

GATWICK AIRPORT CONSULTATIVE COMMITTEE

GENERAL PURPOSES SUB-COMMITTEE

Minutes of the Sub-Committee meeting held on 3<sup>rd</sup> October, 2002, at Gatwick Airport.

Present:

Mr. P.W. Bryant (Chairman)

Mr. D. Dewdney, Mr. J. McCall, Mr. D. Murdoch, Mr. G. Pixley, and Mrs. H. Sewill.

Also present:

Mr. P. Barlow	-	Business Development and Planning Director, BAA Gatwick
Mr. R. Norman	-	Flight Evaluation Unit Manager, BAA Gatwick
Mr. J. Freeman	-	Planning Services, Crawley Borough Council
Ms. R. Howell	-	Aviation Strategist, West Sussex County Council
Mrs. P. Street	-	Assistant Honorary Secretary.

Apologies for absence were received from Dr. P. Ellis, Ms. J. Houston, Mrs. E. Kitchen and Mr. N. Maltby.

MINUTES OF THE MEETING HELD ON 27<sup>TH</sup> JUNE, 2002

1. Resolved - That the minutes of the Sub-Committee held on 27th June, 2002, be approved as a correct record and that they be signed by the Chairman.

DRAFT CONSULTATIVE COMMITTEE MINUTES - 25<sup>TH</sup> JULY, 2002

2. The Sub-Committee received and noted the draft minutes of the meeting of the Consultative Committee held on 25<sup>th</sup> July, 2002.

THE FUTURE DEVELOPMENT OF AIR TRANSPORT IN THE UK:  
SOUTH EAST CONSULTATION DOCUMENT

3. The Sub-Committee received a report by the Honorary Secretary outlining the Committee's position in relation to its response to the Government's consultation process (copy attached to the signed minutes). The summary of the options relating to Gatwick considered during the SERAS exercise, appended to the report, was also considered.

4. Members noted the consultation process and that the Government was seeking views on where new and additional capacity should be provided. Mrs. Street drew to members' attention to the Consultative Committee's view, expressed at both its April and July meetings, that the composition and role of the Committee

precluded a decision being taken on the SERAS options as that remained the function of the bodies represented on the Committee. The Chairman also pointed out that the Consultative Committee had at its last meeting indicated its commitment to support BAA Gatwick in the future development of the airport within the context of the Sustainable Development Strategy. The Sub-Committee confirmed that there was no reason to advise the Consultative Committee to alter the position adopted at its last two meetings.

5. Members also noted that Medway, Kent and Essex Councils had indicated their intention to apply to the High Court for a Judicial Review on the grounds that Gatwick had been excluded from the Government's options before it launched the consultation. Mrs. Sewill informed the meeting that there was enormous gratitude from local people for the Secretary of State to make such an unequivocal statement in relation to Gatwick and that Mr. Darling should be thanked for honouring the 1979 legal agreement. Mr. Murdoch also added that whilst the Government's decision to honour the 1979 legal agreement was welcomed, he was concerned that Gatwick had been excluded from the debate.

6. Reference was made to the seminar on 10<sup>th</sup> September at which Mr. Cato and Mr. Barlow had given their interpretation (not a BAA plc. formal view) of the various scenarios arising from the runway options and what they could mean for Gatwick's future. The Sub-Committee thanked BAA Gatwick for such an informative presentation and it had been most useful in providing members with a better understanding of the implications for Gatwick. Mr. Barlow again confirmed that BAA Gatwick was fully committed to delivering the commitments given in the Sustainable Development Strategy and that it wished to maximise the potential of the airport.

7. Members recognised that the next 10 - 12 years, before new runways were opened, would be very important for the airport as it would have a key role in meeting demand for air travel in the South East. It was therefore crucial that BAA plc. continued to invest in the infrastructure and facilities at Gatwick to meet that expected growth in line with the programme of development given in the Sustainable Development Strategy. Members were also conscious that the exclusion of Gatwick from the Government's consultation paper, had given rise to negative thoughts on the future of the airport. Having regard to the continued important role of Gatwick in meeting air transport demand over the next 10 - 12 years it was essential that all concerned should adopt a positive stance about Gatwick's future.

8. Some ideas for change were put forward by Mr. Cato at the seminar (as set out in paragraph 13 of the report), for all interested parties to consider and these were discussed in detail. Members were of the view that many of the points were directed not just at the Government but also other aviation related organisations/authorities that influenced the operation of the airport. Members agreed these in principle and felt that the Consultative Committee should lend its full support to BAA Gatwick to ensure the future success of the airport provided it was within the context of the Sustainable Development Strategy and had regard for the environment. However it was also felt that before the Committee could fully

endorse all the points, more information was needed on the implications of two of them - the expansion of the route network and changes to slot allocation rules. Mr. Barlow agreed to provide further clarification at the Consultative Committee.

BAA GATWICK AIRPORT SUSTAINABLE DEVELOPMENT STRATEGY  
AND LEGAL AGREEMENT  
MONITORING REPORT FOR THE YEAR ENDED 31<sup>ST</sup> MARCH, 2002

9. The Sub-Committee considered a report by the Honorary Secretary providing details of and comments on the outcome of this year's monitoring and verification process of the Gatwick Airport Sustainable Development Strategy and legal agreement (copy attached to the signed minutes). Members noted that from the 25 items selected for verification, three commitments were highlighted as requiring attention by BAA Gatwick. These were Commitment AN2 concerning the noise insulation scheme, and two commitments in relation to energy use and climate change. Mr. Barlow advised that BAA Gatwick was already taking forward the recommendations of the auditor and in respect of the noise insulation scheme, BAA Gatwick was awaiting the DfT's publication of the 2002 noise contours to assist in shaping the proposals for the scheme.

10. The Sub-Committee confirmed that the Monitoring Report was a useful tool in following the progress being made on delivering the commitments and legal obligations and were interested to know about the way in which BAA Gatwick used the document. Mr. Barlow advised that each Director at BAA Gatwick had a responsibility at Board level to ensure that the Strategy was being delivered and fulfilled. Individual senior managers were also given ownership of areas within their responsibility to take forward. The Monitoring Report was therefore an important tool for BAA Gatwick. Mr. Barlow agreed to produce a paper for the Committee setting out how BAA Gatwick managed the delivery of Development Strategy.

11. It was agreed that the Consultative Committee be asked to welcome the outcome of the monitoring process and is satisfied that the measures recommended by the external verifier are in hand.

BAA GATWICK ANNUAL REPORTS

12. The Sub-Committee considered the content of BAA Gatwick's Sustainability Report 2001/02, Flight Evaluation Report 2001/02 and the Transport Report 2001/02.

13. Members commented on the apparent lack of detail and depth in this year's Transport Report and questioned whether BAA Gatwick would be able to achieve its target of 40% of passengers accessing the airport by public transport. The Sub-Committee felt it important that BAA Gatwick undertook an examination of the principle of the 40% target, and whether the availability of, and people's ability to use, public transport enabled the target to be achieved. Mr. Barlow advised that an examination of the figures and the trends emerging from the rise of the "no frills"

carriers had already started and data was currently being collected. When the data was available he would welcome the opportunity to discuss the findings with the Sub-Committee.

14. The Sub-Committee congratulated BAA Gatwick on the production of the Sustainability Report and noted that it had gone forward for an environmental award.

#### DfT PROPOSALS FOR IMPLEMENTING EU DIRECTIVE 2002/30 ON RULES AND PROCEDURES FOR INTRODUCING NOISE RELATED OPERATING RESTRICTIONS AT COMMUNITY AIRPORTS

15. The Sub-Committee received a report by the Honorary Secretary regarding a consultation received from the DfT on the proposals for implementing the EU Directive on introducing noise related operating restrictions at certain airports (copy attached to the signed minutes). Members considered the Honorary Secretary's suggested response and noted that the Government's consultation was not regarding the content of the Directive but was seeking views on how best to implement its detailed requirements of the Directive.

16. Having considered the suggested response, members felt that as the procedures to be followed before operating restrictions could be imposed to phase out the noisier chapter 3 aircraft were laborious, the Government needed to place more emphasis on the value of voluntary arrangements and differential charging systems.

17. As regards the proposed arrangements for granting exemptions, it was suggested that the DfT should give consideration to authorising designated airports to grant exemptions after consultation with the Secretary of State in each case.

18. It was agreed that comments set out above be incorporated in the Honorary Secretary's suggested response for the Consultative Committee to approve at its next meeting.

#### NOISE EXPOSURE CONTOURS FOR GATWICK AIRPORT 2001

19. The Sub-Committee considered a report by West Sussex County Council's Planning Officer giving details of the 2001 noise exposure contours for Gatwick Airport (copy attached to the signed minutes). Members noted that the results had been compared with the previous year's contours which revealed that the area covered and the population affected by noise had decreased since 2000. The reduction in the contour areas were mainly attributable to the decrease in movements by the chapter 2/3 Boeing 737-200 aircraft, which are significantly noisier than later Boeing 737 variants.

20. Members considered the contours to be a good measurement tool and questioned why the DfT did not include the 54 dBA Leq contours in its report. The data was apparently available as it had been included in the SERAS documentation.

It was suggested that the DfT representative be asked this question at the next Consultative Committee.

#### MINUTES OF THE NOISE AND TRACK MONITORING ADVISORY GROUP (NATMAG)

21. The Sub-Committee received and noted the minutes of the meeting of NATMAG held on 11<sup>th</sup> September, 2002 (copy attached to the signed minutes). Members noted in particular the progress made on the community noise monitoring study and that a meeting was to be held with local authority environmental health officers to consider the data outputs from some of the sites and to seek confirmation that it was a worthwhile exercise.

22. The Sub-Committee was also pleased to note that NATS was to undertake a trial of vectoring above 4,000 feet (compared with the current 3,000 feet) on some of the Standard Instrumental Departures (SIDs) at Gatwick and Stansted during the daytime hours. The trial would commence in October, 2002 and would last for approximately four months unless there were any safety implications.

#### ANALYSIS OF AIRCRAFT COMPLAINTS

23. Members noted the analysis of aircraft complaints for the period April to June, 2002 (copy attached to the signed minutes). BAA Gatwick was congratulated on the promptness of its replies to complaints.

#### GROUND NOISE

24. The minutes of the meeting of the Ground Noise Committee held on 11<sup>th</sup> September were received and noted (copy attached to the signed minutes). The Chairman drew members' attention to the work of NATS in minimising the noise and emissions from taxiing aircraft in conjunction with the air traffic control procedures and the Eurocontrol monitoring system based in Brussels. Members were pleased to note that Gatwick was one of the best European airports for minimising taxi time for departing aircraft.

25. The Sub-Committee also considered a report by the Honorary Secretary on the enforcement of the control of ground noise at airports (copy attached to the signed minutes). Mrs Street advised that the issue has arisen when the DfT did not feel it appropriate to be represented on the Ground Noise Committee because it had no locus in the enforcement of ground noise. The current legislation and responsibilities of the DfT, local environmental health officers and the airport operator were noted and there was some concern about the absence of legislation to take enforcement action if the airport operator failed to take steps to mitigate and manage ground noise.

26. It was agreed that the Consultative Committee should ask the DfT to review the issue of enforcement in the control of ground noise at the airport.

## AIRPORT RELATED CAR PARKING SURVEY

27. Mr. Barlow reported that BAA Gatwick was still awaiting the results of the airport related car parking survey undertaken by Surrey County Council. Members were most disappointed that despite the survey being concluded several months ago the report of the results had not yet been issued by the County Council.

## "SUSTAINABLE COMMUNITIES - DELIVERING THROUGH PLANNING"

28. The Sub-Committee received and noted a report by the Honorary Secretary providing an update on the Government's proposals for transforming the planning system following the consultation on the Planning Green Paper (copy attached to the signed minutes).

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

29. Members noted the calendar of meetings for the Consultative Committee and its sub-committees for 2003/04 as set out below:

### Passenger Services Sub-Committee

Thursday 27<sup>th</sup> February, 2003 at 2.00 p.m.

Thursday 5<sup>th</sup> June, 2003 at 2.00 p.m.

Tuesday 2<sup>nd</sup> September, 2003 at 2.00 p.m.

Thursday 4<sup>th</sup> December, 2003 at 2.00 p.m.

### General Purposes Sub-Committee

Thursday 27<sup>th</sup> March, 2003 at 10.00 a.m.

Thursday 26<sup>th</sup> June, 2003 at 10.00 a.m.

Thursday 2<sup>nd</sup> October, 2003 at 10.00 a.m.

Thursday 8<sup>th</sup> January 2004 at 10.00 a.m.

### Consultative Committee

Thursday 17<sup>th</sup> April, 2003 at 2.00 p.m.

Thursday 24<sup>th</sup> July, 2003 at 2.00 p.m. (Annual Tour in the morning)

Thursday 23<sup>rd</sup> October, 2003 at 2.00 p.m.

Thursday 29<sup>th</sup> January, 2004 at 2.00 p.m.

## DATE OF NEXT MEETING

30. The next meeting of the Sub-Committee would take place on Thursday 9<sup>th</sup> January, 2003 at 10.00 a.m.

CHAIRMAN