

GATWICK AIRPORT CONSULTATIVE COMMITTEE

Minutes of the meeting of the Consultative Committee held on 5<sup>th</sup> February, 2004.

Present:

Mr. P.W. Bryant (Chairman)

Mr. G. Blundell-Pound	-	International Air Carriers Association
Mr. D. Dewdney	-	West Sussex County Council
Mr. P. Feltham	-	CADIA
Mrs. K. Hammond	-	Surrey County Council
Mr. C. Hersey	-	Mid Sussex District Council
Mr. R.A. Jones (Substitute)	-	Burstow Parish Council
Mr. B. Kendall	-	Horley Town Council
Mrs. E. Kitchen	-	Horsham District Council
Mr. C. Lloyd	-	Crawley Borough Council
Mr. J. McCall	-	Environmental and Amenity Groups
Mr. D. Murdoch	-	Crawley Borough Council
Mrs. M. Myland	-	Tandridge District Council
Mrs. S. Parsons (Substitute)	-	ABTA
Lt. Col. Pemberton	-	West Sussex County Council
Mr. G. Pixley	-	Passenger Representative
Mrs. D. Ross-Tomlin	-	Reigate and Banstead Borough Council
Ms. C. Salmon (Substitute)	-	Mole Valley District Council
Mrs. E. Sampson	-	Surrey County Council
Mrs. H. Sewill	-	Charlwood Parish Council
Mr. A. Skudder	-	Crawley Borough Council
Mr. R. Thomas	-	East Sussex County Council
Mr. J. Woodward-Nutt	-	Consumers' Association

Also present:

Mr. R. Cato	-	Chairman and Managing Director, BAA Gatwick
Mr. P. Griffiths	-	Deputy Managing Director and Planning and Development Director, BAA Gatwick
Mrs. C. Nicholls	-	Communications Director, BAA Gatwick
Mr. T. Lockwood	-	Director of Planning and Environment, BAA Gatwick
Mr. P. Grindrod	-	Department for Transport
Mr. M. Kendall	-	Honorary Secretary
Mr. P. Welch	-	Deputy Honorary Secretary
Mrs. P. Street	-	Assistant Honorary Secretary

Apologies for absence were received from:

Mr. J. Brock, Mr. S. Buck, Dr. P. Ellis, Mr. B. Humphreys, Mr. J. Macdonald and Mr. N. Maltby.

## MINUTES

67. Resolved - That the minutes of the meeting held on 23<sup>rd</sup> October, 2003 be approved as a correct record and that they be signed by the Chairman.

### Ground Run Pen

68. The representative from Mole Valley District Council referred to the planning application for the Ground Run Pen (GRP) and highlighted concern about the specification for the structure. It was felt that more modern, higher specification, GRPs were available and BAA Gatwick should be encouraged to use the highest specification available to achieve a greater overall reduction in noise. The Chairman advised that this was an issue for consideration by Crawley Borough Council, the local planning authority. The representatives from Reigate and Banstead Borough Council and Horley Town Council asked to be included in the planning application consultation process.

### Operating Restrictions

69. Reference was made to minute no. 52 and the progress made by BAA plc to implement the new regulations for introducing operating restrictions on certain aircraft at aerodromes. Mr. Lockwood reported that due to the implications for BAA plc arising from the Government's White Paper, taking forward the operating restrictions regulations had yet to be progressed. The Committee urged BAA to make a decision on this at the earliest possible time as opportunities would be missed to influence the types of aircraft used by new airlines and services operating at Gatwick. Mr. Cato noted the Committee's concern and added that in the meantime amendments had been made to the airport charges in relation to Chapter 3 aircraft.

### Access for Persons with Reduced Mobility

70. With regard to minute no. 63, proposals were currently being considered by the EU for persons with reduced mobility (PRMs). Mr. Pixley referred to the recent announcement by Ryanair to appeal against the judgment in relation to charging for wheelchair assistance. BAA Stansted had also been implicated in the case. Mr. Pixley asked whether, in the event of Ryanair's appeal being successful, BAA Gatwick had a contingency plan to provide assistance for PRMs. Mr. Cato advised that BAA Gatwick had previously tried to introduce an assistance service on behalf of the airlines, but was not pursued as not all airlines supported the initiative. It was possible that a similar scheme could be resurrected.

### General Purposes Sub-Committee

71. Resolved - That the draft minutes of the General Purposes Sub-Committee held on 8<sup>th</sup> January, 2004 be received and noted (copy attached to the signed minutes).

## AIRPORT COMMENTARY

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

### Emissions Charging Scheme

73. Mr. Cato reported that from April, 2004 BAA Gatwick hoped to introduce a revenue neutral aircraft emission charge. BAA Gatwick was still in discussion with the airlines over the implementation and effects of the scheme and a decision would be made in February.

### River Mole Pollution Incident

74. The Committee was informed that BAA Gatwick had been fined £30,000 following a court case concerning a pollution spill affecting the River Mole. BAA Gatwick had admitted the mistake when a chemical detergent used to remove rubber from the runway inadvertently entered one of the balancing ponds and drained into the river killing fish stock. It was an isolated case and measures had already been implemented to prevent a similar incident occurring in the future.

### M23 Junction 9 Roadworks

75. Mr. Cato informed the Committee of his discussions with the Highways Agency regarding the timing of the bridge strengthening works at M23/A23 Interchange. Works were scheduled to commence in March and major disruption to traffic in the local area was expected, particularly for M23 southbound traffic. BAA Gatwick had referred the matter to the highest level at the Highways Agency as the disruption to traffic in the run up to the busy Easter period was of significant concern to BAA Gatwick. Although the majority of the work would be carried out during the night period (2200-0500 hours), the airport's early morning peak began around 0400 hours. The Committee shared BAA Gatwick's concerns and hoped that a solution could be found to ease the disruption to traffic. There was also a need for BAA Gatwick to liaise with West Sussex County Council on the timing of Phase 3 of Fastway.

## LONDON TO BRIGHTON MAINLINE ROUTE UTILISATION STRATEGY PRESENTATION BY THE STRATEGIC RAIL AUTHORITY

76. Mr. Edward O'Loughlin, Rail Planning Manager, Strategic Rail Authority (SRA) gave a presentation on the programme of work for London Brighton Mainline Route Utilisation Strategy and the conclusions so far (a copy of the presentation slides is attached to the signed minutes). Mr. O'Loughlin explained that new infrastructure was very expensive and, as there were insufficient funds, significant upgrades could not be delivered for many years. Route Utilisation Strategies (RUSs) would therefore provide a statement of priorities to make better use of existing capacity over a 5-10 years period.

77. The RUS would cover a number of routes including Brighton to Victoria and London Bridge. The main conclusions arising from the Brighton Mainline study has revealed that Victoria, East Croydon and Gatwick Airport were significant constraints on

punctuality. To address this there needed to be greater standardisation of paths running to a clockface timetable, a reduction in the number of crossing moves (the Gatwick Express was given as an example), and the power supply upgrade project. Overcrowding was also a significant and crucial issue on this very busy route, particularly in the peak hours. The SRA would therefore be looking to increase the length of trains and to better utilise the running standard paths more frequently with, where possible, a wider range of destinations.

78. The SRA was aware of the importance of Gatwick Airport on the line, and of BAA Gatwick's 40% public transport target. Mr. O'Loughlin stressed however that the purpose of the RUS was to ensure delivery of schemes to improve the current situation and to make best use of the existing infrastructure. Consultation on the draft RUS would commence in Spring 2004 and a 3 months period for responses would be given. Discussions with stakeholders would also continue throughout the period of the consultation. The final document would be issued later in the year with implementation by December 2005

79. Mr. Cato advised that the SRA had a very difficult task given the budget constraints to try and improve performance and capacity with the existing infrastructure. BAA Gatwick had been involved in stakeholders meetings with the SRA, but he had serious concerns about some of the options being considered. BAA would be writing to the Chairman of the SRA stressing the need to retain a dedicated, premium service for air passengers, the need for improved east/west links, early morning and late evening services to and from the south coast, improvements to Lewes/Eastbourne and the Arun Valley/West Coastway lines and resisting the suggestion that the Gatwick Express service should serve a destination further south.

80. The Committee expressed its disappointment at the lack of significant Government investment in the railways and that the SRA was not considering major upgrades for this very busy route. The Committee also shared BAA Gatwick's concerns and requested the SRA to view the airport management as a major stakeholder. Members were anxious about the way in which the SRA would try to resolve the capacity constraints at Victoria/East Croydon and Gatwick and sought assurances that the current number of services/trains serving Gatwick would not be reduced. It was also crucial that the integrity of the Gatwick Express was not diminished and that dedicated platforms for this service should be retained at both Victoria and Gatwick. It was accepted however that track crossing movements needed to be reduced but, at Gatwick, this should be addressed along with the vertical access to platforms 3/4 and 5/6. Members also emphasised the importance of improved services on the North Downs line and Coastway services.

81. Mr. O'Loughlin assured the Committee that there was currently no suggestion to reduce services to Gatwick Airport but there was a need to address the capacity constraints at Victoria/East Croydon and Gatwick. The SRA would be looking at the Coastway and North Downs services in detail over the coming months and proposals would be subject to consultation later in the summer.

82. The Chairman thanked Mr. O'Loughlin for presentation and requested that the Consultative Committee be included on the list of consultees for the draft RUS consultation.

## "THE FUTURE OF AIR TRANSPORT" WHITE PAPER

83. The Committee considered a report by the Honorary Secretary summarising the content of the Air Transport White Paper and what it meant for Gatwick (copy attached to the signed minutes). The Committee also considered a report by BAA Gatwick on the White Paper's strategy for runway capacity in the South East, BAA plc's intentions for its London airports and the implications for Gatwick (copy attached to the signed minutes). The Committee welcomed the Government's decision to honour the 1979 legal agreement preventing the construction of a second runway at Gatwick until 2019. Members also welcomed the Government's decision to firmly reject the northern runway option at Gatwick and the statement that it did not support any other proposals for alternative locations put forward during the consultation process.

84. Mr. Cato highlighted the challenges ahead for Gatwick. The possibility of a limited mixed mode runway operation at Heathrow would have an early impact on Gatwick as it was likely that some of Gatwick's scheduled traffic would transfer to Heathrow. The next challenge would be when the new runway at Stansted was opened around 2011/2012.

85. Mr. Cato also advised that BAA Gatwick was required to take steps to safeguard land at Gatwick for a southern wide-spaced runway. The safeguarding of areas of land would however need to remain in place until Heathrow had been granted planning permission for a new runway. BAA Gatwick was currently considering how best to investigate and define the safeguarding requirements both in terms of identifying an indicative airport boundary and the safeguarding for the runway's actual operation (e.g. potentially restricting the height of taller buildings beyond the airport boundary).

86. The Committee enquired as to the procedure leading up to the production of a safeguarding map and was surprised that the onus had been left entirely to the airport operator to produce. Mr. Grindrod confirmed that the White Paper had asked the airport operator to take steps to update the airport safeguarding map and noted the point made by the Committee on the process. Mr. Cato would report further on the process when more details were known.

87. BAA Gatwick was also required to update its Master Plan in 2004. This task would take approximately a year to complete and would also dovetail into the review of the Sustainable Development Strategy. The main focus of the master plan would be on a single runway, two terminal airport in 2015 under scenarios where, firstly, runway capacity in the South East has been supplemented by a second Stansted runway and, secondly, where Heathrow's existing runways have also been opened up for mixed mode operation. The Master Plan would also identify indicative land use plans for 2030 based on scenarios with Gatwick remaining a single runway airport (a third runway having been built at Heathrow) and with a second runway (i.e. built instead of a Heathrow runway)

88. Members noted the timetable for updating the Master Plan and the review of the Sustainable Development Strategy and hoped that at the same time BAA Gatwick would take steps to extend the 2001 legal agreement to underpin some of the revised airport commitments. This would provide some assurance to the local communities around the airport that BAA Gatwick would continue to address and minimise a number of the environmental impacts of future growth. The Chairman advised that there was provision in

the 2001 agreement encouraging the parties to consider extending the life of the agreement.

89. Mr. Cato also advised that BAA Gatwick would be working with NATS and the airlines to improve the efficiency of use of the existing runway. One objective was to seek to increase the number of slots between 0600 and 0900 hours.

90. As regards blight, Mr. Cato stressed that this was being addressed as a matter of priority by BAA plc and it was hoped that an announcement could soon be made on how the issue will be addressed at Gatwick. The Committee welcomed the priority BAA had given to addressing blight and asked to be kept informed at the earliest possible time.

91. The Committee thanked Mr. Cato for clearly setting out BAA Gatwick's intentions for handling the various aspects of the White Paper and agreed that all parties needed to work together to secure Gatwick's future taking into account both the environmental concerns and the needs of the airlines and businesses. The Chairman added that there were a number of issues to be taken forward by BAA Gatwick and Mr. Cato had offered to host a seminar for the Committee at an appropriate time when more details were available. This was welcomed by the Committee.

92. Lt. Col. Pemberton drew attention to the discussion which had taken place at a recent meeting of the South East England Regional Assembly's Regional Planning Committee and which had resulted in a resolution that "subject to further study and review of impact, the Assembly should support consideration of a second runway at Gatwick in preference to a third runway at Heathrow after 2020". He suggested that the Committee might like to express its concern about this resolution and should confirm that, notwithstanding the uncertainty and potential blight at Gatwick, the Committee would be working with BAA Gatwick to secure a sustainable future for Gatwick within the framework of the White Paper. The majority supported this view.

93. Resolved -

- (1) That the Government's decision to honour the 1979 legal agreement be welcomed;
- (2) That BAA Gatwick be invited to address the Committee at a future date to provide more detailed comments on the implications of the White Paper in respect of Gatwick, particularly for the long term.
- (3) That BAA Gatwick be asked to report to the Committee at the earliest possible time the area of land around the airport it intends to safeguard for the possible construction of a wide-spaced southern runway and the process involved to produce the formal safeguarding map;
- (4) That DfT be invited to keep the Committee fully informed of the progress being made on the air quality problems at Heathrow at regular intervals;
- (5) That BAA plc be urged to develop and bring forward a voluntary scheme to address blight as a matter of urgency;

- (6) That BAA Gatwick be asked to report on the progress and details of its noise insulation scheme at the earliest possible time;
- (7) That the Committee expresses its concern that the Government has not given any commitment to ensure the delivery of surface access schemes required to accommodate the growth and expansion of airports.
- (8) That the Honorary Secretary writes to SEERA in accordance with the views expressed in minute no. 92 above.

#### GUIDELINES FOR AIRPORT CONSULTATIVE COMMITTEES

94. The Committee considered a report by the Honorary Secretary giving details of the new guidelines for airport consultative committees issued by the Government on 16<sup>th</sup> December, 2003 (copy attached to the signed minutes). The Deputy Honorary Secretary advised that the DfT's new guidelines aimed to promote good practice but were not intended to be prescriptive. In the light of the new guidance, it was felt appropriate to revise wording the Committee's current terms of reference to reflect the wider range of issues now considered by the Committee. The Honorary Secretary would report on the revised terms of reference to the next meeting of the Committee following further discussion with BAA Gatwick.

95. Reference was made to the comments of the General Purposes Sub-Committee regarding public access to meetings of the Consultative Committee. Some members felt that consideration should again be given to allowing public to attend and observe the proceedings of the Committee. It was agreed that this aspect would be re-examined.

96. Resolved -

- (1) That the guidelines be received and noted;
- (2) That the three points listed in paragraph 2.4 of the Honorary Secretary's report be adopted and incorporated into the Committee's terms of reference;
- (3) That members of the Committee encourage their respective organisations to provide a hyperlink to the Gatwick webpage;
- (4) That further consideration be given to the issue of public access at meetings of the Committee; and
- (5) That the Honorary Secretary reports on the revisions to the terms of reference to the next meeting of the Sub-Committee following further discussion with BAA Gatwick.

BAA GATWICK'S TRANSPORT STRATEGY REVIEW  
CONSULTATION DRAFT 2004-2012

97. The Committee considered a report by the Honorary Secretary summarising the changes being proposed by BAA Gatwick to its Transport Strategy (copy attached to the signed minutes). Members noted that in the light of the requirements of Air Transport White Paper for airport operators to update their airport master plans to 2015, BAA Gatwick felt that the Transport Strategy should be prepared to cover the same time period. This might have implications for some of the demand modelling work. The consultation period had therefore been extended until 31<sup>st</sup> March, 2004. Mr. Lockwood advised however that consideration was again being given to extend the consultation period further to allow time for the implications of the White Paper and the update of the airport master plan to be examined and taken into account in the Transport Strategy. The Consultative Committee would be informed as soon as possible.

98. The Committee generally supported the initial comments set out in the Honorary Secretary's report. BAA Gatwick's continued commitment to the 40% modal split target and the proposed corridor targets was particularly welcomed although some members emphasised the need not to overlook access from rural areas. There was some concern about the amount of investment needed by BAA Gatwick and other public transport providers to enable Gatwick to be promoted as a multi-modal transport interchange as the facilities first needed to be of an appropriate scale, capacity and quality to fulfil that role. Mr. Pixley stressed however that pursuing the 40% modal split target should not be at any cost as without appropriate funding for railways and other public transport connections it would be detrimental to the air passenger.

99. The Committee supported BAA Gatwick's proposal to restrict the issue of staff car parking permits if there were adequate public transport services available from the area where they live, particularly if staff live in the vicinity of Fastway services. It was also felt that more airport companies should be encouraged to recognise the environmental benefits of developing company travel plans.

100. Resolved -

- (1) That BAA Gatwick be asked to keep the Committee informed and consulted on the car parking section of the Transport Strategy when available;
- (2) That, with the exception of the comments on the proposal to restrict staff car parking permits, the initial comments as set out in the Honorary Secretary's report be endorsed;
- (3) That the General Purposes Sub-Committee be authorised to agree the response to the Transport Strategy consultation on behalf of the Consultative Committee.

PASSENGER SERVICES SUB-COMMITTEE

101. Mr. Pixley presented his report of the last meeting of the Passenger Services Sub-Committee held on 6<sup>th</sup> December, 2003 (copy attached to the signed minutes). He

emphasised that despite some improvement, the Sub-Committee remained concerned about ground handling performance.

102. Mr. Pixley was pleased to report that the Sub-Committee had worked closely with BAA Gatwick on the re-design of the passenger feedback card which was now a much improved design. He wished to express particular thanks to Antony Merlyn, BAA Gatwick's Service Development Manager, in helping to bring this issue to a satisfactory conclusion. The re-designed card was to be trialled at Gatwick during February.

#### AIR QUALITY SEMINAR

103. Members thanked BAA Gatwick for hosting the Air Quality seminar on 13<sup>th</sup> November, 2003 which was a good first step in broadening members' understanding of air quality issues at Gatwick. The Chairman advised members that BAA Gatwick had agreed in principle to host a follow up seminar at an appropriate time later in 2004 to explore further the progress being made on addressing air quality and the predictions for the future.

#### FLIGHT EVALUATION UNIT COMMENTARY

104. 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 Group's (NATMAG) meeting on 8<sup>th</sup> December, 2003 (copy attached to the signed minutes).

#### NIGHT FLYING RESTRICTIONS AT HEATHROW, GATWICK AND STANSTED AIRPORTS

105. The Committee noted a DfT press release and statement given by Tony McNulty MP., Aviation Minister, on 15<sup>th</sup> January, 2004 announcing that the existing night flying restrictions at Heathrow, Gatwick and Stansted Airports will continue for a further year until 30<sup>th</sup> October, 2005 (copy attached to the signed minutes). The Committee also noted that the DfT was to hold a cross interest one-day forum on 27<sup>th</sup> February to discuss the night flights regime before the DfT put forward proposals for consultation. Mrs. Hilary Sewill would represent the Consultative Committee at the Forum.

#### GROUND NOISE

106. The Committee received and noted the minutes of the Ground Noise Committee held on 8<sup>th</sup> December, 2003 (copy attached to the signed minutes). The Ground Noise Committee had received an update on the various monitoring report commitments and a more detailed action plan produced (copy also attached to the signed minutes). Members also noted that opportunities for the preferential use of stands in the night period would be investigated and considered further by the Committee.

CRAWLEY BOROUGH COUNCIL DIRECTOR FOR ENVIRONMENT AND HOUSING'S REPORT

107. The Committee considered a 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 (copy attached to the signed minutes).

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

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

Passenger Services Sub-Committee – Thursday 26<sup>th</sup> February, 2004 at 2.00 p.m.

General Purposes Sub-Committee - Thursday, 25<sup>th</sup> March, 2004 at 10.00 a.m.

Consultative Committee – Thursday, 22<sup>nd</sup> April, 2004 at 2.00 p.m.

CHAIRMAN