arrivals Extension project and the Sub-Committee's request for some seating to be provided in the baggage reclaim hall. He was pleased to report that BAA Gatwick had now installed some seats in the new extension.

96. The Committee noted the progress being made on the replacement of the inter terminal transit system and that there would be occasions when a coaching service would be provided during the course of the works. Disruption to the transit service would however be kept to a minimum. The project was due to commence at the end of September for completion by the end of March 2007. Dr. Ellis enquired about the dates when the transit was likely to be out of service. Mr. Griffiths would provide the dates when they had been decided.

AIRPORT MASTER PLAN - PROGRESS REPORT

97. Mr. Lockwood informed the Committee that there had been some adjustment to the timetable for the completion of the Master Plan document. BAA Gatwick wished to take full account in the Master Plan of the discussions it had with airlines during the "constructive engagement" process, which the airport operator is required to undertake as part of the CAA's review of airport charges. That process would continue until mid-2006. Mr. Lockwood advised that BAA Gatwick aimed to put the Master Plan document into the public domain via the website, around the middle of the year but emphasised that the final publication may be delayed until the findings of the pollution and surface access studies being undertaken at Heathrow were known. He would keep the Committee informed of the situation.

98. Mr. Lockwood also reported that BAA Gatwick was in the process of finalising a summary of the key points raised by respondents to the consultation. The summary would also include information about how the points raised were being addressed by BAA Gatwick in the final Master Plan document. It was hoped that the summary would be available for circulation by Easter. Some members expressed concern about the continued slippage in the timescale for publishing the final master plan document as well as the production of the summary of the responses received.

99. The Committee also considered a report by West Sussex County Council's Director for Environment and Development summarising the key points that emerged from the inception meeting between officers of BAA Gatwick, West Sussex County Council and Crawley Borough Council on the process for the negotiation on the extension of the 2001 legal agreement (copy attached to the signed minutes). The Committee was pleased to learn that it had been agreed that the negotiations would be described as leading to a "new" legal agreement rather than an extension or revision to the existing agreement and that the timeframe of the new agreement would be common with 2015 scenario for the airport. The Committee welcomed the aspiration of BAA Gatwick to sign

the new agreement within twelve months of the initiation of the detailed discussions (to conclude around spring 2007). The Committee was also pleased to note that it had been agreed that the new legal agreement would contain an obligation for annual monitoring and external audit.

100. BAA Gatwick, Crawley Borough Council and West Sussex County Council were thanked for continuing to keep the Committee informed of the progress.

CAA ECONOMIC REVIEWS OF BAA LONDON AIRPORTS

The Policy Issues Consultation Paper

101. The Committee considered a report by the Honorary Secretary outlining the policy issues being considered by the CAA in its five yearly review of airport charges and the suggested form of response (copy attached to the signed minutes). Members endorsed the single till approach and agreed the proposed response as set out in the report.

102. The Committee also noted the proposed set of criteria put forward by the CAA against which the CAA would decide the proportion of surface access costs that the airport operator could include in future airport charges. Members agreed that the proposed criteria were too complex and unnecessarily detailed and could reduce flexibility for BAA Gatwick in setting their charges. It was stressed however that the proportion of the charges relating to surface access costs needed to be ringed fenced to fund such schemes. It was agreed that this would be clarified in the Committee's response.

103. Resolved – That the comments raised above and those set out in the Honorary Secretary's report be agreed and submitted to the CAA as the Committee's response to the consultation.

Consultation on the Review of Standards and Rebates for Airports and the Aerodrome Congestion Proposals

104. The Committee considered a report by the Honorary Secretary summarising the consultation on the review of standards and rebates for Heathrow and Gatwick Airports and the proposals to introduce a rebate to airlines if the airport operator was responsible for causing flight delays and/or congestion at the airport (copy attached to the signed minutes).

105. Resolved – That:

- (1) the comments set out in the Honorary Secretary's report be agreed and submitted to the CAA in response to the consultation; and
- (2) BAA Gatwick be asked to ensure that the Consultative Committee be given the opportunity to input to the debate when agreeing the time periods over which performance is measured in respect of equipment critical to the movement passengers through the airport.

ANNUAL MONITORING REPORT

106. 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). The Chairman highlighted that since the process of monitoring the 144 Sustainable Development Strategy commitments began, 82% of the commitments were found to be on track or had been completed. This was an outstanding achievement and the Committee paid credit to BAA Gatwick, Crawley Borough Council and West Sussex County Council for their commitment and enthusiasm in ensuring the commitments were delivered.

107. Mrs. Howell advised that last year's audit had revealed that of the twenty-five commitments/obligations audited, eighteen were found to be on track to being achieved within the timeframe stipulated in the Sustainable Development Strategy. Four of the commitments audited were not however on track to be achieved within the timescale stipulated and three commitments were neither on track nor behind schedule. The independent consultants had therefore highlighted these seven commitments as requiring attention and had made recommendations to BAA Gatwick to improve the achievement of the objectives in a transparent way.

108. Reference was made to the commitments relating to flooding and air quality and the importance of continuing to address the impacts of airport growth on both these was emphasised. There was particular disappointment about the 1% increase in CO₂ emissions during the period monitored. The Committee emphasised the need to ensure that air quality as well as the impact of the airport's growth on climate change were addressed in the new legal agreement and airport master plan.

109. Reference was also made to the number comments that had been received this year from members of the committee following publication of the verified monitoring report. It was noted that the General Purposes Sub-Committee had considered a schedule of the comments received but it was not clear how these comments would be taken forward. Mrs. Howell advised that the Joint Gatwick Local Authorities were in the process of reviewing the commitments and the comments received from members would be considered as part of the process. The Committee asked to be kept informed on the outcome of that process and it was agreed that Mrs. Howell would compile a composite list of all the comments received along with the comments of the local authorities on how the issues identified were to be taken forward. A report would be made to the General Purposes Sub-Committee once this process had been completed.

110. Resolved – That:

- (1) the outcome of the monitoring process be noted;
- (2) the comments of the General Purposes Sub-Committee be endorsed;
- (3) BAA Gatwick, Crawley Borough Council and West Sussex County Council be urged to take forward the measures recommended by Casella Stanger;
- (4) Crawley Borough Council and West Sussex County Council be asked to keep the Consultative Committee informed of the outcome of their discussions with BAA Gatwick on the identified areas of concern as set out paragraph 4.3 of the Technical Advisers report; and
- (5) A further report be made to the General Purposes Sub-Committee.

FLIGHT EVALUATION UNIT

111. 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 12th December, 2005 (copy attached to the signed minutes).

112. It was highlighted to the Committee the Summer 2005 season had been the busiest period for a number of years with 97.7% of the movements limit and 91.7% of the quota count used. Dr. Ellis stressed the importance of BAA Gatwick keeping the DfT appraised of this usage.

113. Mr. Norman also drew the Committee's attention to the increase in the number of noise complaints from the Hever area in Kent. He reported that the FEU was conducting further trend analysis and the issues would be discussed more widely at NATMAG. The Chairman also advised that the Honorary Secretary had received a request from Hever Parish Council for the Committee to look into the matter. A report would be made to the Committee once the analysis was complete and had been considered by NATMAG and the General Purposes Sub-Committee.

DEFRA CONSULTATION – ENVIRONMENTAL NOISE DIRECTIVE DRAFT IMPLEMENTING REGULATIONS

114. The Committee noted that following consultation with the Chairman and Vice-Chairman of the Committee, the Honorary Secretary had responded to Defra's technical consultation on the draft implementing regulations to transpose the EU Environmental Noise Directive into English law (copy attached to the signed minutes). Members noted that the draft implementing regulations still did not clarify which Secretary of State would be the competent authority in respect of Gatwick. It was also noted that concern had been raised in respect of the duty being placed on the Secretary of State to publish guidance setting out limit values or other criteria for the identification of priorities for action plans. It had been highlighted that there was a need to ensure that there was no weakening of the limit values already established at airports or those set out in the Air Transport White Paper. The Committee endorsed the response.

CIVIL AVIATION BILL

115. The Committee noted the response from the Minister for Aviation, Mrs. Karen Buck, M.P, regarding the Committee's concerns about the proposal contained in the Civil Aviation Bill to give the Secretary of State the power to set a night noise quota without the need to set a night movements limit (copy attached to the signed minutes).

CRAWLEY BOROUGH COUNCIL DIRECTOR FOR ENVIRONMENT AND HOUSING'S REPORT

116. The report from 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 was noted (copy attached to the signed minutes). Mr. Hudson enquired about application for the de-icing recycling facility adjacent to the River Mole and the process for the recycling. BAA Gatwick would write to Mr. Hudson to clarify the process.

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

117. The Committee noted the dates of the next meetings of the Consultative Committee as follows: -

Passenger Services Sub-Committee

Thursday, 23rd February, 2006 at 2.00 p.m.

General Purposes Sub-Committee

Thursday, 30th March, 2006 at 10.00 a.m.

Consultative Committee

Thursday, 20th April, 2006 at 2.00 p.m. (N.B. re-arranged from 27th April, 2006)

CHAIRMAN