

GATWICK AIRPORT CONSULTATIVE COMMITTEE

Minutes of the meeting of the Consultative Committee held on 19th October, 2006.

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

Mr. K. Blake	-	Crawley Borough Council
Mr. G. Blundell-Pound	-	International Air Carriers' Association
Mrs. H. Clack (substitute)	-	Surrey County Council
Mrs. C. Denman	-	Crawley Borough Council
Dr. P. Ellis	-	British Air Transport Association
Mr. P. Hall	-	Passenger Representative
Mr. C. Hersey	-	Mid Sussex District Council
Mr. R. 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
Mrs. M. Myland	-	Surrey County Council
Dr. R. Oliver (substitute)	-	Horley Town Council
Mrs. D. Ross-Tomlin	-	Reigate and Bansted Borough Council
Mr. V. Saunders	-	Rusper Parish Council
Mrs. H. Sewill	-	Charlwood Parish Council
Mr. J. Taylor	-	CADIA
Mrs. J. Vogt (substitute)	-	Environmental Amenities Groups
Mr. J. Woodward-Nutt	-	WHICH?

Also present:

Mr. P. Griffiths – Managing Director, BAA Gatwick
Mr. D. Stretch – Communications Director, BAA Gatwick
Mr. T. Lockwood – Head of Corporate Responsibility, BAA Gatwick
Ms. L. Trevor – Head of Business Strategy, BAA Gatwick
Mr. F. Evans – Department for Transport
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. P. Barclay, Dr. J. Godfrey, Mrs. K. Hammond, Mr. M. Hudson, Mr. B. Kendall, Lt. Col. T. Pemberton and Mr. R. Thomas.

MINUTES

44. Dr. Ellis referred to minute no. 12 of the last meeting which he felt did not accurately reflect BATA's view concerning the OFT's study into the BAA Airport Group. He advised that BATA was not opposed to the possible break-up of the BAA Group.

45. Resolved – That subject to the correction of minute 12 to reflect BATA's view as expressed at the meeting, the minutes of the meeting held on 13th July, 2006, be approved as a correct record and that they be signed by the Chairman.

Civil Aviation Bill

46. Reference was made to minute no. 27 regarding the Civil Aviation Bill currently before Parliament. Mrs. Street reported that on 12th October the House of Commons had supported the Lord's Amendment to the Bill which related to the retention of setting a movements limit in future night noise regimes. The Committee was pleased to note

that limits on air traffic movements during the night period at the designated airports would continue to apply beyond 2012.

General Purposes Sub-Committee

47. The Committee noted the unconfirmed minutes of the meeting of the General Purposes Sub-Committee held on 21st September, 2006 (copy attached to the signed minutes).

DfT CONSULTATION – IMPLEMENTATION OF THE BRIGHTON MAIN LINE ROUTE UTILISATION STRATEGY (RUS)

48. The Chairman welcomed to the meeting Ms. Carol King, Consultation Manager, Ms. Kathleen Bostock, Brighton Mainline Sponsor and Roger Jones, Divisional Manager, Franchise Specification from the Rail Division of the DfT. The DfT representatives explained the background to the RUS, its objectives and the progress that had been made together with the four options for implementation (copy of presentation attached to the signed minutes). It was emphasised that the options under consideration addressed surface access requirements from across the region and not just the transportation of travellers between Gatwick and London. The DfT was therefore seeking views on all the consultation options and not just views on an organisation's preferred option.

49. The Committee, while recognising the need to tackle the problem of congestion on the network and crowding on trains, raised the following concerns:

- the RUS only addressed the short term and that there had not to date been any indication of a timeframe for the implementation of a longer-term plan to improve the rail infrastructure in the region.
- Some options could result in exacerbating the problem of crowding on trains in the peak hours.
- the loading figures for the Gatwick Express were again questioned. The experience of a number of members was that the Gatwick Express trains were often full even outside of the peak hours
- further detailed consideration needed to be given to the dwell times at Gatwick during the peak hours as there needed to be sufficient time to allow the movement of air passengers on to and off the trains with large amounts of luggage.
- Assurances needed to be sought from Southern that they would continue to allow large amounts of luggage on trains in the peak hours (passengers had already been prevented from taking bicycles on board trains at peak times).
- the passenger experience for all rail users had not been addressed. The options that sought the removal of the dedicated express service would have a detrimental impact on the passenger environment and experience on board trains if air passengers with families and luggage were required to board trains that were already crowded. It was felt that this would impact on the commuter rail user experience and would have a negative effect on encouraging people to use public transport.

50. The Committee also reminded the DfT that the Gatwick local authorities worked together through a Memorandum of Understanding to ensure that Gatwick grew in a managed and sustainable way and that they had endorsed BAA Gatwick's challenging modal split targets. However, there was growing concern that any degradation of the Gatwick Express service would work against the aim of encouraging more passengers and users to travel by public transport to the airport. This would lead to more passengers accessing the airport by private car resulting in more congestion and pollution on local roads.

51. BAA Gatwick welcomed the DfT's consultation on the options for implementation and acknowledged the complexity of the issue. However, it was highlighted to members that the peak hours of operation for the airport covered a greater period of time than the rail peak during the morning and evening. Mr. Stretch advised that although BAA had yet to consider in detail the implications of all the consultation options the company was likely to support those options which retained a non-stop service between Gatwick and London and those that would be able to accommodate future growth.

52. The DfT advised that the problem of overcrowding on sections of the line needed to be resolved by making more efficient use of the existing infrastructure in the short term. Changes to the rail infrastructure, including a possible reconfiguration of the Gatwick railway station would not provide an immediate solution. There were therefore trade offs that needed to be made between yields and capacity. The DfT confirmed that there was currently no agreed scheme between Network Rail and BAA to improve the rail infrastructure in the long term. As regards the passenger experience, the DfT advised that it would be left to the train operating company to ensure that the passenger journey experience was addressed and this would feature in their own implementation plans.

53. The Committee also considered a report by the Honorary Secretary suggesting a timetable for the consideration of the Committee's response to the consultation (copy attached to the signed minutes).

54. Resolved – That:

- (1) the suggested timetable for considering the Committee's response to the consultation as set out paragraph 5 of the Honorary Secretary's report be approved; and
- (2) the General Purposes Sub-Committee be authorised to approve the response on behalf of the Consultative Committee.

AIRPORT COMMENTARY

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

Security

56. Mr. Griffiths advised that the security alert of 10th August had raised a number of issues concerning service standards. The new security requirements required the screening of more items and this had impacted on passenger flow rates. The Committee congratulated the airport community on the way in which the security alert had been handled which had resulted in very few flights being cancelled. It was noted that BAA Gatwick was working with the airlines and handling agents to try and resolve the problem of security queuing. In particular it was noted that BAA Gatwick had maintained security staffing levels from the peak summer operation and that it hoped to install additional security screening equipment by Christmas.

57. Mr. Griffiths also reported that restrictions on the use of the Perimeter Road tunnel under the South Terminal would be made permanent. Local buses, including Fastway, would no longer be permitted to travel through the tunnel and would instead use the A23 London Road.

Traffic Growth

58. Mr. Griffiths was pleased to report that despite the disruption from the security alert in the busiest month of the year Gatwick had seen a 3% growth in passenger

numbers compared to the same period the previous year. Gatwick was now handling around 33.6 million passengers per annum. The Committee while noting the continued growth in traffic, expressed concern about the impact such growth had on the airport's CO2 emissions and on climate change. BAA Gatwick was asked to consider providing alongside its traffic figures an indication of related CO2 emissions.

Short Term Car Parking

59. Members noted that the short term car park at the North Terminal was to close on 23rd October, 2006, for a period of 23 weeks. Alternative parking arrangements for the North Terminal would be put in place during the period of the closure.

Upper Forecourt and Coach Station

60. Members enquired about the long term plans for the Coach Station and whether any decision had yet been made on the use of the upper forecourt. Mr. Griffiths advised that BAA Gatwick still had an open mind on the future use of the upper forecourt. However, he confirmed that the use of the coach station area on the lower level had provided greater capacity for the private car drop off point and this had eased congestion on the airport's road system.

Environment

61. The Committee noted with interest an initiative with Virgin Atlantic to examine if take off procedures could be revised to reduce the amount of fuel burned between leaving the aircraft stand and take off. If successful, the project could reduce the amount of CO2 emissions from aircraft.

62. Mr. Griffiths also reported that Das Air Cargo had been banned under European legislation from operating to and from European airports.

INTERIM AIRPORT MASTER PLAN

63. Mr. Lockwood was pleased to report that BAA Gatwick had now published its interim master plan document and a copy had been sent direct to members. He explained there were a number of issues outside the control of BAA that would need to be incorporated into the plan at a future date. BAA Gatwick anticipated that the final version of the plan would be published in 2008.

64. The Chairman advised that a report on the interim master plan document along with an update on the review of the commitments to sit alongside the plan would be made to the next meeting of the General Purposes Sub-Committee.

65. Reference was made to the 2015 air noise contours forecast for a single runway operation. Members highlighted that although the forecast showed that the noise climate would not get any worse, there was unlikely to be an improvement in the current noise climate. Mr. Lockwood confirmed that the new 2015 noise contours were very similar to the 2008 noise contours contained within the Sustainable Development Strategy.

PASSENGER SERVICES SUB-COMMITTEE

66. The Committee received a report from Mr. Hall, the Chairman of the Passenger Services Sub-Committee, on the key issues discussed at its meeting on 5th October, 2006 (copy attached to the signed minutes). Members noted that the main area of discussion was the security requirements at the airport and that the Sub-Committee had congratulated BAA Gatwick, the airlines and the handling agents on successfully

managing the new regulations under such difficult circumstances. He explained that the Sub-Committee was still concerned about the length of time passengers were expected to queue at security and hoped that arrangements could be put in place to ease the queuing as soon as possible.

67. Mr. Hall also highlighted to the Committee the pilot project being undertaken at Gatwick on implementing the new European legislation for passengers with reduced mobility (PRM). It was noted that the trial at Gatwick would inform the service standards and tender specification for the BAA Group.

68. Reference was made to the use of the South Terminal's multi-storey car parks. Mrs. Sewill commented that when the car park 3 was full there was no mechanism to enable travellers to exit the car parking area to find alternative car parking spaces in car park 1 and 2 without incurring a car parking charge. Mr. Griffiths noted the practical difficulties and advised that once the new car parking monitoring system was fully operational the car parking operator would have greater control over where to direct drivers to park.

AVIATION AND CLIMATE CHANGE

69. Mrs. Howell, Technical Adviser, circulated at the meeting a copy of the subset of a larger presentation given to the General Purposes Sub-Committee on the work she had been undertaking in comparing and contrasting the main views taken by different organisations on the impact of aviation on climate change (copy of presentation attached to the signed minutes). She emphasised that the information outlined in the presentation was very much work in progress and that a detailed paper, which would also explore how climate change could be addressed at a local level, would be considered at the next meeting of the General Purposes Sub-Committee.

House of Commons' Environmental Audit Committee – Report on Reducing Carbon Emissions from Transport

70. Members also noted the key findings of the recommendations of the House of Commons' Environmental Audit Committee Report on Reducing Carbon Emissions from Transport (copy attached to the signed minutes).

ENVIRONMENTAL NOISE (ENGLAND) REGULATIONS 2006

71. The Committee considered a paper by the Technical Adviser summarising the requirements of the new Environmental Noise Regulations (copy attached to the signed minutes). It was noted that Gatwick Airport was included in the first round of environmental noise mapping and action planning and that a strategic noise map was required to be produced by the Secretary of State (Defra) by 30th June, 2007.

72. Members drew attention to the possible confusion that would arise amongst local communities from the different sets of contours produced by Defra which would be based on a 365 day average, and those produced by the DfT where noise contours were based on an average day time summer period. Mr. Evans, DfT, advised that Defra would liaise with DfT on the production of the strategic noise map. He also advised that the DfT's noise contours would in future contain some text to explain the difference between the sets of contours.

FLIGHT EVALUATION UNIT COMMENTARY

73. 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 4th September, 2006 (copy attached to the signed minutes). Members were pleased to note the high level of CDA achievement (in excess of 90%) in the busiest months of the year.

74. Mr. Norman also explained that the summary of the night movements and noise quotas for the airport now included the permitted carry over of points and movements between seasons.

PROJECT FOR THE SUSTAINABLE DEVELOPMENT OF HEATHROW – REPORT OF THE AIRPORT, AIR QUALITY TECHNICAL PANELS, 2006

75. Members noted a paper by the Honorary Secretary summarising the key conclusions of the report by the DfT's Airport Air Quality Technical Panels (copy attached to the signed minutes). It was emphasised that the Panels' report was not a policy report and did not reach any conclusions about the viability of a third runway or the introduction of mixed mode operations at Heathrow Airport. It was also clarified that the report did not make any conclusions about the likelihood of meeting the air quality targets around Heathrow.

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

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

2007/08 CALENDAR OF MEETINGS FOR THE CONSULTATIVE COMMITTEE AND ITS SUB-COMMITTEES

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

Consultative Committee

Thursday 19th April 2007 at 2.00 p.m.
Thursday 19th July 2007 at 2.00 p.m. (Annual Tour of Airport in a.m.)
Thursday 11th October 2007 at 2.00 p.m.
Thursday 31st January, 2008 at 2.00 p.m.

General Purposes Sub-Committee

Thursday 22nd March 2007 at 10.00 a.m.
Thursday 7th June 2007 at 10.00 a.m.
Thursday 20th September 2007 at 10.00 a.m.
Thursday 10th January 2008 at 10.00 a.m.

Passenger Services Sub-Committee

Thursday 1st March 2007 at 2.00 p.m.
Thursday 17th May 2007 at 2.00 p.m.
Thursday 27th September 2007 at 2.00 p.m.
Thursday 6th December 2007 at 2.00 p.m.

78. The Chairman asked members to make a note of these dates in their diaries.

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

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

Passenger Services Sub-Committee

Thursday, 7th December, 2006 at 2.00 p.m.

General Purposes Sub-Committee

Thursday, 11th January, 2007 at 10.00 a.m.

Consultative Committee

Thursday, 1st^t February, 2007 at 2.00 p.m.

CHAIRMAN