

GATWICK AIRPORT CONSULTATIVE COMMITTEE

Minutes of the meeting of the Consultative Committee held on 24th July, 2003.

Present:

Mr. P.W. Bryant (Chairman)

Mr. J. Brock	-	Burstow Parish Council
Mr. S. Buck (Substitute)	-	International Air Carriers Association
Mr. D. Dewdney	-	West Sussex County Council
Mrs. K. Hammond	-	Surrey County Council
Mr. C. Hersey	-	Mid Sussex 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	-	International Air Transport Association
Mr. K. Morris (Substitute)	-	British Air Transport Association
Mrs. M. Myland	-	Tandridge District Council
Mrs. S. Parsons (Substitute)	-	Association of British Travel Agents
Mr. G. Pixley	-	Passenger Representative
Mrs. E. Sampson	-	Surrey County Council
Mr. V. Saunders	-	Rusper Parish Council
Mrs. H. Sewill	-	Charlwood Parish Council
Mr. A. Skudder	-	Crawley Borough Council
Mrs. J. Vogt (Substitute)	-	Environmental and Amenity Groups
Mr. J. Woodward-Nutt	-	Consumers' Association

Also present:

Mr. R. Cato	-	Chairman and 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
Dr. J. Godfrey	-	Deputy Honorary Secretary
Mr. P. Welch	-	Assistant Honorary Secretary
Mrs. P. Street	-	Assistant Honorary Secretary

Apologies for absence were received from:

Mr. G. Blundell-Pound, Mr. B. Humphreys, Dr. P. Ellis, Mr. I. Moore, Mr. J. McCall, Lt. Col. Pemberton, Mrs. Ross-Tomlin and Mr. Thomas.

## TOUR OF AIRPORT

1. The Committee expressed its thanks to BAA Gatwick for organising such an interesting and informative tour of the airport that morning. Members were most impressed by the co-ordination of the construction works taking place on Pier 2 and the new fire training facility.

## MEMBERSHIP OF THE COMMITTEE

2. The membership of the Committee and its constitution and terms of reference were received and noted (copy attached to the signed minutes).

## MINUTES

3. Resolved - That the minutes of the meeting held on 10th April, 2003 be approved as a correct record and that they be signed by the Chairman.

4. Resolved - That the minutes of the special meeting of the Committee held on 26th June, 2003 be approved as a correct record and that they be signed by the Chairman.

## General Purposes Sub-Committee

5. Resolved - That the draft minutes of the General Purposes Sub-Committee held on 26th June, 2003 be received and noted (copy attached to the signed minutes).

## APPOINTMENT OF VICE-CHAIRMAN

6. Resolved - That Mrs. H. Sewill be appointed as Vice-Chairman of the Committee for the ensuing year.

## APPOINTMENT OF SUB-COMMITTEES

7. Resolved - That the following members be appointed to serve on the respective Sub-Committees, the Noise and Track Monitoring Advisory Group and the Ground Noise Committee for the ensuing year. The Chairman and Vice-Chairman were ex officio members of each of the Sub-Committees, the Advisory Group and Ground Noise Committee.

### General Purposes Sub-Committee

Mr. P. Bryant (Chairman)  
Dr. P. Ellis (British Air Transport Association)  
Mr. D. Dewdney (West Sussex County Council)  
Mr. J. Macdonald (International Air Transport Association)  
Mrs. E. Kitchen (Horsham District Council)  
Mr. N. Maltby (Mole Valley District Council)  
Mr. J. McCall (Environmental and Amenity Groups)  
Mr. P. Feltham (CADIA - Business Association for Sussex and Surrey)

Mr. D. Murdoch (Crawley Borough Council)  
Mr. G. Pixley (Passenger Representative)  
Mrs. E. Sampson (Surrey County Council)  
Mrs. H. Sewill (Vice-Chairman)

Passenger Services Sub-Committee

Mr. P. Bryant, Mrs. H. Sewill, Mr. I. Moore and Mr. J. Woodward-Nutt.

It was also noted that the following passenger representatives serve on the Sub-Committee:

Mr. M. Bone, Mrs. A. Curle, Mr. N. Gibbs, Mr. P. Hall, Mrs. S. Langtry-White, Mrs. C. Marsh, Mr. G. Pixley (Chairman), Mr. R. Saunders and Mrs. C. Vickers.

Noise and Track Monitoring Advisory Group (NATMAG)

Mr. P. Bryant, Mrs. H. Sewill, Mr. D. Dewdney, Mrs. E. Kitchen and Mrs. M. Myland.

Ground Noise Committee

Mr. P. Bryant, Mrs. H. Sewill, Mr. D. Dewdney, Mrs. E. Kitchen and Mrs. M. Myland.

PASSENGER SERVICES SUB-COMMITTEE

8. Mr. Pixley presented his report of the last meeting of the Passenger Services Sub-Committee held on 5th June, 2003 (copy attached to the signed minutes). Mr. Pixley highlighted the Sub-Committee's concerns about the temporary arrangements for the South Terminal domestic arrivals' baggage since the introduction of the new DfT's security requirements. Mr. Cato was pleased to report that whilst he was still in discussion with the DfT regarding the segregation arrangements for the South Terminal's domestic arrivals baggage, the DfT had agreed that for the short term BAA Gatwick could use the existing baggage belt on Pier 1 provided additional security guards were used to ensure the secure segregation of arriving domestic passengers with departing international passengers.

9. Mr. Pixley also reported that since the last meeting of the Passenger Services Sub-Committee, BAA Plc was in the process of redesigning the passenger feedback card for the Group. Mr. Pixley thanked BAA Gatwick for consulting the Sub-Committee on the design of the new feedback card, but members had serious misgivings about its new format, particularly the attempt to use the information for commercial purposes. The importance of receiving independent passenger feedback was stressed, and it was feared that the new style card, which was much more complex, could result in passengers being deterred from putting forward their comments. Mr. Pixley would continue to liaise with BAA Gatwick on the final design of the card and it was agreed that new card would be circulated to members.

GATWICK AIRPORT SUSTAINABLE DEVELOPMENT STRATEGY AND LEGAL AGREEMENT  
MONITORING REPORT FOR THE YEAR ENDED 31ST MARCH, 2003

10. Mr. Lockwood reported that the draft Monitoring Report had been produced and was currently being considered by the Gatwick Local Authorities on which obligations/commitments should be put forward for independent verification. The Consultative Committee had been consulted by the local authorities on their suggested list of items (a maximum of 10 items) and members' attention was drawn to the minutes of the General Purposes Sub-Committee. The Sub-Committee's views would be considered by the Gatwick Local Authorities Officers Group at their meeting the following week when a decision would be made on which items should be subject to the verification process.

11. In addition to those obligations/commitments selected by the local authorities, BAA Gatwick was able to nominate two obligations/commitments for verification. BAA Gatwick had however decided to ask the independent consultant to choose two of the obligations on West Sussex County Council and Crawley Borough Council on their behalf. The consultants also had the discretion to select a sample of other obligations/commitments for independent verification. A report on the outcome of the verification process would be given at the next meeting of the Consultative Committee.

TRANSPORT STRATEGY UPDATE

12. The Committee considered a paper by BAA Gatwick providing an update on the review of the Transport Strategy (copy attached to the signed minutes). BAA Gatwick reported that at the Transport Forum in June, eight papers on performance and successes to date against corresponding targets and commitments contained in the Sustainable Development Strategy, were circulated. The discussion papers would be the subject of further debate and feedback with individual key stakeholders, including the community, during the forthcoming months.

13. The Committee noted the significant changes in traffic mix and passenger profiles since the publication of the original Transport Strategy in June, 2000. If the present trend continued, it would pose a serious threat to the achievement of the 40% public transport modal split target by the time the airport was handling 40m passengers per annum. Consideration was therefore being given to introducing a 'second tier' of public transport targets set by region or along travel corridors. The Committee noted the challenges ahead for BAA Gatwick, particularly in relation to the rail network and the recent cut in services, but emphasised the importance of maintaining the 40% modal split target. Reference was made to congestion charging as a means of helping to encourage a change in choice of modes of transport to access the airport. Members therefore suggested that this should be looked at in parallel with the review of the Transport Strategy and the possibilities explored with the local highway authorities. Mr. Pixley added however that the Passenger Services Sub-Committee could not support the achievement of the 40% modal split target at any cost. He stressed the need to maintain the choice for passengers rather than penalising them for accessing the airport by road before enhanced public transport services were in place.

## AIRPORT COMMENTARY

14. 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. Cato was pleased to report that during April and May, there had been a steady increase in passenger traffic with the U.S. carriers resuming normal frequencies in June 2003. The traffic figures for June were however slightly down on the year (minus 1.64%) but this was probably due to the higher level of charter traffic the previous year for the extra Jubilee Bank Holiday.

15. Mr. Cato also informed members that BAA had attended several public meetings over the last quarter, to discuss BAA's response to the Government's consultation on the future of aviation. BAA was keen to maintain pressure on the Government to make a decision by the end of the year on where new runways were to be provided so as to reduce anxiety and blight.

16. Members noted that BAA Heathrow and Gatwick had hosted on 11<sup>th</sup> July a seminar for local authority officers and their experts on air quality. The aim of the seminar was to give local authorities an opportunity to ask questions on BAA's air quality predictions contained in its response to the Government's consultation on the future of aviation. The seminar was well attended and a summary of the session would be made available to members of the Committee shortly. Mr. Cato offered to host a similar seminar to members of the Committee to broaden the understanding of air quality issues. This was welcomed by the Committee and members suggested that the invitation to attend the seminar should be extended to other local authority members and officers and Primary Care Trusts. It was agreed that the Honorary Secretary would inform members of the date of the seminar. The invitation to attend would also be extended to other interested parties via their Consultative Committee representatives provided the Honorary Secretary was informed of the number and names of likely attendees prior to the date of the seminar.

17. Reference was also made to BAA's response to the Government's consultation on the use of economic instruments in aviation. Members noted that BAA Plc. had called for development of 'smart' mechanisms for capturing the external costs of aviation in place of the current Air Passenger Duty (APD). Some members commented that the income raised through APD went to the Government and was not directed to local environmental improvement schemes. Members were therefore interested to know more about emissions trading schemes. Mr. Cato advised that BAA was working with the Government, the industry and environmental organisations to develop an environmentally credible, international emissions trading regime and an example was given of a successful scheme in the USA in tackling sulphur dioxides. Mr. Cato agreed to address the issue at the Air Quality Seminar, and details of the USA sulphur dioxides trading scheme would be circulated beforehand.

18. The Committee congratulated BAA Gatwick on the 2003 Sussex and Surrey Youth Games which took place on 8th June and 14th and 15th June respectively. Members commented that they were most enjoyable events, and it was a great shame that the local press, other than the Evening Argus, had not given greater coverage of the event.

19. Mr. Pixley referred to the introduction of the CAA Service Quality Rebate Scheme which was introduced on 1st July at Heathrow and Gatwick Airports, and asked Mr. Cato to give an indication as to how well Gatwick was doing. Mr. Cato advised that the first main issue which needed to be resolved was the level of pier service offered in the North Terminal. He was pleased however that the Gatwick AOC had agreed to the temporary suspension of pier service in the North Terminal at Gatwick from the Scheme of Standards and Rebates for service quality until Pier 6 had been constructed and completed. The CAA was currently consulting key stakeholders on the proposal. Mr. Cato noted that the Consultative Committee had raised no objection to the proposal.

20. Mr. Cato, together with the rest of the Committee, expressed their thanks to John Godfrey for all his hard work and dedication to the Committee over the years and wished him well in his new role as Clerk to the Sussex Police Authority.

### PLANNED RAIL IMPROVEMENTS

21. The Committee considered a report by the Honorary Secretary providing an update of planned rail improvements and the current position regarding train services serving Gatwick Airport (copy attached to the signed minutes). The Committee expressed disappointment at the lack of progress being made on the improvements to the rail network around Gatwick Airport and at the recent cut in services during peak times especially as this would not help BAA Gatwick in the achievement of its 40% modal split target. Public confidence in the rail infrastructure needed to be regained and greater investment needed to be forthcoming from the Government, the Strategic Rail Authority and the train operating companies. It was also important that rail services between the airport and the South Coast were operating at key hours during the day, so as to enable airport staff to access the airport at appropriate peak times, i.e. early in the morning and late in the evening. Mr. Cato shared the concern of the Committee and advised that he had been in discussion with the train operating company about the recent cut in services and it was now likely that the peak hour services would be reinstated for the winter season.

22. Resolved - That the Honorary Secretary write to the Strategic Rail Authority expressing the Consultative Committee's serious concerns about the state of the rail network in the Gatwick region.

### NOISE EXPOSURE CONTOURS FOR GATWICK AIRPORT 2002

23. The Committee received a report by the West Sussex County Council's Head of Environment and Economic Policy Services, outlining the results of the noise monitoring at Gatwick Airport during the summer period of 2002, published by the DfT (copy attached to the signed minutes). Members were pleased to note that the area covered by the 57 dBA leq contour and the population affected (now approx. 3,500) by significant aircraft noise, had again reduced since 2001. The general trend was in line with the long-term forecasts published by BAA Gatwick in its Sustainable Development Strategy.

24. Resolved -

- (1) That the new noise monitoring information be noted;

- (2) That the continued reduction in both the area affected by aircraft noise as revealed by the latest contours and the population living in the area, be welcomed;
- (3) That BAA Gatwick and the airlines operating from Gatwick, be urged to continue their efforts to increase the use of quieter rather than noisier aircraft, as set out in the commitments contained within the Sustainable Development Strategy; and
- (4) That the DfT be thanked for their prompt publication of the noise exposure contours for Gatwick Airport 2002.

#### DFT CONSULTATION - NIGHT-FLYING RESTRICTIONS AT HEATHROW, GATWICK AND STANSTED AIRPORTS

25. The Committee noted that on 8th April, 2003, the DfT published a consultation paper on a proposal to extend the present night-flying restrictions regime at Heathrow, Gatwick and Stansted Airports for a further year to October 2005. Members also noted that the consultation paper commenced consideration of some of the general principles and policies underlying the future night-flying restrictions regime. As the deadline for responses to the consultation was 11th July, 2003, the Committee endorsed the response which had been agreed by the General Purposes Sub-Committee at its meeting on 26th June, 2003 (copy attached to the signed copy of the minutes).

#### THE AERODROMES (NOISE RESTRICTIONS) (RULES AND PROCEDURES) REGULATIONS 2003

26. The Committee received and noted a press release issued by the DfT on 16th July announcing a new procedure for the management of aircraft noise at the busiest UK airports, which included Gatwick Airport (copy attached to the signed minutes). The new regulations had yet to be examined by the Honorary Secretary and a report would be made to the next meeting of the General Purposes Sub-Committee.

#### FLIGHT EVALUATION UNIT COMMENTARY

27. 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 meeting on 4th June, 2003 (copy attached to the signed minutes).

28. Members noted that since the introduction of the increased vectoring height of 4000 ft. on a number of the departure routes out of Gatwick, there had been a slight impact of the raised heights on track keeping performance. The situation was however being closely monitored and was being addressed through the Flight Operation Performance Committee. It was hoped that the slight increase in track keeping deviations was of a temporary nature while operators adjusted to the new requirements.

29. The report on the first part of the summer 2003 night movements summary was considered, and members were pleased to note that there had again been a slight increase in the number of 0.5 QC valued aircraft. As regards complaints which the Unit had received,

there had been complaints from a couple of new areas, which was probably due to the publicity surrounding the SERAS debate.

#### GROUND NOISE COMMITTEE

30. The Committee received and noted the minutes of the meeting of the Ground Noise Committee held on 4th June, 2003 (copy attached to the signed minutes).

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

31. The Committee considered a 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 (copy attached to the signed minutes). Mr. Fairham, Crawley Borough Council, informed the meeting that since the publication of his report, an amendment needed to be made to Application CR/2003/0343/CON, in relation to the erection of two reception buildings at Zones D and W of the long-stay car parks serving both terminals. Mole Valley District Council had now responded to the consultation, and had raised concern over the architectural features when viewed from the Surrey Green Belt. Members noted this amendment.

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

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

Passenger Services Sub-Committee	-	Tuesday, 2nd September, 2003	at 2.00 p.m.
General Purposes Sub-Committee	-	Thursday, 2nd October, 2003	at 10.00 a.m.
Consultative Committee	-	Thursday, 23rd October, 2003	at 2.00 p.m.

33. The Chairman also informed members that the date of the meeting of the Committee scheduled for 29th January, 2004 needed to be changed and a revised date would be circulated to members shortly.

CHAIRMAN