

GATWICK AIRPORT CONSULTATIVE COMMITTEE

Minutes of the meeting of the Consultative Committee held on 20th April, 2006.

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

Mr. W. Acraman	-	West Sussex County Council
Mr. G. Blundell-Pound	-	International Air Carriers' Association
Dr. P. Ellis	-	British Air Transport Association
Mr. A. Grinstead (substitute)	-	Horley and District Chamber of Commerce
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. N. Maltby	-	Mole Valley District Council
Mr. J. McCall	-	Environmental and Amenities Group
Mr. M. Miller (substitute)	-	Reigate and Banstead Borough Council
Mrs. M. Myland	-	Surrey County Council
Lt. Col. T. Pemberton	-	West Sussex County 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 and Environment, BAA Gatwick

Ms. A. Huston - Department for Transport

Mrs. R. Howell - Technical Adviser

Mrs. P. Street - Assistant Secretary.

Apologies for absence were received from: Mr. Larcombe, Mr. Lloyd, Mr. Murdoch, Mr. Redfern and Mrs. Ross-Tomlin.

MINUTES

118. Resolved - That the minutes of the meeting of the Committee held on 2nd February, 2006 be approved as a correct record and that they be signed by the Chairman.

Night Flying Restrictions

119. Reference was made to minute no. 112 and the DfT was asked whether the new night flying restrictions for the three BAA London airports would soon be issued. Ms. Huston advised a decision would be made shortly and that the Department was well aware of the date of the Airlines' Scheduling Conference.

General Purposes Sub-Committee

120. The Committee noted the draft minutes of the General Purposes Sub-Committee held on 30th March, 2006 (copy attached to the signed minutes).

FUTURE CHAIRMAN

121. Mr. Griffiths was pleased to report that following interview, BAA Gatwick had offered the future chairmanship to Dr. John Godfrey who had accepted the position. Dr. Godfrey would take up the position of Chairman Designate from July 2006 and would

succeed Mr. Peter Bryant, OBE, on his retirement in Summer 2007. The Committee fully supported the outcome of the appointment process and looked forward to welcoming Dr. Godfrey to the next meeting of the Committee. Members also thanked BAA Gatwick for the professional, transparent and concise way in which the recruitment and selection process had been conducted.

CONSTRUCTIVE ENGAGEMENT - BAA GATWICK CONSULTATION

122. Mr. Griffiths reported that BAA Gatwick had been in discussion with the airlines (known as Constructive Engagement) concerning the future charging regime for airport infrastructure. BAA Gatwick would shortly release to the CAA a joint submission for the capital budget for the next five years. As part of the constructive engagement process BAA Gatwick was preparing a summary document for consideration by key stakeholders. Once a document was published the Honorary Secretary would circulate a copy to all members of the Consultative Committee, including the Passenger Services Sub-Committee, for consideration. As there would be a tight timescale for responding to the consultation, the Committee authorised the Chairman, Vice-Chairman and Chairman of the Passenger Services Sub-Committee to agree a response to BAA Gatwick on behalf of the Consultative Committee.

AIRPORT COMMENTARY

123. 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).

Traffic Growth

124. Mr. Griffiths reported that the airport was now handling in excess of 32 million passengers per annum, the highest passenger throughput ever for the airport. Handling increased growth during the summer would be challenging for the airport in maintaining an efficient and high quality of service to passengers and airlines. He was pleased to report that the quality of service monitor scores for Gatwick were still on an upward trend and significant improvements had been achieved in the cleanliness scores.

125. Reference was made to the traffic growth at Gatwick. It was clarified that the distribution of traffic had changed over the years and the extra growth was accommodated by spreading movements throughout the day. There had also been an increase in the passenger load factor of aircraft and moves towards the use of larger aircraft. BAA Gatwick was continually improving the processes for check-in and security and new initiatives were being introduced which helped ensure traffic growth could be accommodated within the existing infrastructure at the airport.

126. Particular reference was made to the day before check-in initiative and the impact this had had on traffic movements to and from the airport. The Chairman advised that the General Purposes Sub-Committee had received initial results on the monitoring of passenger journeys but further work needed to be undertaken to identify where passengers were staying and whether this resulted in more road trips to the airport. The need for concise traffic monitoring was highlighted so that the true impact on road trips was known. Mr. Lockwood added that because BAA Gatwick relied on the information provided by the airlines which operated the day before check-in initiative, it was difficult to monitor the precise travel patterns. BAA Gatwick would however endeavour to obtain more detailed information. A further report would be made to the General Purposes Sub-Committee when more information was available.

Crime Figures

127. Mr. Griffiths referred to recent press articles about the level of violent crime in East and West Sussex which had named Gatwick Airport as an area with the highest crime figures. He reassured the Committee that Gatwick Airport was a safe place for passengers, users and staff and that the reasons behind the high crime figures were due

to the number of prohibited items found during the security search process which were required to be reported to the police.

Street Lighting on South Terminal Approach Roundabout

128. The Committee noted that the problem of the faulty street lighting on the South Terminal entrance roundabout, on the M23 spur road, had been taken up with the Highways Agency. The situation was being attended to as a matter of urgency but there had been problems in locating the fault.

Ground Run Pen

129. BAA Gatwick reported that a meeting had taken place with the relevant local authorities to discuss the preferred site for the ground run pen. The preference was for the southern site and confirmation was to be received from the local authorities at the end of April. It was noted that the southern site was currently leased to a third party and BAA Gatwick confirmed that it was in discussion with the lessor regarding the release of the site. BAA Gatwick would provide a further report at the next meeting of the General Purposes Sub-Committee.

Noise and Property Protection Schemes

130. The Committee thanked BAA Gatwick for providing information on the uptake of the noise and property protection schemes introduced last year. Members noted the low level of interest expressed to date and asked if BAA Gatwick could report annually on the uptake of the schemes.

Emergency Exercise

131. Mrs. Sewill referred to the emergency exercise which had been held on 7th March at Gatwick Airport. She thanked BAA Gatwick for the invitation to attend the exercise as an observer and praised all the agencies involved for the efficient and effective way in which the event was organised and information handled. The Committee was pleased to note that the Civil Aviation Authority had concluded that the exercise had been well organised with good support from the airport stakeholders and external agencies.

BRIGHTON MAIN LINE ROUTE UTILISATION STRATEGY (RUS) - GATWICK EXPRESS

132. The Committee noted a paper by the Honorary Secretary summarising the final RUS document and the process for taking forward the National Express/BAA Gatwick joint alternative proposal for the Gatwick Express Service (copy attached to the signed minutes). Mr. Griffiths advised that BAA plc was still in discussion with the DfT and Network Rail regarding the way in which the RUS could be implemented.

133. Lt. Col. Pemberton informed members that he had met Network Rail and the DfT on separate occasions. On behalf of West Sussex County Council he had continued to lobby for a high quality airport express service as well as improvements to the Gatwick railway station. The County Council had also written to the new Chief Executive of Southern to express the views of the County Council and those of the Consultative Committee. He had also highlighted the issue to the Director of Transport of the Olympic Development Agency.

134. The Committee, with the exception of Surrey County Council, fully supported the action which had been taken by West Sussex County Council. As regards Gatwick station, whilst members acknowledged that there had been a slight shift in BAA's attitude concerning the funding of improvements associated with their alternative proposal, many felt that BAA should in any event invest in the enhancement of the station. Mr. Griffiths advised however that Network Rail was responsible for Gatwick station and should therefore provide any improvements necessary. BAA Gatwick would however keep the issue under review also taking account the views of its airline customers.

135. The Committee commented on the absence of a response from the Secretary of State to its letter of 28th February. Ms. Huston advised that she would follow this up with her colleagues in the Rail Division at the DfT.

PASSENGER SERVICES SUB-COMMITTEE

136. The Committee received a report from the Chairman of the Passenger Services Sub-Committee on the key issues discussed at its meeting on 23rd February, 2006 (copy attached to the signed minutes). In presenting his report, Mr. Hall briefly outlined the objectives and work of the Sub-Committee, particularly in respect of its input to major projects affecting passenger facilities and surface access initiatives, as well as its monitoring of the day to day service quality for travellers and users of the airport.

137. Reference was made to the new check-in initiatives being introduced at the airport which made the process more convenient and less stressful for passengers. It was acknowledged that such initiatives were important for the airport and airlines as they provided greater flexibility in terms of space, infrastructure and costs and were essential in accommodating the future growth of the airport. Dr. Ellis enquired whether the Sub-Committee had looked recently at the issue of security queuing and reported that there had been a steep rise in delays going through security over the last month. Mr. Hall advised that the Sub-Committee would be discussing with the Customer Service Director at its next meeting the Summer Plan which sets out the way in which the airport would manage the peak summer period in terms of check-in, security and baggage handling.

AIRPORT MASTER PLAN

138. The Committee considered a paper by BAA Gatwick on the progress made on the preparation of the final airport master plan document (copy attached to the signed minutes). The paper also outlined the main themes that had emerged from the outline master plan consultation exercise and BAA Gatwick's response and work programme over the coming months. Members noted that BAA Gatwick had recently issued a summary of the consultation response to all respondents and that a copy had been sent to all members. The Committee also noted that as a result of the consultation there would be a number of revisions to the master plan document with some changes significantly affecting the plan's structure and content.

139. Mr. Lockwood advised that BAA Gatwick expected to publish the final master plan in late August or early September 2006 but the timing was reliant upon timely receipt of the results of the consultants' work on various new inputs to the plan, such as the 2015 air noise contours. The air quality forecasts however seem likely to be published as an early addendum to the plan.

140. The Committee thanked BAA Gatwick for providing details of the interim review of the Sustainable Development Strategy commitments and it was noted that the interim review process would not prescribe the final form of the commitments that would sit alongside the published master plan.

141. Reference was made to the status of Crawley Borough Council's Supplementary Planning Guidance Note (SPG) which was issued at the time of the publication of the Sustainable Development Strategy and the signing of the 2001 legal agreement. Mr. Freeman, Crawley Borough Council, advised that as part of the Local Development Framework process a Supplementary Planning Document (SPD) would be prepared and published for consultation once its Core Strategy Document had been adopted. It was anticipated that the SPD would be published for consultation in Summer 2007.

142. Members expressed concern about BAA Gatwick's proposal to address climate change in a sub-section the master plan. It was felt that greater emphasis needed to be given to this important issue in order to raise the awareness of the impact aviation had on climate change both nationally and internationally, particularly given the timeframe

covered by the master plan. Members also felt there was a danger of climate change issues being understated in the document and therefore urged BAA Gatwick to reconsider its presentation of this aspect in the master plan. Mr. Lockwood advised that climate change was very much a global issue and the purpose of the master plan was to address local issues and the airport's impact within the sub-region. Mr. Griffiths added that BAA Gatwick treated climate change very seriously and that there was a growing awareness of aviation's impact on this issue. He assured members that in taking forward the Sustainable Development Strategy commitments he would examine the possibility of developing a commitment in respect of what BAA Gatwick could do to address climate change at a local level.

143. The Committee noted that Mrs. Howell was to produce a paper for a future meeting of the General Purposes Sub-Committee drawing together, and comparing and contrasting, the main views taken by different organisations on the impact of aviation on climate change. This would help broaden members' understanding of the issues.

UNAUTHORISED LONG TERM CAR PARKING

144. The Committee received a paper by Crawley Borough Council setting out its strategy to address the problem of unauthorised long term car parking around Gatwick Airport (copy attached to the signed minutes). Members noted that there had been a recent meeting between local authority enforcement officers, BAA Gatwick and members of the Gatwick Parking Association to discuss the ways in which the problem could be tackled. The meeting had been successful and a draft action plan had been drawn up identifying six areas for action over the coming few months. Mr. Freeman advised that work was already in hand to develop and promote the use of a chartermark to be awarded to authorised car parking operators who have the appropriate planning consent.

145. The Committee thanked Crawley Borough Council for the action it had taken to date and fully supported the partnership working which had been developed to tackle the problem.

GATWICK AIRPORT'S SUSTAINABLE DEVELOPMENT STRATEGY - ANNUAL MONITORING REPORT

146. The Committee considered a report by West Sussex County Council's Director of Environment and Development consolidating the comments received from members to the 2004/05 annual monitoring process (copy attached to the signed minutes).

147. Members noted the ways in which their comments were being taken forward by the parties concerned and hoped that BAA Gatwick, in particular, would carefully and seriously consider all the points that had been raised. Particular reference was made to the proposed actions in relation to the legal obligation in respect of air quality monitoring and modelling. Dr. Ellis advised that it had recently come to light that the modelling used for the Horley Air Quality Management Area had been based on data that contained errors. The use of correct data had subsequently revealed that there would not be exceedances in the concentrations of nitrogen dioxide as originally predicted. The Chairman advised that the General Purposes Sub-Committee would give further consideration to this issue.

FLIGHT EVALUATION UNIT COMMENTARY

148. 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 March, 2006 (copy attached to the signed minutes). Mr. Norman advised that the new track keeping system would be operational in the near future. Consideration was being given to the ways in which the data extracted from the new system could be used more effectively to gain a better understanding of noise and track keeping complaints. In response to a number of issues raised by members about the response to community

based issues, BAA Gatwick was to hold a workshop for NATMAG members to help provide a greater understanding of noise issues including CDA and complaints handling from the community and industry perspectives.

149. Reference was made to the noise limit infringements. The Committee was disappointed to note that for the year 2005/06 there had been an increase in the number of infringements of the noise limits compared with 2004/05. BAA Gatwick explained that the increase was largely due to one operator and that they had been invited to attend a meeting of FLOP-C during May to outline the ways in which they were addressing their impact.

150. As regards complaints received during the last quarter, members noted that the number of complaints relating to low flying had decreased compared with the same period last year but was pleased to note that investigations continued to be undertaken into the perception of low flying. Members also noted with concern the rise in complaints from areas in Kent and that BAA Gatwick was currently analysing the impact of aircraft over flying the parish of Hever. A presentation was to be made to Hever Parish Council during May.

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

151. 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).

CIVIL AVIATION BILL

152. Mrs. Street reported that the Civil Aviation Bill had been through the report stage in the House of Lords when peers voted against the Government's proposal to remove the requirement to set a movements limit for night flights and to rely solely on their noise quota. Ministers were currently considering how to respond to the amendments. A date for the House of Commons to consider the Lords' amendments was awaited.

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

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

Passenger Services Sub-Committee - Thursday, 18th May, 2006 at 2.00 p.m.
General Purposes Sub-Committee - Thursday, 15th June, 2006 at 10.00 a.m.
Consultative Committee - Thursday, 13th July, 2006 at 2.00 p.m. (including tour of the airport in the morning).

154. The Chairman hoped that all members of the Committee would be able to attend the tour of the airport on the morning of 13th July as it provided the opportunity to see first hand the projects and work at the airport.

SOUTH EAST PLAN AND REGIONAL ECONOMIC STRATEGY

155. The Chairman reported that since the publication of the agenda the South East Plan had been published and the South East England Development Agency (SEEDA) had published its Regional Economic Strategy. As the deadlines for responses in respect of both consultations were before the next meeting of the Committee, the General Purposes Sub-Committee was authorised to agree a response on behalf of the Consultative Committee.

Chairman