

GATWICK AIRPORT CONSULTATIVE COMMITTEE

Minutes of the meeting of the Consultative Committee held on 21st April, 2005.

Present:

Mr. P.W. Bryant (Chairman)

Mr. G. Blundell-Pound	-	International Air Carriers Association
Mr. S. Buck	-	ABTA
Mr. M. Buttery (substitute)	-	Reigate and Bansted Borough Council
Mr. D. Dewdney	-	West Sussex County Council
Dr. P. Ellis	-	British Air Transport Association
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. A. Jones (substitute)	-	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. C. Lloyd	-	Crawley Borough Council
Mr. N. Maltby	-	Mole Valley District Council
Mr. J. Macdonald	-	IATA
Mr. J. McCall	-	Environmental and Amenities Groups
Mr. I. McCoulough	-	Trades Union Congress
Mr. D. Murdoch	-	Crawley Borough Council
Mrs. H. Sewill	-	Charlwood Parish Council
Mr. J. Taylor	-	CADIA

Also present:

Mr. P. Griffiths - Managing 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

Mrs. R. Howell - Technical Adviser

Mrs. P. Street - Assistant Honorary Secretary

Apologies for absence were received from: Mr. J. Brock, Mrs. M. Myland, Lt. Col. Pemberton, Mrs. D. Ross-Tomlin, Mr. V. Saunders, Mr. R. Thomas, Mr. A. Crane, Mr. J. Woodward-Nutt and Mrs. H. Clack.

MINUTES

113. Resolved - That the minutes of the meeting held on 3rd February, 2005, be approved as a correct record and that they be signed by the Chairman.

Mr. P. Grindrod - Department for Transport

114. The Chairman reported that Mr. Grindrod from the Department for Transport was to take up a new post in Ports at the Department. On behalf of the Committee the Chairman thanked Mr. Grindrod for his contribution to the work of the Committee and wished him well in his new role.

DFT Consultation on Night Flying Restrictions at Heathrow, Gatwick and Stansted Airports - Stage 2

115. Mr. Grindrod reported that the publication of Stage 2 of the Night Flying Restrictions consultation would not now take place until after the General Election. The Department was aware of the date of the Airlines' Scheduling Conference which was to take place on 11th June, 2005. The Committee therefore enquired as to whether the current regime would be rolled forward for another year. Mr. Grindrod advised that it was a safe assumption that the quotas and movements limits for 2005/06 would be similar to the current regime.

BAA Consultations on Schemes to Protect Property Values and in Relation to Noise

116. The Committee enquired about the position of BAA schemes for addressing blight and existing aircraft noise. BAA Gatwick confirmed that the results of the consultation were still subject to corporate office discussions and that the aim was to publicise the schemes towards the end of May, 2005.

Gatwick Airport Community Trust

117. Reference was made to minute 101 regarding BAA's future funding of the Community Trust. Mr. Griffiths reported that a meeting had taken place with the Chairman of the Trust. A way forward regarding future funding had been suggested and he was currently awaiting a response from the Trust.

General Purposes Sub-Committee

118. Resolved - That the draft minutes of the General Purposes Sub-Committee held on 24th March, 2005, be received and noted (copy attached to the signed minutes).

FUTURE CHAIRMANSHIP - SUGGESTED PROCESS TO APPOINT A NEW CHAIRMAN OF THE CONSULTATIVE COMMITTEE

119. The Committee considered a report by the Honorary Secretary suggesting a process to appoint a successor for the current Chairman of the Consultative Committee, Mr. Peter Bryant, who was willing to continue in office until summer 2007 (copy attached to the signed minutes). The Committee welcomed BAA Gatwick's intention to make the process open and transparent process.

120. Resolved - That:

- (1) A Chairman Designate be appointed in time for the Committee's annual meeting in July 2006 and
- (2) The process set out in paragraph 2.2 of the Honorary Secretary's report be agreed.

AIRPORT COMMENTARY

121. 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). Mr. Griffiths reported changes to his Senior Management Team. Liz Neighbour, Customer Service Director for the past three years had moved to Heathrow to take on a similar role. Her successor would be Sean Cooper who had been General Manager of

Terminal 4 at Heathrow. Sean Horkan had been appointed Gatwick's new Operational Solutions Director and Paula Bell had been appointed as the new Finance and Property Director.

122. Mr. Griffiths also reported that BAA Gatwick was seeking a new Communications Director as Caroline Nichols who had held the role for eight years had decided to pursue her communications career on a consultancy basis. On behalf of the Committee the Chairman thanked Mrs. Nicholls for her invaluable contribution to the work of the Committee and to the local community, which had been greatly appreciated. The Committee wished her well in her new venture.

123. The Committee noted that pier 6 was officially opening on 16th May, 2005, providing an additional 11 pier served aircraft stands.

124. Reference was made to the runway closures during the night period for essential maintenance during the summer. The Committee noted this would entail the use of the emergency "northern" runway. The maintenance included extending the runway shoulders to meet requirements for the new A380 aircraft. There would also be some additional resurfacing of the runway, some minor improvements to lighting and the alteration of one of the runway holding points to improve operational efficiency. Members were pleased to note that BAA Gatwick would keep in close contact with its neighbouring communities and would make every effort to minimise disturbance.

125. Members also commented that when the northern runway was in use it was not always possible for aircraft to operate continuous descent approach and that this might generate additional complaints about aircraft noise. Mr. Griffiths confirmed that the Flight Evaluation Unit would monitor any complaints and that appropriate responses would be sent out.

126. The Committee noted that passenger numbers had now reached over 32 million passengers per annum for the financial year 2004/05, the highest passenger throughput since 2000/01. Gatwick had experienced a very busy Easter period and good external operations had been developed with the tourist board. BAA Gatwick was investing with tourism partners in a new campaign to encourage more affluent Americans to visit the South East of England. Members were pleased to note the work with the various tourist boards and enquired as to whether a tourist board desk would be reintroduced at the airport. Mr. Griffiths confirmed that they were re-evaluating the arrivals product and onward travel facilities and that there might be an opportunity for a tourist facility to be located in that area.

AIRPORT MASTER PLAN

127. The Committee considered a report by the Honorary Secretary setting out the timetable for considering the Committee's response to BAA Gatwick's consultation on the airport master plan (copy attached to the signed minutes). Members also thanked BAA Gatwick for hosting the seminar that morning. The Chairman advised that the Honorary Secretary would produce a note of the discussion at the seminar which had highlighted many different and important issues. He encouraged members to submit to the Honorary Secretary their organisation's comments/concerns on the draft master plan so that they could be considered during the preparation of the Committee's consultation response. Views were requested by the end of May in time for consideration by the General Purposes Sub-Committee.

128. Reference was made to the way in which BAA Gatwick intended to take forward the commitments from the Sustainable Development Strategy (SDS) in particular the

suggestion of simplifying their presentation by amalgamating those that address closely related issues or activity. The importance of BAA Gatwick not amalgamating those surface access commitments where they related to different modes of surface transport was emphasised.

129. Reference was made to the recent speech given by Mr. Clasper in Europe on the need for the industry to address climate change. Members asked for a copy of the speech to be circulated. Members suggested that the aims and objectives set out in the speech be included in the final master plan.

130. Resolved - That the suggested timetable for the Committee's consideration of the outline airport master plan be agreed.

GATWICK EXPRESS

131. The Committee received a paper produced by the SRA setting out the proposed modifications to the Draft Brighton Main Line Route Utilisation Strategy (RUS) in so far as it related to the Gatwick Express (copy attached to the signed minutes). Members also noted the press release issued by West Sussex County Council reporting that the Leader of the Council had sought an urgent meeting with the Minister to discuss the proposals for the Gatwick Express (copy also attached to the signed minutes). The Minister was unable to meet a delegation from the County Council at the present time.

132. Mr. Griffiths reported that BAA Gatwick was developing a further option for the SRA to consider. The new option would retain the four non-stop Gatwick Express service per hour, but extending two of them to run non-stop between Gatwick and Brighton and vice versa. He also advised that South West Trains had some rolling stock coming out of service. This rolling stock was the same as that of the Gatwick Express so could be used to make the Gatwick Express trains longer. The Committee encouraged BAA Gatwick to do all it could to take this new option forward and also emphasised the importance of putting this further option in the public domain, including the Secretary of State.

CONSULTATION BY TRANSPORT FOR LONDON – PROPOSAL TO RUN THE TUBE LATER AN HOUR AT THE WEEKEND

133. The Committee considered a report by the Honorary Secretary suggesting a response to Transport for London's consultation on a proposal to run the tube an hour later at the weekend (copy attached to the signed minutes). Members considered the proposal and the impact it would have on passengers and staff travelling to and from Gatwick Airport. Although it was acknowledged that the later running of the Tube on Friday and Saturday nights would benefit a small number of Gatwick's passengers, the later start of tube services on Saturday and Sunday mornings would disadvantage a much greater number of passengers, as well as staff, travelling to and from Gatwick in the early morning.

134. In addition to the comments set out in the Honorary Secretary's report, members commented that the proposal would mainly benefit those people who choose to use the Tube service for leisure purposes late at night. Those who would be disadvantaged by the later start of the Tube service in the morning are people who rely on the service to get to work or to make travel connections with other modes of transport. It was felt therefore that Transport for London's first priority must be to serve those travellers who rely on tube connections. It was also felt that as the proposed alteration to the service would not integrate so well with rail timetables at the weekend, could leave foreign tourists confused and could affect their confidence in using the Tube network.

135. Resolved – That the comments set out in the Honorary Secretary’s report, together with the views of the Committee, be forwarded to Transport for London in response to the consultation.

PASSENGER SERVICES SUB-COMMITTEE

136. The Chairman of the Passenger Services Sub-Committee presented his report of the meeting of the Sub-Committee held on 24th February, 2005 (copy attached to the signed minutes). He reported that since its meeting, the Sub-Committee had been advised that as part of the closure of multi-storey car park 3, the coach station would need to close temporarily due to health and safety requirements. The opportunity was therefore being taken to undertake some refurbishment to the coach station facilities. BAA Gatwick was involving members of the Sub-Committee in the development of the alternative arrangements for coach companies, passengers and other drivers. Mr. Hall confirmed that the Sub-Committee would continue to monitor the arrangements during the course of the works.

137. Mr. Hall also reported that the Sub-Committee was working with the airport management on the passenger experience and requirements for Pier 6.

CAA CONSULTATIONS

Report On The Work Of The Aerodrome Congestion Working Group

138. The Committee considered a report by the Technical Adviser giving details of proposals for a scheme of rebates to airlines relating to the delay caused by aerodrome congestion at Heathrow and Gatwick airports (copy attached to the signed minutes).

139. Members confirmed that the BAA proposal was a sensible approach as it set out different components of the congestion delay term and complemented those service quality standards and rebates already in existence at Gatwick. However, the Committee emphasised the need to ensure that, whatever system was implemented, the benefits and advantages in tackling and minimising delays for airlines and passengers were much greater than the costs and disadvantages of implementing the scheme. It was important therefore that a mechanism was found which struck the right balance between maximising capacity and minimising delay.

140. Members were also concerned about the impact the implementation of a congestion term would have on the current partnership working that existed at Gatwick to make the best use of runway capacity. The introduction of such a term could result in a significant change of emphasis in the working practices between BAA Gatwick, NATS and the airlines and their agents. Members therefore felt it important that the effective working partnerships currently in place were not comprised.

141. Resolved - That the comments set out in the Technical Adviser's report together with the comments of the Committee be forwarded to the Civil Aviation Authority in response to the consultation.

Review Of The Standards And Rebate Schemes For Heathrow And Gatwick Airports

142. The Committee considered a report by the Honorary Secretary suggesting a response to the CAA's consultation paper reviewing the current service quality rebate (SQR) scheme that came into effect at Gatwick on 1st July, 2003 (copy attached to the signed minutes). Members were generally pleased with the way in which the SQR scheme was developing at Gatwick but highlighted that some elements of the scheme

needed to be refined. The Committee agreed with the comments set out in the County Secretary's report.

143. Resolved - That:

- (1) the Committee welcome the improvements that have been achieved by BAA Gatwick in raising service quality at the airport; and
- (2) the views set out in section 4 of the Honorary Secretary's report be forwarded to the Civil Aviation Authority for consideration in its review of the SQR system.

DEFRA CONSULTATION ON THE ENVIRONMENTAL NOISE DIRECTIVE (END)

144. The Committee considered a report by the Technical Adviser giving details of a consultation being undertaken by Defra on its proposals to implement the European Directive relating to the Assessment and Management of Environmental Noise, referred to as the END (copy attached to the signed minutes).

145. The Committee noted that the noise mapping and action planning process was to be taken forward on a five yearly rolling programme with the first round of mapping and action planning applying to all major airports. Maps therefore needed to be produced by 30th June, 2007, with action plans in 2008. However, members were concerned that although the aim was to map noise from many different sources, the process did not include ground noise generated at airports, a noise source of much community annoyance. There was also disquiet about the workability of the process and members considered it important that there were workable sanctions put in place to ensure that designated competent authorities, who did not produce the required contours or associated action plans, could secure any remedial action that needed to be taken.

146. There was also concern about possible confusion with the airport noise contours produced annually by DfT. Although there is no relationship between these and contours produced under the END, members felt that there could be confusion in local communities which fell within an area covered by both types of contour. It was also questioned whether the INM model would include terrain to enable comparisons to be made.

147. Resolved - That the comments set out in the Technical Adviser's report together with the comments raised by the Committee be forwarded to DEFRA in response to the consultation.

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) meeting held on 1st March, 2005 (copy attached to the signed minutes). Members noted that for the first time the commentary also included the key points arising from the Ground Noise Committee. This was welcomed.

149. The Committee was informed that the results of the full winter season's movements and quota usage would be reported to the Consultative Committee in July.

150. Members also noted that there were more track keeping deviations during the quarter due to the increased westerly operations compared with 2003/04.

151. Reference was made to the stakeholder meeting that was to be arranged to discuss the options for the ground run pen. The Chairman reported that more discussions were to be held and a further report on the options, including the benefits and disbenefits of each of the possible sites, would be given at next meetings of the Ground Noise Committee and General Purposes Sub-Committee.

CRAWLEY BOROUGH COUNCIL DIRECTOR FOR ENVIRONMENT AND HOUSING'S REPORT

152. 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).

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

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

Passenger Services Sub-Committee - Thursday, 19th May, 2005
General Purposes Sub-Committee - Thursday, 16th June, 2005
Consultative Committee - Thursday, 14th July, 2005

154. The Chairman reminded members that a tour of the airport would be held in the morning of the next meeting of the Consultative Committee on 14th July, 2005. Details would be sent out to members in due course.

CHAIRMAN