

GATWICK AIRPORT CONSULTATIVE COMMITTEE

Minutes of the Meeting of the Consultative Committee held on 13th July, 2006.

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

Mr. P. Barclay	-	Environmental and Amenities Group
Mr. K. Blake	-	Crawley Borough Council
Mr. K. Brockwell (substitute)	-	Crawley Borough Council
Mr. G. Blundell-Pound	-	International Air Carriers' Association
Mrs. C. Denman	-	Crawley Borough Council
Dr. P. Ellis	-	British Air Transport Association
Dr. J. Godfrey	-	Chairman Designate
Mr. P. Hall	-	Passenger Representative
Mrs. K. Hammond	-	Surrey County Council
Mr. C. Hersey	-	Mid Sussex District Council
Mr. M. Hudson (substitute)	-	London Chamber of Commerce and Industry
Mr. R. Jones	-	Tandridge District Council
Mr. J. Kendall	-	Horley Town Council
Mrs. E. Kitchen	-	Horsham District Council
Mr. G. Larcombe	-	Horley and District Chamber of Commerce
Mrs. M. Myland	-	Surrey County Council
Lt. Col. T. Pemberton	-	West Sussex County Council
Mr. E. Redfern	-	ABTA
Mrs. D. Ross-Tomlin	-	Reigate and Bansted Borough Council
Mrs. H. Sewill	-	Charlwood Parish Council
Mr. J. Taylor	-	CADIA
Mr. R. Thomas	-	East Sussex County Council
Mr. D. Webb (substitute)	-	Mole Valley District Council
Mr. J. Woodward-Nutt	-	WHICH?

Also present:

Mr. M. Riley – Deputy Managing Director, BAA Gatwick  
Mr. T. Lockwood – Director of Planning and Environment, BAA Gatwick  
Mr. M. Kendall – Honorary Secretary  
Mrs. R. Howell – Technical Adviser  
Mrs. P. Street – Assistant Secretary

Apologies for absence were received from: Mr. W. Acraman, Mr. J. Brock, Mr. I. Irvine, Mr. N. Maltby, Mr. V. Saunders and Ms. A. Huston.

DR. JOHN GODFREY, CHAIRMAN DESIGNATE

1. The Committee welcomed Dr. John Godfrey to his first meeting of the Committee as Chairman Designate. Dr. Godfrey would succeed Mr. Peter Bryant upon his retirement in summer 2007.

MR. MATHEW RILEY, BUSINESS DEVELOPMENT DIRECTOR AND DEPUTY MANAGING DIRECTOR, BAA GATWICK

2. The Committee also welcomed Mr. Riley, BAA Gatwick's newly appointed Business Development Director and Deputy Managing Director. Mr. Riley explained his role within the airport company and that he was currently Acting Managing Director while Mr. Paul Griffiths was on leave from the business to spend time with his terminally ill son. The Chairman would, on behalf of the Committee, write to Mr. Griffiths.

## MEMBERSHIP OF THE COMMITTEE

3. The Committee noted its new membership, the constitution and terms of reference of the Committee and its Sub-Committee (copy attached to the signed minutes).

## MINUTES

4. Resolved – That the minutes of the meeting held on 20th April, 2006 be approved as a correct record and that they be signed by the Chairman.

### General Purposes Sub-Committee

5. The Committee noted the unconfirmed minutes of the meeting of the General Purposes Sub-Committee held on 15th June, 2006 (copy attached to the signed minutes).

### Local Air Quality Monitoring

6. Mrs. Ross-Tomlin referred to minute nos. 130 to 136 of the Sub-Committee meeting. She thanked the Sub-Committee for agreeing to look formally at the results of the local air quality monitoring undertaken by Reigate and Banstead Borough Council and BAA Gatwick formally on a six monthly basis. Mrs. Ross-Tomlin also raised detailed matters which were still of concern to the Borough Council. The Chairman asked her to set these out in a letter to him.

## APPOINTMENT OF VICE-CHAIRMAN

7. Resolved – That Mrs. H. Sewill be appointed as Vice-Chairman of the Committee for the ensuing year.

## APPOINTMENT OF SUB-COMMITTEES

8. Resolved – That the following members be appointed to serve on the respective Sub-Committees, the Noise and Track Monitoring Advisory Group and the Ground Noise Committee for the ensuing year. The Chairman and Vice-Chairman were ex-officio members of each of the Sub-Committees and the Advisory Group and Ground Noise Committee.

### General Purposes Sub-Committee

Mr. Bryant (Chairman), Mr. Acraman (West Sussex County Council), Mrs. Kitchen (Horsham District Council), Mr. Barclay (Environmental and Amenities Group), Mr. Maltby (Mole Valley District Council), Mr. Taylor (CADIA), Mrs. Denman (Crawley Borough Council), Mr. Hobbs (Passenger Representative), Mrs. Hammond (Surrey County Council), Mrs. Sewill (Vice-Chairman), Vacancy (International Air Transport Association) and Dr. Ellis (British Air Transport Association).

### Passenger Services Sub-Committee

Mr. Bryant, Mrs. Sewill, Mr. Redfern and Mr. Woodward-Nutt.

It was also noted that the following passenger representatives, appointed by BAA Gatwick also serve on the Sub-Committee:-

Mr. Bone, Mrs. Curle, Mr. Gibbs, Mr. Hall, Mr. Hobbs, Mrs. Keane, Mrs. Langtry-White, Mrs. Marsh, Mr. R. Saunders, Mr. Tarr and Mrs. Vickers.

Noise and Track Monitoring Advisory Group (NATMAG)

Mr. Bryant, Mrs. Sewill, Mr. Acraman, Mrs. Kitchen and Mr. Jones.

Ground Noise Committee

Mr. Bryant, Mrs. Sewill, Mr. Acraman, Mrs. Kitchen and Mr. Jones.

ACQUISITION OF BAA PLC BY AIRPORT DEVELOPMENT AND INVESTMENT LIMITED

9. The Committee considered a report by the Honorary Secretary informing members of the acquisition of BAA plc by Airport Development and Investment Limited (ADI) (copy attached to the signed minutes). Members noted that the details provided in the report were based on information contained in the Final Recommended Offer document of ADI's plans for the BAA business. Members were pleased to note that ADI's aim was to maximise BAA's operational and financial efficiency while also focusing on security, safety, good airline and passenger service and environmental issues. Members were also pleased to note that another area of focus for ADI was the approach to user and other stakeholder relations. Members stressed however the importance of ADI continuing to consult and involve local communities around the airport on changes at the airport and its future development. The Committee also stressed the importance of the new owner continuing to have an open and constructive dialogue with the Committee particularly in respect of delivering the commitments given in the Sustainable Development Strategy and the positive approach being given to the review of the commitments and the signing of a new legal agreement to accompany the airport master plan document.

10. Mr. Riley informed the Committee that it had recently been announced that Mike Clasper, BAA Chief Executive, had stood down with immediate effect and replaced by Mr. Steven Nelson, currently the Retail Director at BAA plc. He also advised that for the foreseeable future the BAA name would be retained. He also reassured the Committee that ADI was very much interested in the long term investment in airport infrastructure and that it wished to invest and maintain the current BAA UK airports group and it was business as usual.

OFFICE OF FAIR TRADING – MARKET STUDY OF UK AIRPORTS

11. The Committee considered a report by the Honorary Secretary providing details of the announcement by the Office of Fair Trading (OFT) that it was to conduct a market study of UK airports (copy attached to the signed minutes). Of particular concern to the Committee was the suggestion of enhanced competition between airports or enhanced competition within airports via the divestment or long term lease of terminals or runways within an airport. The Committee expressed its unanimous opposition to the introduction of competition between terminals particularly in respect of the impact this would have on the operational integrity and efficiency of the airport, the need to coordinate capacity within the airport and management and monitoring of the airport's sustainability and environmental targets.

12. In respect of competition between airports, although this issue had not been considered in detail for some time the majority of the Committee wished to reiterate its opposition to the break up of the BAA London airports as there were many benefits in operating a coordinated London airports system particularly as such a system encouraged the airports to maximise the use of their existing capacities. Dr. Ellis

advised that BATA's view was still unknown as the airlines were waiting for more information particularly in relation to BAA's submission to the CAA on the constructive engagement process. He therefore expressed caution in submitting comments on the break up of the BAA group at this stage.

13. Resolved – That:

- (1) The Consultative Committee reminds the Office of Fair Trading that it is opposed to the break up and creation of competition between the BAA airports;
- (2) The Consultative Committee opposes the introduction of competition between terminals for the reasons set out in paragraph 4.4 of the Honorary Secretary's report; and
- (3) That the Honorary Secretary submits the views of the Consultative Committee as set out above and in the Honorary Secretary's report to the Office of Fair Trading.

#### AIRPORT COMMENTARY

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

#### Traffic Growth

15. Mr. Riley was pleased to report that traffic had grown by 6.1% compared with the same period the previous year and that Gatwick was now handling around 33 million passengers per annum. He also advised that BAA Gatwick was entering the busy summer peak season and resources were in place to manage the forecast passenger flows.

#### Corporate Responsibility Report 2005/2006

16. Mr. Riley informed the Committee that BAA Gatwick had launched its corporate responsibility website which gave details of its Corporate Responsibility Report for 2005/2006. Members noted that although BAA Gatwick had met targets for water quality, surface transport and waste reduction and recycling, some areas of performance had been disappointing, most notably in the clean vehicles programme and noise targets. Some members commented on the inward looking approach to the activities at the airport and sought reassurances from BAA Gatwick that they continued to nurture and care for the surrounding environment and endeavoured to reduce the airport's impact on local communities. In particular, members highlighted the need for BAA Gatwick to report on the CO<sub>2</sub> emissions in relation to traffic growth at the airport and the impact this had on climate change. Mr. Riley reassured the Committee that BAA Gatwick took environmental and climate change issues very seriously and was currently looking at ways of how to address the under performance in its environmental targets.

#### Noise and Track Keeping Website

17. The Committee was pleased to note that BAA Gatwick's planned launch at the end of the summer a noise and track keeping website. This would enable local communities and those affected by aircraft noise to access information about track keeping that was currently only available from the Flight Evaluation Unit. This was welcomed by the Committee.

### Noise Insulation Scheme

18. The Committee noted that BAA Gatwick was currently assessing the impact of the Government's new night flying regime and that it hoped to publish the proposed noise insulation scheme for Gatwick in the late summer.

### Meet the Buyers' Event

19. Mr. Taylor congratulated BAA Gatwick on hosting a successful Meet the Buyers' Event which was held on 29th June. He stressed the importance of this event which benefited not only businesses at the airport but a whole range of other businesses in the region.

### Changes to BAA Director's Team

20. Mr. Riley was pleased to announce the appointment of Mr. David Stretch as BAA Gatwick's new Communications Director. Mr. Stretch was currently Managing Director of the Gatwick Express, part of the National Express Group, and was previously responsible for the group's bus operations in Australia. Mr. Stretch would join BAA Gatwick on 31st July.

### BAA GATWICK'S INVESTMENT PLAN

#### Constructive Engagement – BAA Consultation on Interim Results

21. The Committee noted that after consultation with the Chairman, Vice-Chairman and Chairman of the Passenger Services Sub-Committee, a response had been submitted to BAA in respect of its consultation on the interim results of the Constructive Engagement Process (copy attached to the signed minutes). The Committee endorsed the response.

### AIRPORT MASTER PLAN

22. Mr. Lockwood informed the Committee that due to the recent acquisition of BAA plc and the OFT Market Study of UK Airports, progress on the preparation of the final master plan document had been affected. It was hoped however that the final master plan document would be completed by the end of August/early September. Work had progressed on producing the aircraft noise forecasts to 2015 and this had revealed that the 2015 forecast contours would be very close to the 40 million passengers per annum scenario in 2008. The new forecast contours would be incorporated into the final airport master plan document.

### PASSENGER SERVICES SUB-COMMITTEE

23. The Committee received a report from the Chairman of the Passenger Services Sub-Committee on the key issues discussed at its meeting on 18th May, 2006 (copy attached to the signed minutes). Mr. Hall highlighted that in addition to the key areas covered in his report, the Sub-Committee had considered in detail BAA Gatwick's summer plan for customer service, the plans put in place to handle the additional traffic generated by the World Cup in Germany and the handling agents' re-licensing process. He also highlighted many areas of improvements made for passengers such as e-check-in, the trial on the scheme to provide services for persons with reduced mobility, plans for the new transit, the toilet refurbishment programme and the South Terminal's arrivals area. He paid tribute to the volunteers of the Sub-Committee who devoted much time to the monitoring and assessment of airport facilities and their input to airport management plans.

24. The Committee thanked Mr. Hall for his positive report. Members suggested that for the next annual tour of the airport the opportunity be given to the Committee to experience first hand the facilities within the terminal buildings. BAA Gatwick noted this request.

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

25. The Committee considered a report by the Honorary Secretary summarising the Secretary of State's decision on the next night flying regime to apply at Heathrow, Gatwick and Stansted Airports from October 2006 until October 2012 (copy attached to the signed minutes). Members noted the new movements limits and noise quotas for both the summer and winter seasons and were pleased that the overhead for the winter season had been addressed. The Committee particularly welcomed the ban on scheduling QC4 aircraft in the night quota period but expressed disappointment that the DfT had not taken the opportunity to raise the departure noise limits to put further pressure on airlines to operate aircraft in the quietest possible way.

26. Dr. Ellis advised that the airlines had considered the DfT's announcement as a balanced approach in that the noise quotas and movements limits had been adjusted from those proposed to reflect the representations from the airlines community.

27. Reference was made to the Civil Aviation Bill currently before Parliament and it was highlighted to members that, if enacted, the Secretary of State would have the power to impose operating restrictions which did not include a movements limit. Any proposal to change the actual basis for operating restrictions would be the subject of a separate consultation, and if this was the case, would relate to proposals for the next night flights regime beyond 2012.

28. Members commented on the development of the residential noise insulation scheme at Gatwick. Members were concerned that the noise contour being used to define the boundary of the scheme only affected a small number of properties. Members therefore urged BAA Gatwick to consider the use of a wider noise contour to define the boundary of the noise insulation scheme before proposals were brought forward for consultation.

29. Resolved – That:

- (1) BAA Gatwick be urged to review the charging structure for noise fines as soon as possible in order to provide a continuing incentive to airlines to minimise departures noise;
- (2) BAA Gatwick be urged to bring forward for consultation its proposals for a residential noise insulation scheme; and
- (3) BAA Gatwick's Noise and Track Keeping Advisory Group be asked to consider the way in which the ban on the scheduling of QC4 aircraft in the night quota period can be monitored to ensure that scheduled QC4 aircraft are not operated unnecessarily in the night period.

#### FLIGHT EVALUATION UNIT COMMENTARY

30. 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 Meeting held on 22nd May, 2006 (copy attached to the signed minutes). Members noted that BAA Gatwick continued to make progress in relation to track keeping which showed a 3%

reduction in the total number of deviations in 2005/2006 despite an increase in the total number of departures at the airport.

31. As regards the achievement of continuous descent approach (CDA), BAA Gatwick highlighted that the reason for the disappointing results for the night time CDA during 2005/2006 was related to the prolonged use of the northern runway during the busy summer months and the below average performance of a number of new operators during the winter season. The issue of non-achievement of CDA by operators was being addressed through FLOP-C.

32. Members were also pleased to note that following the recent increase in calls from areas around Hever in Kent, BAA Gatwick had attended the meeting of Hever Parish Council to provide a better understanding of the issues and what had been revealed by their analysis of the complaints. It was noted that there had been an increase in aircraft below a particular height in the area and BAA Gatwick was currently considering how best to address this issue.

33. BAA Gatwick also reported that it had held, the previous day, a workshop for members of NATMAG to discuss the new noise and track keeping system, how best to use data available from the system and the issues that need to be addressed in order to give a clearer understanding of the community issues and how these needed to be addressed. Mr. Jones advised that the workshop had been a worthwhile event and a greater understanding of the issues and how they are being addressed was portrayed. Members were most encouraged by the willingness of the airline community to operate aircraft responsibly and to continue to educate new pilots and new airlines operating at the airport in best flying practices.

#### GATWICK AIRPORT ANNUAL MONITORING REPORT 2005/2006

34. The Committee considered a report by the Honorary Secretary giving details of the consultation by Crawley Borough Council and West Sussex County Council on the selection of items to be put forward by independent verification (copy attached to the signed minutes). It was noted that the General Purposes Sub-Committee had considered the draft annual monitoring report together with a list of 18 suggested items for possible independent verification prepared by the Gatwick Officers' Group. Members were pleased to note that the ten items suggested by the Sub-Committee had been adopted by Crawley Borough Council and West Sussex County Council and had now been put forward to the Independent Environmental Consultant for verification.

35. Resolved – That:

- (1) The Consultative Committee welcomes both the draft Annual Monitoring Report and the opportunity to assist in the selection of commitments, targets and obligations for independent external verification; and
- (2) BAA Gatwick, West Sussex County Council and Crawley Borough Council; keep the Consultative Committee informed of the outcome of the verification process.

#### CRAWLEY BOROUGH LOCAL DEVELOPMENT FRAMEWORK – CORE STRATEGY DOCUMENT

36. The Committee considered a paper by the Honorary Secretary summarising the objectives and policies of Crawley Borough Council's core strategy document insofar as it related to Gatwick Airport (copy attached to the signed minutes).

37. The Committee noted that the core strategy document supported the continued growth of Gatwick as a one runway, two terminal airport. It also recognised the

potential impacts arising from any increase in the airport's capacity beyond 40 million passengers per annum and that these would be addressed in a new supplementary planning document to be published for consultation once final airport master plan was issued. Members were also assured to note that the Borough Council had addressed the uncertainty over the long term future of Gatwick and had put forward a policy preventing development within the area of land to be safeguarded for a wide space second runway as indicated in BAA Gatwick's outline master plan.

38. Members were concerned to note however that there was no specific overarching policy in the core strategy document to prevent residential and noise sensitive uses development in areas around the airport subjected to unacceptable actual and predicted levels of aircraft noise. The Committee therefore agreed to raise this issue in the response to Crawley Borough Council.

39. Resolved – That:

- (1) The Consultative Committee welcomes the policies for Gatwick Airport as set out in Chapter 8 of Crawley Borough Council's Core Strategy Document;
- (2) That Crawley Borough Council be asked to revise the Core Strategy Document to include a specific overarching policy to prevent residential and noise sensitive uses development in areas around the airport subjected to unacceptable actual and predicted levels of aircraft noise; and
- (3) Crawley Borough Council be asked to consult the Consultative Committee on the content of the draft supplementary planning document.

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

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

#### BRIGHTON MAINLINE ROUTE UTILISATION STRATEGY – GATWICK EXPRESS

41. The Committee noted a briefing note provided by the Rail Division of the DfT providing an update on the consideration of the proposals for the Gatwick Express service (copy attached to the signed minutes). Members noted that both the Southern proposal and that of National Express and BAA Gatwick had their merits and satisfied to some extent the punctuality and performance requirements. However neither proposal achieved a satisfactory level of crowding relief, although Southern's proposal was more favourable in this respect. Work was still ongoing and given rail industry planning timescales, it was not envisaged that any revised timetable could be implemented by December 2007 at the earliest.

42. Lt. Col. Pemberton informed the Committee that West Sussex County Council had met the Olympic Development Agency to discuss improvements for services at the time of the Olympic Games. The County Council was continuing to press for improvements to Gatwick Station and also an improvement to services for the Games, which included some form of dedicated service to the airport. The Committee thanked West Sussex County Council for its continued support.

Dates of Next Meetings of the Consultative Committee and its Sub-Committee

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

Passengers Sub-Committee – Wednesday, 30th August, 2006 at 2.00 p.m. **NB. This meeting subsequently re-arranged to take place on Wednesday, 23rd August, 2006 at 12.00 p.m.**

General Purposes Sub-Committee – Thursday, 21st September, 2006 at 10.00 a.m.

Consultative Committee – Thursday, 19th October, 2006 at 2.00 p.m.

Chairman