

GATWICK AIRPORT CONSULTATIVE COMMITTEE

GENERAL PURPOSES SUB-COMMITTEE

Minutes of the Sub-Committee meeting held on 1st July, 2004 at Gatwick Airport.

Present:

Mr. P.W. Bryant (Chairman)

Mr. D. Dewdney

Mr. N. Maltby

Mr. G. Pixley

Mrs. E. Kitchen

Mr. J. McCall

Mrs. E. Sampson

Mr. J. Macdonald

Mr. D. Murdoch

Mrs. H. Sewill

Also present:

Mr. T. Lockwood - Director of Planning and Environment, BAA Gatwick

Mr. R. Norman - Environment Strategy Manager, BAA Gatwick

Mr. J. Veaney - Strategic Planning Manager, BAA Gatwick

Ms. S. Orr - Environment Adviser, BAA Gatwick

Mr. J. Freeman - Planning Officer, Crawley Borough Council

Mrs. P. Street - Assistant Honorary Secretary.

Apologies for absence were received from: Dr. P. Ellis and Mr. P. Feltham.

MINUTES OF THE MEETING HELD ON 25TH MARCH, 2004

91. Resolved - That the minutes of the Sub-Committee held on 25th March, 2004, be approved as a correct record and that they be signed by the Chairman.

92. Reference was made to minute 87 and the investigation into an airline which frequently arrived earlier than its scheduled time. BAA Gatwick advised that the matter was being addressed and that the flight number had not appeared in the early arrival tables for the first part of the summer season. It was hoped that the problem had now been resolved.

DRAFT CONSULTATIVE COMMITTEE MINUTES - 22ND APRIL, 2004

93. The Sub-Committee received and noted the draft minutes of the meeting of the Consultative Committee held on 22nd April, 2004 (copy attached to the signed minutes).

BAA GATWICK LOCAL AIR QUALITY MONITORING

94. The Sub-Committee considered the first of a regular report from BAA Gatwick on local air quality monitoring (copy attached to the signed minutes). BAA Gatwick's report gave a summary and analysis of data from the air quality monitoring station located in a parking area beneath the eastern approach to the airport during the period 1st January to 31st March, 2004. With the exception of PM10, pollutant levels were well within levels set by the air quality standards. As regards PM10 levels, it was emphasised that only one

exceedance occurred during the quarter. It was noted that under the current standards a maximum of 35 exceedances per annum were permitted.

95. The Sub-Committee welcomed the first of the regular reports and would continue to monitor the situation on behalf of the Consultative Committee.

96. The Assistant Honorary Secretary advised that at the next meeting of the Consultative Committee Mr. Roger Gardner, DFT, would attend to provide an update on the air quality work programme for Heathrow.

#### BAA GATWICK CAPITAL INVESTMENT PROGRAMME 2004

97. Mr. James Veaney, Strategic Planning Manager, BAA Gatwick, gave a presentation on the focus of the new Capital Investment Programme (CIP) and highlighted the issues for BAA Gatwick over the next decade (copy of presentation attached to the signed minutes).

98. The Sub-Committee also considered a report by the Honorary Secretary setting out issues for consideration on the balance and timing of the CIP projects (copy attached to the signed minutes).

99. The Sub-Committee noted that the revised traffic forecasts published in the CIP were based on the assumption that British Airways traffic volume had stabilised, a continued growth in the low cost market, the restoration of capacity by carriers on US routes, slower growth in the charter market, and the development of other short haul scheduled carriers. It was anticipated that the runway would be full by 2008/09 with 48 movements per hour and 280,000 movements per annum. All these factors had resulted in a change of focus in the CIP with greater emphasis now being placed on a programme of asset replacement and refurbishment and quality of service and infrastructure.

100. The Sub-Committee noted the main concern of the Passenger Services Sub-Committee about the possible consequences to airport facilities for passengers as a result in the growth of the no frills/low cost carriers. Mr. Pixley sought reassurance that the level and standard of passenger services and facilities would be maintained and that a two tier system would not develop. Mr. Veaney advised that the low cost/no frills carriers did have different infrastructure requirements to other airlines but BAA Gatwick needed to accommodate the requirements of all airlines as well as the whole airport community. Mr. Veaney also advised that in the longer term (2010/2012) the forecast assumed that scheduled long haul traffic would return to the levels experienced pre-2001. This would mean that high quality airport services and facilities would need to be maintained to attract more long haul routes. Mr. Macdonald (IATA) added that if there was any reduction in the level of service this would be on the airline side of the operation rather than the airport e.g. renting fewer check-in desks.

101. Reference was also made to projects GAL 23, 25 and 52 in relation to car parking at the airport and also to the traffic flows on the South Terminal's forecourts. Members asked the extent to which there was some joined-up thinking on all these projects to examine how passengers, staff and meeters and greeters got to and from the airport. BAA Gatwick advised that the forecasts for demand for car parking had been based on the assumption set out in CIP and the public transport initiatives and targets. The Car Parking Discussion

Paper which would inform the car parking chapter in the review of the Transport Strategy was currently subject to consultation with relevant stakeholders and outlined the approach BAA Gatwick intended to adopt to meet parking demand. The transport interchange project was also one of the ways in which BAA Gatwick was trying to encourage greater use of public transport to and from the airport. The development of this project was still in its early stages and had many complex issues to address which significantly altered the traffic patterns on the forecourt areas of the South Terminal. The Sub-Committee welcomed the inclusion for the first time in the CIP the transport interchange project which provided a long-term strategy for the coach station amongst other things.

102. Reference was also made to the priority given to the project to refurbish or replace the inter terminal transit system. It was noted that this project was no longer a project in its own right in the CIP and had been incorporated in project GAL 54 which encompassed a whole range of replacement or upgrading of major assets throughout the airport. Members felt that with the anticipated increase in passenger throughput in the North Terminal over the next decade, it was essential that high priority was given to the replacement/refurbishment of the transit system. Members therefore hoped that in the next edition of the CIP a separate project for the transit system would be reinstated. Mr. Veaney assured the Sub-Committee that BAA Gatwick had already allocated significant sums of money to the transit system project and the only reason why it had not been included as a project in its own right was because of the early stage of planning the project. He advised that as the project became "live" then that element of the project programme would be listed as a separate project in subsequent editions of the CIP.

103. The deferment of the project for the north west zones stand development and mid-field pier was discussed. Mrs. Sewill advised that the deferment of these project would be welcomed by the local community although it was understood that the situation would be kept under review during the master planning process and the review of the Sustainable Development Strategy. The future requirements for the airport strategy would however be subject to consultation for stakeholders at the appropriate time.

104. It was agreed that the comments of the Sub-Committee would be forwarded to BAA Gatwick for consideration.

#### AIRPORT MASTER PLANNING AND RELATED ACTIVITIES

105. The Sub-Committee received and noted the statement issued by BAA plc providing an update on the progress made on delivering the key points from the Air Transport White Paper for all its UK airports (copy attached to the signed minutes). Reference was also made to a presentation given by Mr. Jonathan Sharrock, Head of Airports Policy Division, DFT, to the Annual Meeting of Airport Consultative Committee Chairmen and Secretaries on 24th June in Bristol. A copy of the presentation slides would be circulated to all members of the Committee. It was noted that the Department for Transport was now looking to airport operators to produce an outline master plan statement by the end of 2004 with a full master plan issued by the end of 2005. It was also noted that the DFT hoped to issue the guidelines to airport operators on the production of airport master plans very shortly.

106. Mr. Lockwood advised that BAA hoped to produce by the end of 2004 a draft master plan statement for consultation in the first quarter of 2005, using responses to that consultation to inform to completion of the full master plan by the end of that year. BAA Gatwick would however be in discussion with the local authorities on the information that would be contained in the outline master plan statement. Discussions would also take place around the early part of 2005 on how the commitments and legal obligations from the Sustainable Development Strategy could be taken forward. Discussions on extending the life of the 2001 legal agreement would however begin at the end of the process and BAA Gatwick stood by its commitment to open negotiations by March 2006. BAA Gatwick also recognised the importance that local authorities attach to having forecasts of future noise, as an aid to their decisions on housing sites etc.

107. The Sub-Committee also noted a letter which Roger Cato, Managing Director, BAA Gatwick, had sent to relevant stakeholders setting out BAA Gatwick's consultations on the impact of proposed airport development in respect of potential property blight and how to mitigate and compensate for existing aircraft related noise in areas around the airport. Mr. Lockwood advised that BAA Gatwick hoped to publish the consultation on its proposals by the end of July, 2004.

#### GATWICK AIRPORT ANNUAL MONITORING REPORT

108. The Sub-Committee had before it a copy of the unverified Gatwick Airport Annual Monitoring Report produced jointly by BAA Gatwick, Crawley Borough Council and West Sussex County Council together with a report by the Honorary Secretary (copies attached to the signed minutes). The Sub-Committee noted that its role was to assist Crawley Borough Council and West Sussex County Council in the selection of up to ten items to be put forward for independent verification. Members also had before it a list prepared by officers of Crawley Borough and West Sussex County Councils highlighting twelve items which may benefit from being independently verified this year (copy also attached to the signed minutes). Mr. Freeman advised that the Gatwick Officers' Group hoped that from the comments received from the consultees, the list could be reduced to the priority ten items.

109. The Sub-Committee was generally encouraged by the progress made by BAA Gatwick in delivering the commitments and legal obligations from the Sustainable Development Strategy. Members particularly commended BAA Gatwick's staff for all the voluntary work that is undertaken to support the community initiatives. Members were however disappointed about the lack of progress made on the surface access commitments but recognised that a number of the rail initiatives had been hindered by the problems with the rail industry generally. Members noted that the action plan in respect of the surface access section had yet to be included in the monitoring report and this would be included in the final version.

110. The Sub-Committee generally agreed with the suggested list of items for verification although members felt that Commitments TS23 - Strategy for Improving the Coach Station Facilities at South Terminal and AQ17 - Review Charges for Airside Vehicle Licences were of a lesser priority. Specific reference was made to Commitment AN9 - Voluntary Phasing Out of Scheduled QC4 Movements during the Night Quota Period and members voiced their disappointment that there had been an increase in QC4 movements over the last

year. Although BAA Gatwick continued to seek opportunities to encourage current operators to review their operation of QC4 aircraft in the night quota period, the elimination of these flights was ultimately dependent on the Government introducing a ban. It was felt, therefore, that this commitment may benefit from independent verification again this year to ensure that BAA Gatwick was doing everything it could to discourage airlines from scheduling QC4 movements in the night-time period.

111. The progress made on Commitment TS26 - Manage and Improve the Airport's On-Airport Road System was considered. There was concern about the congestion being experienced on the South Terminal's upper forecourt and the roadways around the car parks. On occasions queuing had also been experienced back to the entrance of the car parks. Mr. Ashley advised that traffic flows on the South Terminal's upper forecourt was linked to the project for the transport interchange. Mr. Pixley was anxious however that the congestion on the on-airport road system was looked at soon as possible as the project for the transport interchange was sometime in the future. BAA Gatwick advised that a road safety plan was being developed for the forecourt area and it was agreed that the issue would be considered in more detail at the next meeting of the Sub-Committee. It was also suggested that Commitment TS23 should be considered for a possible item for verification the following year.

112. The Sub-Committee discussed Commitment WQ4 - Pollution Prevention Best Practice Guide and suggested that this item may benefit from independent verification this year in view of the pollution incident experienced in September 2002.

113. In conclusion, the Sub-Committee agreed that from the local authorities' suggested list of commitments/obligations to be put forward for independent verification, Commitment TS23 - Strategy for Improving the Coach Station Facilities and Commitment AQ17 - Review Charges for Airside Road Vehicle Licences were of a lesser priority for verification this year. It was also agreed that the local authority officers be recommended to consider the inclusion in the list of Commitment AN9 - Voluntary Phasing out of Scheduled QC4 Movements during the Night Quota Period and Commitment WQ4 - Pollutant Prevention Best Practice Guide for verification this year. In respect of Commitment TS26 - Management of On Airport Road System, the Sub-Committee sought further information regarding the congestion problems on the road system and would review this commitment for possible independent verification next year.

114. Resolved - That on behalf of the Consultative Committee, the Sub-Committee:-

- (1) Welcomes both the draft Annual Monitoring Report and the opportunity to assist in the selection of commitments, targets and obligations for independent external verification;
- (2) The Honorary Secretary advises West Sussex County Council, Crawley Borough Council and BAA Gatwick on the list of commitments, targets and obligations it would wish the Gatwick Officers' Group to consider for external verification this year.

## BAA GATWICK'S TRANSPORT STRATEGY CONSULTATION - CAR PARKING DISCUSSION PAPER

115. Mr. Ashley informed the Sub-Committee that the discussion paper on car parking was due to be issued that day to the Transport Forum members and other stakeholders. Responses to the discussion paper would be invited to be submitted by the end of July, 2004 and would then be used as a basis to develop the car parking chapter in the Transport Strategy. BAA Gatwick hoped to issue the final draft of the reviewed Transport Strategy in the autumn.

116. It was agreed that the Assistant Honorary Secretary would circulate the car parking discussion paper to all members of the Consultative Committee prior to its next meeting on 22nd July, 2004 for consideration.

### FASTWAY UPDATE - FUNDING

117. The Sub-Committee received and noted a paper by West Sussex County Council providing an update on taking forward the Fastway project (copy attached to the signed minutes). Mr. Bob Etherington, West Sussex County Council, informed the Sub-Committee that since construction of the project began, costs had risen significantly for several reasons, as well as income from developer contributions not accumulating as quickly as predicted, which had resulted in a funding gap of about £1.8 million. West Sussex County Council was however in the process of seeking an increased contribution from the project partners. Members thanked Mr. Etherington for providing the update on the project and gave full support to the County Council and its business partners in ensuring the completion of the scheme. It was hoped that the business partners would be able to find the funds to take the scheme forward.

### AIR NOISE AND TRACK KEEPING ISSUES

#### Minutes of the Noise and Track Monitoring Advisory Group (NATMAG)

118. The Sub-Committee received and noted the minutes of the last meeting of NATMAG held on 7th June, 2004 (copy attached to the signed minutes). Members noted that although there were no definite dates for the commencement of the P-RNAV trials a number of provisional arrivals routes had been designed. A schedule of the trial dates would be given at the next meeting of NATMAG.

#### Night Movements Summary

119. The Sub-Committee received and noted the summary of night movements for the winter season 2003/04 and part of the summer 2004 season (copy attached to the signed minutes). Members expressed their disappointment at the increase in number of QC4 movements in the night quota period during the winter season and it appeared that the trend was continuing into the summer season as the average QC4 value had risen slightly compared with the previous equivalent summer period. Mr. Norman advised that BAA Gatwick continued to liaise with the airlines in promoting a voluntary ban on scheduling QC4 aircraft for those services during the night quota period. However, airlines had not ceased their pre-existing QC4 movements and DAS Air was not wishing to enter into a

voluntary ban at the present time. Members remained concerned about the increase in QC4 movements and asked if BAA Gatwick could produce a full report on the reasons for the increase in the noisier types of aircraft, what was being done to discourage existing airlines and new services from using the noisier aircraft, together with a breakdown of what was happening during the night quota period particularly in the early hours between 0500 and 0800 hours. It was agreed that BAA Gatwick would produce a report for the next meeting of the Sub-Committee. In the meantime, the Chairman agreed to write to Mr. Cato regarding members' concerns about the disappointing increase in QC4 movements.

#### Complaints Analysis

120. The Committee received and noted the complaints analysis for the period January to March 2004 (copy attached to the signed minutes). Complaints about low flying were noted, and that following further investigation, it appeared that it was a matter of public perception concerning the sizes of different aircraft types and occasional unusual events such as go-arounds.

#### GROUND NOISE COMMITTEE

121. The Committee received and noted the minutes of the recent meeting of the Ground Noise Committee held on 11th June, 2004 (copy attached to the signed minutes). Members noted that much work was being undertaken by BAA Gatwick to ensure compliance of FEGP usage. Spot-checks were being undertaken and cases of non-compliance were followed up.

#### DATE OF NEXT MEETING

122. Members noted that the next meeting of the Sub-Committee would be held on Thursday, 30th September, 2004, at the new time of 10.30 a.m.

#### AGENDA ITEMS

123. Mr Lockwood enquired whether the regular reports on air noise and track keeping, the ground noise committee and air quality might in future be placed early on the agenda, to give greater certainty as to the time when BAA Gatwick specialists needed to be available to attend the meeting. Members of the Sub-committee indicated a preference to maintain the existing arrangements, but were willing for items involving the same specialist to follow one another.

Chairman