

GATWICK AIRPORT CONSULTATIVE COMMITTEE

Minutes of the meeting of the Consultative Committee held on 22<sup>nd</sup> April, 2004.

Present:

Mr. P.W. Bryant (Chairman)

Mrs. H. Clack (substitute)	-	Surrey County Council
Dr. P. Ellis	-	British Air Transport Association
Mr. C. Hersey	-	Mid Sussex District Council
Mr. R.A. Jones (Substitute)	-	Burstow Parish Council
Mr. B. Kendall	-	Horley Town Council
Mrs. E. Kitchen	-	Horsham District Council
Mr. G. Larcombe	-	Horley and District Chamber of Commerce
Mr. J. Macdonald	-	IATA
Mr. N. Maltby	-	Mole Valley District Council
Mr. J. McCall	-	Environmental and Amenity Groups
Mr. M. Miller (Substitute)	-	Reigate and Banstead Borough Council
Mr. D. Murdoch	-	Crawley Borough Council
Mrs. S. Parsons (Substitute)	-	ABTA
Lt. Col. Pemberton	-	West Sussex County Council
Mr. G. Pixley	-	Passenger Representative
Mr. A. Rice (Substitute)	-	Rusper Parish Council
Mrs. H. Sewill	-	Charlwood Parish Council
Mr. A. Skudder	-	Crawley Borough Council
Mr. R. Thomas	-	East Sussex County Council
Mr. J. Woodward-Nutt	-	Consumers' Association

Also present:

Mr. R. Cato	-	Managing Director, BAA Gatwick
Mr. P. Griffiths	-	Deputy 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
Mr. P. Welch	-	Deputy Honorary Secretary
Mrs. P. Street	-	Assistant Honorary Secretary

Apologies for absence were received from:

Mr. G. Blundell-Pound, Mr. J. Brock, Mr. S. Buck, Mr. D. Dewdney, Mrs. K. Hammond, Mr. B. Humphreys, Mr. C. Lloyd, Mrs. M. Myland, Mrs. R. Ross-Tomlin, Mrs. E. Sampson and Mr. V. Saunders.

## MINUTES

109. Resolved - That the minutes of the meeting held on 5<sup>th</sup> February, 2004 be approved as a correct record and that they be signed by the Chairman.

110. Reference was made to minute no. 88 and clarification was sought on whether BAA Gatwick would extend the life of the 2001 legal agreement. The Chairman advised that the work on the Master Plan and the review of the Sustainable Development Strategy would be set in the context of the legal agreement and that there was a good faith intention in the 2001 agreement encouraging the three parties to commence negotiations in 2006 with the aim of extending the agreement. Mr. Cato advised that once the work on the master plan and Sustainable Development Strategy had progressed, BAA Gatwick's position would be given at the appropriate time.

### General Purposes Sub-Committee

111. Resolved - That the draft minutes of the General Purposes Sub-Committee held on 25<sup>th</sup> March, 2004 be received and noted (copy attached to the signed minutes).

## AIRPORT COMMENTARY

112. 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). The Committee noted that the airport was now handling around 30 million passengers per annum and that the route network was envisaged to grow further, especially into Eastern Europe.

### Capital Investment Programme

113. BAA Gatwick was investing £125 million towards new airport facilities in the year ahead. Gatwick's Ten Year Capital Investment Programme had been published earlier that morning for consultation with the airlines and other relevant stakeholders to ensure that BAA Gatwick has placed the right priority on the timing and choice of projects. Although the investment programme for Gatwick had been revised downwards in the light of the change in traffic mix and slower growth, there was still to be considerable investment at Gatwick. The airlines representatives welcomed the priority that had been given to the Pier 6 project which would, when completed, not only provide improved facilities for airlines but also an enhanced passenger experience.

114. Mr. Cato informed the Committee that due to the extension to the South Terminal arrivals hall, Skyview, the viewing area, had been closed which he realised was most disappointing to enthusiasts. An alternative viewing area had yet to be found.

### Airport Charges

115. Members noted that airport charges for 2004/05 had now been agreed but were disappointed that the implementation of an emissions element in the charging structure had been deferred. Mr. Cato advised that due to concerns of the airlines operating at Gatwick,

it had been decided to first include an emissions element in airport charges at Heathrow but assured the Committee this would be included in the charges at Gatwick from April 2005. Reference was made to the number of new services and airlines operating at Gatwick and whether any of the new entrants operated the noisier chapter 3 aircraft. Mr. Cato advised that none of the new entrants operated the noisier chapter 3 aircraft.

### Security

116. Mr. Cato also advised that security remained a high priority for Gatwick and he continued to liaise with Sussex Police. Contingency plans were in place and a security awareness campaign was soon to be launched.

### Gatwick's Welcome Arch

117. The Committee noted that construction had commenced on the Welcome Arch. Some members were disappointed that the airport's commentary gave the impression that the project had the support of the community and emphasised to Mr. Cato that there were many objections to the planning application and that the structure was considered to be out of character with the surrounding environment. It was highlighted to members that as a result of the comments received to BAA Gatwick's consultation on the scheme, some amendments were made to the height and position of the arch. Some members also commented on the congestion being experienced on the South Terminal's upper forecourt and asked if the construction works for the arch project would exacerbate the problem. Mr. Cato advised that the congestion on the upper forecourt was of concern to BAA Gatwick and the situation was being addressed.

### AIR TRANSPORT WHITE PAPER - SEMINAR BAA GATWICK TAKING FORWARD THE ISSUES

118. The Committee thanked BAA Gatwick for hosting the seminar that morning outlining the work programme to take forward the issues arising from the Government's Air Transport White Paper. It was evident that there were still a number of uncertainties about the process for master planning (the DfT guidelines for this were still awaited), the status of the land that needed to be safeguarded and the infrastructure required for possible future development. Members emphasised the need for all interests to be kept fully informed of the progress being made by BAA plc and BAA Gatwick. Mr. Griffiths assured the Committee that regular reports would be made to the General Purposes Sub-Committee and the main Committee and that BAA Gatwick would be proactive and engage stakeholders as appropriate. A number of issues had been raised at the seminar that morning and the Chairman asked that these be discussed further by the General Purposes Sub-Committee at its next meeting.

### CONSULTATIVE COMMITTEE'S TERMS OF REFERENCE

119. The Committee considered a report by the Honorary Secretary suggesting revisions to the Committee's terms of reference in the light of the DfT's new guidelines for airport consultative committees (copy attached to the signed minutes). A key issue for the Committee's consideration was whether its meetings should be open to the public, press and media to observe proceedings. Generally, members supported the principle of openness

and transparency and felt that only the meetings of the full Consultative Committee should be held in public. The General Purposes Sub-Committee and the Passenger services Sub-Committee would therefore continue to meet in private.

120. Resolved - That:

- (1) the meetings of the full Consultative Committee only be open to the public, press and media to observe its proceedings;
- (2) the revised Terms of Reference attached to the Honorary Secretary's be approved.

#### PASSENGER SERVICES SUB-COMMITTEE

121. Mr. Pixley presented his report of the last meeting of the Passenger Services Sub-Committee held on 26<sup>th</sup> February, 2004 (copy attached to the signed minutes). The Sub-Committee was pleased with the progress being made to the extension to the South Terminal's arrival hall and had welcomed the proposal to situate all the handling agents' desks in the one location in the hall as this would greatly benefit the passenger.

122. The Committee also noted the new check-in cost recovery system implemented by BAA Gatwick to better utilise the check-in desks and improve passenger queuing times. Mr. Pixley enquired as to whether the issue regarding the relocation of NorthWest's desks had been resolved. Mr. Cato advised that he was still in discussion with North West about the new arrangements.

123. The Sub-Committee had welcomed BAA Gatwick's closer working relationship with the handling agents and that handling performance had improved slightly. Mr. Pixley enquired whether the improved performance levels had been maintained over the Easter period. Mr. Cato was pleased to report that operations in the South Terminal had performed well and there had been a reduction in the number of delayed flights.

#### BAA GATWICK'S TRANSPORT STRATEGY CONSULTATION

124. The Committee noted that the General Purposes Sub-Committee had agreed on behalf of the Committee the response to BAA Gatwick's Transport Strategy consultation. A copy of the response is attached to the signed minutes. Mr. Lockwood reported that the car parking section of the Strategy had yet to be issued for consultation and it was now planned to be issued at the next Gatwick Area Transport Forum to be held in June. The car parking section would also be the subject of discussion with the Gatwick local authorities.

#### STRATEGIC RAIL AUTHORITY PRESENTATION

125. The Committee noted that following the presentation by the Strategic Rail Authority at the last meeting of the Committee the Honorary Secretary had written to the Chairman of the Authority expressing concern about the future of the rail network serving Gatwick (copy attached to the signed minutes). Mr. Cato informed the meeting that he had arranged for Mr. Bowker to visit Gatwick during May to discuss various issues, in particular platforms 5 and 6 and possible solutions for the Gatwick Express.

## FASTWAY

126. The Committee received and noted a report by West Sussex County Council providing an update on the Fastway project (copy attached to the signed minutes). Lt. Col. Pemberton advised that as from 29<sup>th</sup> May, 2004 Fastway would provide a 24 hour service. The introduction of the Fastway service was already proving successful and there were signs that the service had had an impact on attracting people away from using private cars to access the airport.

127. Members representing Horley, whilst supporting the Fastway scheme expressed concern about the capacity of the roads in Horley to accommodate the Fastway vehicles. The Committee noted that there were still a number of issues that needed to be resolved regarding this phase of the project.

## AIRCRAFT NOISE AND MONITORING ADVISORY COMMITTEE (ANMAC)

128. The Committee received and noted a report by the Vice-Chairman on the proceedings of the meeting of ANMAC held on 8<sup>th</sup> March, 2004 (copy attached to the signed minutes). Mrs. Sewill drew members' attention to the differential noise limits trial which was carried out at Gatwick last summer. It was noted that Mrs. Sewill had reiterated that the Consultative Committee was opposed to differential limits because they could distract attention from the more important issue of reducing the maximum noise limit, they could not be enforced and the arbitrary level of the various limits could be an issue for the airlines. The administrative burden of implementing a differential limits scheme was also a serious consideration.

## FLIGHT EVALUATION UNIT COMMENTARY

129. 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 Group's (NATMAG) meeting on 4<sup>th</sup> March, 2004 (copy attached to the signed minutes).

130. The Committee noted the proposal to carry out P-RNAV trials at Gatwick this year. The P-RNAV routes mean that aircraft are directed to fly a precise track and at a specified height at various points along the route. It was explained that initial trials were likely to involve only a few airlines and a very limited number of operations and would probably not have an impact on the ground. The arrival trial routes were not expected to differ significantly from the typical tracks currently observed on a day to day basis. The focus for the departure trials is currently on the two wraparound (08Kenet and 26Lambourne) and the 08 Seaford routes which account for the vast majority of all the deviations recorded. BAA Gatwick would keep both NATMAG and the General Purposes Sub-Committee informed of how the trial is progressing.

131. Members also noted that an airline that frequently arrived earlier than its scheduled time was still being examined to determine how to address the matter.

## GROUND NOISE

132. The Committee received and noted the minutes of the meeting of the Ground Noise Committee held on 4<sup>th</sup> March, 2004 (copy attached to the signed minutes). BAA Gatwick informed members that great progress had been made in addressing and taking forward ground noise issues. BAA Gatwick was also pleased to report that the installation of the fixed electrical ground power units to all aircraft stands had been delivered ahead of schedule.

133. Reference was made to the planning application for the ground run pen (GRP) and some members emphasised the need for BAA Gatwick to ensure that the GRP was constructed to the highest specification so as to contain the noise.

## HOUSE OF COMMONS TRANSPORT SELECT COMMITTEE ON ENVIRONMENTAL AUDIT: THIRD REPORT - PRE-BUDGET 2003: AVIATION FOLLOW UP

134. The Committee received and noted the summary and conclusions of the House of Commons Select Committee on Environmental Audit (copy attached to the signed minutes). Members noted that the Select Committee was disappointed that the Government had not taken the initiative to promote an interim emissions charge and that it has been questioned whether the emissions trading scheme will ever be an effective tool. BAA Gatwick advised that emissions trading was still high on BAA plc's agenda.

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

135. 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 circulated at the meeting (copy attached to the signed minutes). The report was received and noted.

## GATWICK AIRPORT COMMUNITY TRUST - CONSULTATIVE COMMITTEE NOMINATION

136. The Committee noted that Mr. Pixley's, the Committee's nomination to serve on the Gatwick Airport Community Trust, term of office was due to expire in April 2004. Mr Pixley was willing to continue to serve on the Trust for a further year.

137. Resolved – That Mr. Pixley continue as the Consultative Committee's nomination to the Gatwick Airport Community Trust for a further year.

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

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

Passenger Services Sub-Committee – Thursday 3<sup>rd</sup> June, 2004 at 2.00 p.m.

General Purposes Sub-Committee - Thursday, 1<sup>st</sup> July, 2004 at 10.00 a.m.

Consultative Committee – Thursday, 22<sup>nd</sup> July, 2004 at 2.00 p.m.

DEPUTY HONORARY SECRETARY

139. Mr. Cato, together with the rest of the Committee, expressed their thanks to Pat Welch for all his hard work and dedication to the Committee over the past 18 years and wished him well in his new role as Deputy Clerk to the Sussex Police Authority.

CHAIRMAN