

GATWICK AIRPORT CONSULTATIVE COMMITTEE

Minutes of the meeting of the Consultative Committee held on 13th October, 2005.

Present:

Mr. P.W. Bryant (Chairman)

Mr. W. Acraman	-	West Sussex County Council
Mr. S. Buck	-	ABTA
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.A. 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
Mr. J. McCall	-	Environmental and Amenities Group
Lt. Col. T. Pemberton	-	West Sussex County Council
Mrs. D. Ross-Tomlin	-	Reigate and Banstead Borough Council
Mrs. H. Sewill	-	Charlwood Parish Council
Mr. R. Wiltshire (substitute)	-	British Air Transport Association
Mr. J. Woodward-Nutt	-	Consumers' Association

Also present:

Mr. P. Griffiths	-	Managing Director, BAA Gatwick
Mr. R. Scanlon	-	Planning and Development Director, BAA Gatwick
Mr. T. Lockwood	-	Director of Planning & Environment, BAA Gatwick
Ms. C. Alderson	-	Head of Communications, BAA Gatwick
Ms. A. Huston	-	Department for Transport
Mr. M. Kendall	-	Honorary Secretary
Mrs. P. Street	-	Assistant Honorary Secretary

Apologies for absence were received from: Mr. G. Blundell-Pound, Mr. J. Brock, Dr. P. Ellis, Mr. C. Lloyd, Mr. J. Taylor and Mr. R. Thomas.

MINUTES

39. Resolved - That the minutes of the meeting of the Committee held on 14th July, 2005 be approved as a correct record and that they be signed by the Chairman.

General Purposes Sub-Committee

40. Resolved - That the draft minutes of the General Purposes Sub-Committee held on 22nd September, 2005 be received and noted (copy attached to the signed minutes).

Horley Air Quality Management Area Stage 4 Assessment

41. Mrs. Ross-Tomlin made reference to the presentation given to the General Purposes Sub-Committee on the Horley Air Quality Management Area Stage 4 Assessment. She asked for greater clarification on certain points referred to in the draft minutes in respect of the basis upon which the Borough Council's model had been derived. She also explained that although the Borough Council was in the process of drafting the action plan, its completion was very much dependent on the delivery of BAA

Gatwick's air quality action plan which was to be incorporated into the Airport Master Plan. It was agreed that these points would be clarified in the minutes of the meeting.

42. Mrs. Ross Tomlin also thanked the Chairman for the invitation to attend the Sub-Committee meeting and asked that consideration be given to appointing a representative from the Borough Council to the Sub-Committee at next year's annual meeting of the Committee.

Civil Aviation Bill

43. Members noted that the General Purposes Sub-Committee had received a report on the key aspects of the Civil Aviation Bill. In particular, it was noted that it was proposed to introduce powers to enable the Secretary of State to set a night noise quota without the need for a movements limit. As there was substantial concern from the local community representatives about the prospect of a movements limits being removed from future night flights regimes, it was agreed that the Honorary Secretary would write to the Minister for Aviation to express concern about this element of the Bill.

Low Flying by Approaching Aircraft

44. Mrs. Sewill referred to the draft minutes and confirmed that she would speak to the Secretariat after the meeting about the objective of the analysis being undertaken by BAA Gatwick's Flight Evaluation Unit.

SUSTAINABLE AVIATION - STRATEGY TOWARDS SUSTAINABLE DEVELOPMENT OF UK AVIATION

45. The Committee received a presentation from Mr. Roger Wiltshire, Secretary General, BATA, on the world's first national aviation sustainability strategy entitled "Sustainable Aviation" (copy of presentation attached to the signed minutes). Mr. Wiltshire explained that the strategy brought together the key players in commercial aviation in the UK including airports, airlines, manufacturers and the air navigation service provider. The Strategy also provided an opportunity for wider stakeholder input and identified goals to which each endorsing company would be able to contribute according to its own respective roles. He also explained that the industry intended to formally report on progress in delivering the goals and commitments every two years with the first review in autumn of 2006.

46. The Committee welcomed the joint working being undertaken within the industry, including the Government, to tackle the environmental issues arising from the growth in air travel. It was encouraging that so many airlines and airport operators had agreed to endorse the strategy and implement its commitments. Members highlighted that the growth in air travel would have significant implications at Gatwick in respect of the noise climate, pollution and climate change. There was a need therefore to ensure that more airlines were encouraged to be signatories to the strategy, particularly from low cost carriers. Mr. Wiltshire was pleased to report that more airlines had since signed up to the commitments in the Strategy, which included Easyjet.

47. Mr. Wiltshire was thanked for his presentation and the Committee looked forward to receiving the first progress report on delivering the commitments in 2006.

FUTURE CHAIRMANSHIP

48. The Committee considered a joint report by the Managing Director and the Honorary Secretary providing an update on the appointing process for a new Chairman of the Committee (copy attached to the signed minutes). Members noted that BAA Gatwick intended advertising the position during the week commencing 24th October, 2005 with the aim of conducting the first round of interviews early in the New Year. The

Committee therefore needed to agree which of its two members should sit on the first interview panel.

49. The Committee also noted the proposed publicity plan produced by BAA Gatwick and that it was not now envisaged to advertise in the national press. Members questioned the reasoning behind the decision. Mr. Griffiths reassured the Committee that much consideration had been given to the publicity campaign in order to reach the right calibre of applicants. He also advised that "word of mouth" would be used to alert suitable candidates to the chairmanship position. He would therefore be writing to local MPs and the Chief Executives and Leaders of the local authorities with the request that they circulate the information to suitable candidates. The Committee noted that the recruitment campaign would be reviewed during November to determine whether further publicity was needed.

50. Resolved - That:

- (1) The proposed approach to the advertisement of the position of Chairman be endorsed; and
- (2) The Surrey communities be represented by Mrs. Sewill and the West Sussex communities be represented by Mrs. Kitchen on the first interview selection panel.

AIRPORT COMMENTARY

51. 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 Growth

52. Mr. Griffiths explained that BAA Gatwick had seen continued growth in passenger numbers during the summer. It was noted that between July and September scheduled international traffic had increased by 7.6% but charter traffic had declined by 8.7% and domestic traffic by 1.8%. EasyJet was now the largest carrier operating from the South Terminal, carrying around 3.5 million passengers over the last year.

Pier 3 Satellite

53. Mr. Griffiths also reported that work had started on the refurbishment of pier 3 satellite providing new lighting, flooring, seating and gate boarding desks. The first of the gate rooms would be opened the following week.

Day before Check-in

54. It was noted that the "day before" check-in trial had proved successful. Over 5,500 passengers had used the service since it started in June 2005 and many other airlines were now looking to introduce the service. While members were pleased to note the success of the project to date, they were anxious that the initiative did not generate more car journeys to the airport on local roads. Mr. Griffiths reassured members that the aim of the project was to encourage passengers to travel to the airport during off-peak times with the majority of passengers staying in the local hotels the night before their flight. He would however undertake research into the travel patterns associated with the project and would report back to a future meeting of the Committee.

Gatwick Express

55. Mr. Griffiths updated the Committee on the current position in respect of the Gatwick Express service. Unfortunately it appeared that the DfT, which had taken control of the review following the SRA's abolition, continued to favour the revised

Gatwick Express service which was detailed in the consultation draft Route Utilisation Strategy. This would mean that the dedicated airport express service would be replaced by a timetable of through trains between Victoria and the coast mixing air passengers with commuters and other non-airport travellers. The final decision by the Secretary of State for Transport was therefore imminent. BAA Gatwick was continuing to work with the Government to try and secure a compromise for a dedicated service. Mr. Griffiths had written to all members of the Committee, together with other key stakeholders, seeking their urgent support.

56. Mr. Griffiths also explained that he was not convinced that the compromise solutions put forward by BAA Gatwick were receiving an unbiased and fair consideration by the DfT.

57. The Committee was most concerned about the current position and a number of the representatives present at the meeting pledged their support in writing to the Secretary of State for Transport. Members considered it incomprehensible that the Government was considering this course of action particularly as the ridership of the Gatwick Express had increased significantly over the last year and that passenger growth at Gatwick was forecast to grow to handle 45 million passengers per annum over the next decade. Some members also expressed concern about the way in which the consultation was being conducted by the Government (and formerly the SRA) and urged BAA Gatwick to consider referring the process to the High Court. Mr. Griffiths advised that seeking a judicial review was something that BAA plc would need to consider.

58. Members also highlighted that since the consultation on the Brighton Mainline Route Utilisation Strategy was published, the UK Olympic bid had been accepted. It was, therefore, considered short-sighted of the Government to consider the removal of the dedicated airport service at this particular time.

59. Resolved - That the Honorary Secretary be requested to write to the Secretary of State for Transport, as well as the Minister for Aviation and the local MP, expressing the Committee's concerns about the proposed abandonment of the Gatwick Express service.

Pier 6 - Buggies

60. Reference was made to the ban that had been imposed on the use of buggies on pier 6. It was explained that at present, persons with reduced mobility (PRMs) had to endure a number of transfers between the use of buggies and wheelchairs during the course of their journey from the departure lounge to the gate room on Pier 6 which was most undesirable. Mr. Griffiths advised that the buggies had been prevented from using certain parts of Pier 6 in the interests of health and safety. BAA Gatwick was currently evaluating a number of re-designs for the buggies to enable them to manoeuvre safely in the lift lobbies on Pier 6. It was hoped that a solution to the problem could be found soon.

MORI Survey

61. Mr. Griffiths informed members that BAA Gatwick had commissioned MORI to undertake its regular local community survey which was currently underway. The results of the survey would be presented to the General Purposes Sub-Committee in January 2006.

BAA GATWICK'S SCHEMES TO PROTECT PROPERTY VALUES AND IN RELATION TO NOISE

62. The Committee noted that BAA Gatwick had published its schemes during the Summer. Copies of the schemes had been sent to all relevant properties. BAA Gatwick had appointed an agent, Strutt and Parker, to assess any applications received. Two applications had already been made in respect of the property market support bond and

one property owner had registered an interest in the home relocation assistance scheme. BAA Gatwick would keep the Committee informed of how the schemes were being operated.

AIRPORT MASTER PLAN - PROGRESS REPORT

63. The Committee considered a report by BAA Gatwick providing an update on the progress made following the close of the consultation period on the Outline Airport Master Plan (copy attached to the signed minutes). Members noted the key issues raised by respondents and the programme for completing the Master Plan document. In particular, it was noted that BAA Gatwick had suggested to officers of West Sussex County Council and Crawley Borough Council that an inception meeting could be held during December, to agree the process for negotiating the extension of the 2001 Section 106 Agreement.

CORPORATE RESPONSIBILITY REPORT 2004/05

64. The Committee noted that BAA Gatwick had published its annual Corporate Responsibility Report covering the airport's progress on environmental, economic and social performance in the last financial year. A copy of the report had been sent to all members on 21st September. Although members were pleased to note that BAA Gatwick had met a number of its sustainability targets, it was disappointing that the targets in respect of water consumption, de-icing technology and the clean vehicles programme had not been achieved. Mr. Griffiths assured the Committee that BAA Gatwick had acted on the auditors' recommendations by including improvement measures in the current year's activities. He welcomed feedback from members on the content of the report.

PASSENGER SERVICES SUB-COMMITTEE

65. The Committee received a report from the Chairman of the Passenger Services Sub-Committee on the key issues discussed at its meeting on 31st August, 2005 (copy attached to the signed minutes). Mr. Hall congratulated BAA Gatwick on the improvement in the quality of service monitor (QSM) scores during August, one of the busiest months of the year. He advised that the Sub-Committee continued to work with BAA Gatwick on improving the passenger experience at the coach station and it was hoped that the passenger seating in the waiting area would soon be installed. The Sub-Committee's views were also being sought on the standards to be achieved by ground handlers for incorporation in the new ground handling licences. He also advised that two new independent passenger representatives had been appointed and that the Honorary Secretary and BAA Gatwick were currently arranging the induction of those new members.

DFT CONSULTATION ON NIGHT FLYING RESTRICTIONS AT HEATHROW, GATWICK AND STANSTED AIRPORTS - STAGE 2

66. The Committee noted that at the meeting of the General Purposes Sub-Committee on 22nd September, 2005 the response to the DfT's Stage 2 consultation on the night flying restrictions with the three BAA London Airports was agreed (copy attached to the signed minutes). The Committee was informed that the suggested indicative responses to the questions posed in the consultation document, as reported at the last meeting of the Committee, formed the basis of the Committee's response. The proposed movements limits and noise quota for the next regime was however the most contentious aspect of the proposals. Mrs. Street reported that while the majority of members felt that the proposed movements limits and noise quotas for the next regime should be supported this view was not shared by the airlines' representative or the passenger representative. They were concerned about the reduced flexibility of the proposals. Mrs. Street advised that as the Consultative Committee represented a wide

range of interests, the airlines' and passengers' views had been acknowledged in the response sent to the DfT.

67. The Committee endorsed the response to the consultation but some members expressed their grave concern about the approach of the both BAA Gatwick and Gatwick airlines in respect of the amendments being sought in their responses to the consultation in respect of the proposed movements limits and noise quota. Members were most disappointed that the amendments put forward by the Gatwick airlines' did not advocate their willingness to seek improvements in the night noise climate. Mr. Lockwood advised that BAA Gatwick and the airline community considered the DfT's use the 2002/03 operations as a baseline for setting the future night flights regime to be inappropriate because at that time Gatwick was recovering from the events of 9/11 and the level of operation was unusually depressed. The proposed cuts in the movements limits and noise quotas were considered too deep as they were lower than current usage and would therefore necessitate a reduction in the number of night flights compared with the number flown in most recent seasons.

NOISE EXPOSURE CONTOURS FOR GATWICK AIRPORT 2004

68. The Committee considered a report by West Sussex County Council outlining the results of the noise monitoring at Gatwick Airport during the summer of 2004, published by the DfT (copy attached to the signed minutes). Members expressed disappointment that the noise contours revealed a worsening of the noise climate compared to the previous year's monitoring with both the area covered and the population affected by noise being greater than that in 2003. The results had therefore halted the general trend in the long-term forecast published by BAA Gatwick in its Sustainable Development Strategy.

69. Mr. Lockwood commented that the commitment given in the Sustainable Development Strategy to secure significant reduction of the area contained within the 57 dBA Leq daytime contour had been based on the forecast traffic mix at that time. He also drew attention to the fact that the DfT's contours now took into account an adjustment made for the terrain around Gatwick making it difficult to make true comparisons year on year. BAA Gatwick had also anticipated that the reduction in the 57 dBA Leq contour by 2008 might be closer to 40% rather than the 50% forecast. This had been explained in the Outline Master Plan consultation document. Members therefore emphasised the need to ensure that the results of the annual noise monitoring were carefully examined over the next few years.

70. Resolved - That:

- (1) The new noise monitoring information be noted;
- (2) That serious concern be expressed about the increase in both the area and the population affected by aircraft noise as revealed by the latest contours;
- (3) BAA Gatwick and the airlines operating from Gatwick be urged to increase the use of quieter rather than noisier aircraft as set out in the commitments contained within the sustainable development strategy; and
- (4) The DfT be asked to ensure prompt publication of the noise exposure contours for Gatwick Airport in 2005.

FLIGHT EVALUATION UNIT

Commentary

71. 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 8th September, 2005 (copy attached to the signed minutes).

72. Reference was made to the reduction in the percentage of compliance of continuous descent approaches during the summer period due to the closure of the main runway for maintenance purposes. It was noted that the runway works were behind schedule, delaying completion. BAA Gatwick would inform the Committee of the date for completion.

73. Reference was also made to the complaints analysis and to the threats and abuse being received by airport staff from a persistent caller from the East Grinstead area. Members appreciated that the Managing Director had personally been involved in trying to address the issue with the complainant and endorsed the approach being taken by BAA Gatwick.

CRAWLEY BOROUGH COUNCIL DIRECTOR FOR ENVIRONMENT AND HOUSING'S REPORT

74. 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 received and noted (copy attached to the signed minutes).

DFT CONSULTATION ON THE INTRODUCTION OF A SANCTIONING MECHANISM FOR THE MISUSE OF SLOTS

75. The Committee noted that the DfT had issued a consultation on the introduction of a sanctioning mechanism for the misuse of slots at the UK's co-ordinated airports (Heathrow, Gatwick, Stansted and Manchester Airports). As responses to the consultation were required by 7th October the General Purposes Sub-Committee at its meeting on 22nd September, 2005 had agreed a response on behalf of the Committee (copy attached to the signed minutes). The Committee endorsed the response.

CALENDAR OF MEETINGS OF THE CONSULTATIVE COMMITTEE AND ITS SUB-COMMITTEES

76. The Committee noted the calendar of meetings for the Consultative Committee and its Sub-Committee as follows:-

Consultative Committee

Thursday, 27th April, 2006 at 2.00 p.m.
Thursday, 13th July, 2006 at 2.00 p.m. (annual tour of airport in a.m.)
Thursday, 19th October, 2006 at 2.00 p.m.
Thursday, 1st February, 2007 at 2.00 p.m.

General Purposes Sub-Committee

Thursday, 30th March, 2006 at 10.00 a.m.
Thursday, 15th June, 2006 at 10.00 a.m.
Thursday, 21st September, 2006 at 10.00 a.m.
Thursday, 11th January, 2007 at 10.00 a.m.

Passenger Services Sub-Committee

Thursday, 23rd February, 2006 at 2.00 p.m.
Thursday, 18th May, 2006 at 2.00 p.m.
Thursday, 31st August, 2006 at 2.00 p.m.
Thursday, 7th December, 2006 at 2.00 p.m.

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

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

Passenger Services Sub-Committee

Thursday, 15th December, 2005 at 2.00 p.m.

General Purposes Sub-Committee

Thursday, 12th January, 2006 at 10.00 a.m.

Consultative Committee

Thursday, 2nd February, 2006 at 2.00 p.m.

CHAIRMAN