

GATWICK AIRPORT CONSULTATIVE COMMITTEE

GENERAL PURPOSES SUB-COMMITTEE

Minutes of the Sub-Committee meeting held on 2nd October, 2003 at Gatwick Airport.

Present:

Mr. P.W. Bryant (Chairman)

Mr. D. Dewdney

Mr. P. Feltham

Mr. J. McCall

Mr. G. Pixley

Mr. J. Macdonald

Mr. N. Maltby

Mrs. E. Sampson

Mrs. H. Sewill

Also present: Mr. T. Lockwood - Director of Planning and Environment, BAA Gatwick
Mr. R. Norman - Manager, Flight Evaluation Unit, BAA Gatwick
Mrs. J. Ayres - Community Relations Manager, BAA Gatwick
Mrs. R. Howell - Aviation Strategist, West Sussex County Council
Mr. P. Welch - Acting Deputy Honorary Secretary
Mrs. P. Street - Assistant Honorary Secretary

Apologies for absence were received from Mrs. E. Kitchen and Mr. D. Murdoch.

MINUTES OF THE MEETING HELD ON 26TH JUNE, 2003

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

The Future Development of Air Transport in the UK: South East Consultation

2. Members referred to the response submitted by Redhill Aerodrome Limited to the Government's consultation in which it included a proposal to develop the aerodrome to handle around 20 million passengers per annum. Redhill Aerodrome Limited had also presented evidence to the House of Commons Select Committee on Transport in support of its case to act as a feeder reliever airport for Gatwick. There was concern about the implications of Redhill Aerodrome's proposal and members wished to seek assurances from the Government that should any new site be seriously considered, it would first be subject to a full consultation. It was agreed that the Honorary Secretary would present a report for consideration at the next meeting of the Consultative Committee.

BAA London Airports Capital Investment Programme 2003

3. Mr. Pixley referred to minute no. 129 and the walking distances that passengers would have to endure once the transit in Pier 3 was replaced with moving walkways. Whilst the Passenger Services Sub-Committee understood the reasons for the decision to use moving walkways to Pier 3, there was general concern about the increase in the number of areas across the airport where the BAA's maximum walking distances would be encountered. The maximum distances contained in BAA's planning guidelines had not

been reviewed for a number of years and it was suggested that perhaps the definition of assisted walking and the distances involved could be reviewed.

DRAFT CONSULTATIVE COMMITTEE MINUTES - 24TH JULY, 2003

4. The Sub-Committee received and noted the draft minutes of the meeting of the Consultative Committee held on 24th July, 2003 (copy attached to the signed minutes).

GATWICK AIRPORT ANNUAL MONITORING REPORT

5. The Sub-Committee considered a report by the Honorary Secretary summarising the outcome of the Monitoring Report verification process (copy attached to the signed minutes). The Chairman congratulated BAA Gatwick, West Sussex County Council and Crawley Borough Council on the production of the Report and echoed the positive points made by the independent consultant, Casella Stanger, on the progress that had been achieved by BAA Gatwick over the past three years. However, the Sub-Committee, while noting the consultant's comments on areas of best practice and initiatives implemented by BAA Gatwick, was disappointed by the lack of progress which had been made on some of the surface access commitments.

6. Mr. Lockwood advised that BAA Gatwick was already concentrating on those commitments where improvements on progress needed to be made to ensure the delivery of the commitments. Mrs. Howell added that now a third round of monitoring had been undertaken, a few trends were emerging which would be the subject of discussion between the local authorities and BAA Gatwick. The Consultative Committee would be kept informed of the outcome of those discussions.

7. As a consequence of the downturn in traffic following September 11th 2001 and the change in traffic mix at the airport, recent forecasts suggest that a throughput of 40 mppa was now likely to be reached in 2010/11 rather than 2008/09 as originally projected. Mr. Lockwood advised that a review of the implications for the Development Strategy was in progress following which discussions would take place with the local authorities, probably in mid 2004. The review of the Transport Strategy was also progressing and a report would be made to the meeting of the Consultative Committee in February 2004.

8. The Sub-Committee raised the following comments on the verified Monitoring Report for consideration by the local authorities and BAA Gatwick:

Surface Access

TS20 - Provision of rail ticket desks - although BAA Gatwick had met this commitment to provide "rent free" airside locations for the desks, the Sub-Committee encouraged BAA Gatwick to continue with the arrangement with the train operators.

TS23 - Coach Station Strategy - members expressed their disappointment at the lack of progress to date on developing a medium to long term strategy for the Coach station. Members suggested the inclusion of a more substantial action in order to better track progress.

TS27 - Povey Cross access - there was no indication in the report on how well this commitment was being adhered to. It was suggested that more information on the number of vehicular movements be included in future monitoring reports.

Air Quality

AQ4 - review of charging structures for FEGP - although it was noted that the charging structure to encourage the use of FEGP was reviewed annually, members were disappointed that there was no change envisaged for the current year and possibly not until March 2005 when all operational aircraft stands are fitted with FEGP.

AQ8 - "clean" aircraft differential scheme - members were pleased to note that BAA Gatwick was to carry out a shadow differential charging scheme this year to test the applicability of a "clean" aircraft differential scheme. The Sub-Committee wished to be kept informed of the results of the shadow scheme.

Air Noise

AN2 - noise insulation scheme - the Sub-Committee expressed its concern about the lack of progress made on developing the scheme. Mr. Norman confirmed that this was a high priority for the Flight Evaluation Unit and his aim was to conclude the project in March 2004.

Following a discussion on the areas affected by noise nuisance, Mrs. Howell advised members that she was undertaking an investigation into areas affected by noise nuisance against the presentation of the various data so that a clearer understanding of the problem could be obtained. She would present the results of her investigation to a future meeting of the Sub-Committee.

Ground Noise

GN7 - preferential use of stands during the night quota period - members wished to be reassured that BAA Gatwick was doing everything possible to ensure that ground noise was minimised during the night hours by the preferential use of stands. The Monitoring Report did not explain the criteria adopted to ensure greater adherence of the Commitment. BAA Gatwick was asked to take this into consideration.

Members also commented on the absence in the Report of statistics for the length of engine ground running. Mr. Lockwood explained that the period of ground running was dependent on the maintenance required to the aircraft. Engine testing only took as long as was necessary. The Chairman fully accepted the need and thoroughness for aircraft engine testing but felt that the Committee should be informed of the statistics for the duration of ground running activity, which could vary greatly.

9. It was agreed that the Honorary Secretary would forward members' comments to BAA Gatwick, West Sussex County Council and Crawley Borough Council for consideration.

PLANNING APPLICATION FOR THE GROUND RUN PEN

10. Mr. Lockwood informed the Sub-Committee that an alternative site for the ground run pen, to the west of the control tower, had been identified to use in the short to medium term. An environmental assessment for the alternative site was currently being prepared and a planning application would be submitted towards the end of October. BAA Gatwick would however also pursue its original planning application since in the longer term, it was likely that the ground run pen would need to be re-sited into the north west zone as set out in the Sustainable Development Strategy.

11. The construction of the facility in the alternative location would be more rapid than the original site as it would be in the concrete apron area. The Sub-Committee welcomed the progress made in identifying an alternative site.

PIER 6

12. Mr. Lockwood informed members that construction had commenced on the Pier 6 project (North Terminal). The structure for the bridge was being constructed west of the Cargo area, and will be moved to its site and lifted into place next year, thereby minimising the duration of the closure of Taxiway Lima. The Pier itself should be open for use in Summer 2005.

13. Mr. Pixley advised that although the Passenger Services Sub-Committee (PSSC) had not been involved with the concept of the project, he had asked BAA Gatwick to involve the PSSC in the final design of the passenger facilities. The PSSC already had concerns about the length of walking distances involved for passengers and wished to ensure the needs for passengers were catered for.

THE AERODROME (NOISE RESTRICTIONS) (RULES AND PROCEDURES) REGULATIONS 2003

14. The Sub-Committee received and noted a report by the Honorary Secretary summarising the requirements of the Aerodromes (Noise Restrictions) (Rules and Procedures) Regulations 2003 (copy attached to the signed minutes). Members noted the ability of the competent authority (airport operator/DfT) to introduce restrictions on the operation of certain aircraft and to manage the withdrawal of the noisier "high" Chapter 3 aircraft. The Sub-Committee hoped that BAA Gatwick would be proactive in its approach to the new regulations and would initially discourage new services from using the noisier chapter 3 aircraft. Mr. Lockwood advised that BAA plc., had yet to decide on how to implement the regulations at the affected airports across the Group. A meeting had been arranged early in the New Year with the various airports' management to discuss the way forward. A report would be made to a future meeting of the Sub-Committee.

AIR NOISE AND TRACK KEEPING ISSUES

Noise and Track Keeping Monitoring Advisory Group (NATMAG)

15. The Sub-Committee received and noted the minutes of the meeting of NATMAG held on 10th September, 2003 (copy attached to the signed minutes).

Night Movements Summary

16. The Sub-Committee considered the night movements summary for part of the summer 2003 season (copy attached to the signed minutes). Reference was made to the number of early arrivals which counted against the movement limit and the noise quota. Members were concerned about the frequency of the early arrival of two particular airlines, one of which operated a QC2 aircraft and the fact that there was no incentive to discourage this activity. The Sub-Committee therefore asked BAA Gatwick to investigate the matter with the Slot Performance Committee. Mr. Lockwood confirmed that he would also analyse the performance of the frequent offenders over the past year to gain a better understanding of the issue and would report the results to the next meeting of NATMAG. Members would also find it helpful if a general analysis was undertaken of activity between 0500 and 0700 hours.

Complaints Analysis

17. Members noted that the analysis of complaints had been reported to the last meeting of the Consultative Committee. The analysis for the quarter covering the period 1st July to 30th September, 2003 would be reported to the next meeting of the Consultative Committee. The Honorary Secretary would consider with BAA Gatwick the reporting cycle for the air noise reports and the appropriate time to report the information to members.

PROPOSED CLOSURE OF THE POST OFFICE, SOUTH TERMINAL, GATWICK

18. The Honorary Secretary informed members that a letter had been sent on behalf of the Committee to the Post Office in response to a consultation on the proposed closure of the Gatwick South Terminal branch of the Post Office as it was suffering significant losses. Members of the Passenger Services Sub-Committee had expressed their concern at this proposal and provided comments regarding the effect on airport staff and travellers for inclusion in the Consultative Committee's response to the consultation. Mr. Lockwood advised that BAA Gatwick had been in discussion with the Post Office on ways to reduce its operating costs and to find a solution that was both acceptable to the airport community and the Post Office.

BAA'S LOCAL COMMUNITY SURVEY

19. Mrs. Ayres informed members that BAA plc was undertaking its regular local community research to better inform the targets in its community programme initiative. The research being undertaken by MORI, was common to the three BAA London airports but would also contain questions specifically relating to Gatwick. It was a telephone based survey involving 1000 respondents in a 15 mile radius. A common question on airport capacity had been included at the end of the survey. The Sub-Committee would be kept informed of the results of the survey.

CALENDAR OF MEETINGS

20. The Sub-Committee noted the calendar of meetings for the Consultative Committee and its Sub-Committees for the ensuing year. The dates would be reported to the next meeting of the Consultative Committee for approval.

DATE OF NEXT MEETING OF THE SUB-COMMITTEE

21. Members noted that the next meeting of the Sub-Committee would be held on Thursday 8th January, 2004 at 10.00 a.m.

EMERGENCY EXERCISE

22. The Sub-Committee was informed that the airport's next planned emergency exercise was to take place on Sunday 19th October, 2003. Members were asked if they wished to attend to observe the exercise. Mr. Dewdney put his name forward and Mrs. Sewill suggested that Mrs. Hammond of Surrey County Council be informed of the invitation.

23. Mr. Pixley enquired on the extent to which the emergency exercise would involve the co-ordination of information/activities for other passengers on the airport. It was explained that the exercise was essentially to test the co-ordination of the emergency services although there would be a friends and relations reception centre set up for the exercise.

CHAIRMAN