

GATWICK AIRPORT CONSULTATIVE COMMITTEE

GENERAL PURPOSES SUB-COMMITTEE

Minutes of the Sub-Committee meeting held on 8th January, 2004 at Gatwick Airport.

Present:

Mr. P.W. Bryant (Chairman)

Mr. D. Dewdney	Dr. P. Ellis	Mr. P. Feltham	Mrs. E. Kitchen
Mr. J. McCall	Mr. N. Maltby	Mr. D. Murdoch	Mr. G. Pixley
Mrs. E. Sampson	Mrs. H. Sewill		

Also present: Mr. R. Cato - Chairman and Managing Director, BAA Gatwick
Mr. T. Lockwood - Director of Planning and Environment, BAA Gatwick
Mr. R. Norman - Manager, Flight Evaluation Unit, BAA Gatwick
Mr. B. Ashley - Transport Strategy Manager, BAA Gatwick
Mrs. S. Howells - Community Relations Manager, BAA Gatwick
Mrs. J. Ayres - Community Relations Manager, BAA Gatwick
Mr. P. Welch - Deputy Honorary Secretary
Mrs. P. Street - Assistant Honorary Secretary

Apologies for absence were received from Mr. J. Macdonald.

MINUTES OF THE MEETING HELD ON 2ND OCTOBER, 2003

24. Resolved - That the minutes of the Sub-Committee held on 2nd October, 2003 be approved as a correct record and that they be signed by the Chairman.
25. Reference was made to the emergency exercise held on 19th October, 2003 and members enquired as to the lessons learned from the exercise. Mr. Cato advised that the exercise had proved very useful as it had highlighted areas where improvements could be made. A report on the outcome of the exercise was awaited and this would be reported to a future meeting of the Sub-Committee.

DRAFT CONSULTATIVE COMMITTEE MINUTES - 23RD OCTOBER, 2003

26. The Sub-Committee received and noted the draft minutes of the meeting of the Consultative Committee held on 23rd October, 2003 (copy attached to the signed minutes).

"THE FUTURE OF AIR TRANSPORT" WHITE PAPER

27. The Sub-Committee considered a report by the Honorary Secretary summarising the content of the Air Transport White Paper and what it meant for Gatwick (copy attached to the signed minutes). Members expressed their thanks to the Secretariat for producing the report on the White Paper so promptly.

28. Mr. Cato informed the Sub-Committee that BAA plc had welcomed the White Paper and the positive stance taken by Government in providing a framework for UK aviation policy for the next 30 years. BAA Gatwick was pleased that the Government had decided not to take action to overturn the 1979 legal agreement. BAA recognised however that the Government's decision to safeguard land for a wide-spaced southern runway at Gatwick will be of concern to the local communities around the airport. The Government was looking to BAA to take steps to safeguard land. This was an uncharted area work for BAA to deal with as a new airport boundary needed to be determined as well as the official area of safeguarded land (i.e. wider areas of land which prevent certain development on the approaches to the runway). The process for taking this work forward was not yet known.

29. Mr. Cato also informed members that there were many issues in the White Paper that were a surprise to BAA and the full implications of the new policy had yet to be considered. BAA had issued a leaflet setting out its initial response to the White Paper, a copy of which was circulated at the meeting (copy attached to the signed minutes). For Gatwick, the impact of two scenarios needed to be examined. The first was the impact of a new runway at Stansted together with the opening of Terminal 5 at Heathrow. The second was for the longer term, the impact of new runways at Stansted and Heathrow and, if the conditions attached to a new runway at Heathrow could not be met, a new runway at Gatwick post 2019.

30. As regards addressing the issue of "generalised" blight, Mr. Cato advised that BAA needed to develop a blight policy scheme for Heathrow and Gatwick but the first priority was to develop a scheme for Stansted. He would provide more details to the Consultative Committee when BAA had made more progress. BAA Gatwick also needed to consider its proposed noise insulation grants scheme in the light of the new requirements in the White Paper.

31. Once the implications of the White Paper had been considered in more detail, BAA Gatwick would host roadshows to explain its views and thoughts. This was welcomed by the Sub-Committee.

32. The Sub-Committee thanked Mr. Cato for setting out the way in which BAA intended taking forward the new policy framework. Members were concerned about the lack of detail and guidance contained in the White Paper on the process that should be adopted or what steps should be taken by the airport operator, and with whom, to safeguard the necessary land. Members would raise this issue with the DfT representative at the meeting of the Consultative Committee. It was also pointed out that, although land needed to be safeguarded for the wide-spaced southern runway option, areas of land to the north of the airport also needed to be safeguarded. Members asked for this to be clarified in the recommendation to the Consultative Committee.

33. Members had some concern that in order to improve air quality at Heathrow, airlines would transfer their "dirty" aircraft to Gatwick, thus worsening the air quality climate at Gatwick. Mr. Cato advised that the aircraft fleets at Heathrow were very similar to those fleets at Gatwick. He also advised that BAA Gatwick was, that day, proposing to the airlines charges on aircraft emissions to come into effect in April 2004. BAA Gatwick would also continue to expand its understanding of air quality issues. Members welcomed the progress made on the emissions charging scheme and asked for consideration to be given to how best to monitor air quality at the airport with the local authorities.

34. The Sub-Committee also expressed its concern about the way in which the Government had addressed surface access in the White Paper. Again, the Government was looking to airport operators to bring forward proposals and secure funding for surface access schemes, working closely with the DfT, Strategic Rail Authority (SRA), Highways Agency and other regional and local bodies. From past experience, BAA Gatwick had little success in securing the much needed improvements to the railway station or maintaining/improving the frequency of services and this has been reflected in the lack of progress made on a number of the Sustainable Development Strategy commitments. Members felt that the SRA appeared to place greater priority on commuter needs rather than looking at the whole picture for mixed passenger demand. This issue needed to be raised with the SRA at the next meeting of the Consultative Committee.

35. Members recognised that Gatwick would continue to have an important role to play in the South East airports system over the coming years and hoped that all parties would adopt a positive stance on the future of the airport. The Sustainable Development Strategy set out the way in which the airport would grow to accommodate around 40 million passengers per annum over the next few years and the Sub-Committee fully supported the airport in taking forward its commitments and legal obligations. The Sub-Committee also emphasised the need for BAA Gatwick to continue with the valuable partnership work that had been developed over the past few years to ensure the airport was able to continue to build a sustainable business.

36. Resolved - That it be recommended to the Consultative Committee that:

- (1) The Committee welcomes the Government's decision to honour the 1979 legal agreement;
- (2) BAA Gatwick be invited to address the Committee at a future date to provide more detailed comments on the implications of the White Paper in respect of Gatwick, particularly for the long term.
- (3) BAA Gatwick be asked to report to the Committee at the earliest possible time the area of land around the airport it intends to safeguard for the possible construction of a wide-spaced southern runway and the process involved to produce the formal safeguarding map;
- (4) DfT be invited to keep the Committee fully informed of the progress being made on the air quality problems at Heathrow at regular intervals;
- (5) The Consultative Committee urges BAA plc to develop and bring forward a voluntary scheme to address blight as a matter of urgency;
- (6) BAA Gatwick be asked to report on the progress and details of its noise insulation scheme at the earliest possible time; and
- (7) The Committee expresses its concern that the Government has not given any commitment to ensure the delivery of surface access schemes required to accommodate the growth and expansion of airports.

GUIDELINES FOR AIRPORT CONSULTATIVE COMMITTEES

37. The Sub-Committee considered a report by the Honorary Secretary giving details of the new guidelines for airport consultative committees issued by the Government on 16th December, 2003 (copy attached to the signed minutes). The Deputy Honorary Secretary advised that the DfT's new guidelines aimed to promote good practice but were not intended to be prescriptive. In the light of the new guidance, it was felt appropriate to alter slightly the Committee's current terms of reference to reflect the wider range of issues now considered by the Committee and to also add reference to the appointment of a vice-chairman. The Honorary Secretary would report on the revised terms of reference to the next meeting of the Sub-Committee following further discussion with BAA Gatwick.

38. The content of the new guidelines was considered, in particular what more the Committee could do to disseminate relevant information to the wider community. Members suggested that the work and role of the Committee could be better promoted with the local parish councils and community groups through members of the Committee attending their meetings to explain the work of the Committee. More effective use of the press and media, including local authority newsletters/papers was also suggested. Members were pleased to note that the Committee now had a website.

39. Specific reference was made to the guidance on public access to committee meetings. Members confirmed that it was not practical to open the meetings of the Committee to the public but felt that greater attendance by the press should be encouraged.

40. Resolved - That it be recommended to the Consultative Committee that:

(a) the guidelines be received and noted;

(b) the three points listed in paragraph 2.4 of the be adopted and incorporated into the Committee's terms of reference;

(c) members of the Committee encourage their respective organisations to provide a hyperlink to the Gatwick webpage; and

(d) the Honorary Secretary report on the revisions to the terms of reference to the next meeting of the Sub-Committee following further discussion with BAA Gatwick.

BAA GATWICK'S TRANSPORT STRATEGY REVIEW - CONSULTATION

41. The Sub-Committee received and noted a paper by BAA Gatwick on its consultation on the revised Gatwick Airport Transport Strategy (copy attached to the signed minutes). Part one of the consultation paper was circulated to members on 12th December for comment. Part two of the consultation paper was circulated at the meeting. It was noted that the car parking detail had yet to be included in the documents and this would be subject to further consultation in February 2004.

42. Mr. Ashley informed members that, in the light of the publication of the Air Transport White Paper and in particular the Government's requirement for airport operators to update master plans to 2015, BAA Gatwick was of the view that the Transport Strategy should now be prepared to cover the period upto 2015 instead of 2012 as originally intended. As a result of this, it was possible that there would be an impact on Gatwick's traffic growth and mix as a result of development at Stansted and the implications of possible mixed mode operation at Heathrow. It was likely, therefore, that the consultation period would be extended and the Transport Conference, previously due to take place around Easter time, would also slip later in the year.

43. The Sub-Committee commented that the consultation paper appeared to lack measurable performance indicators and actions to ensure the delivery of the Strategy's commitments, including a guide on incremental targets for traffic volumes/mix over the period covered by the Strategy. Mr. Lockwood confirmed that the 40% target was still the headline target for BAA Gatwick but new targets specifically aimed at certain travel corridors were now being suggested to underpin the 40% target. Mr. Ashley also advised that BAA Gatwick was to include an action framework in the final Strategy document but the modelling work first needed to be completed.

44. The role of rail transport in helping BAA Gatwick to achieve its modal split target was considered crucial and it was acknowledged that the state of the rail industry had hindered BAA Gatwick's progress on some of the commitments. Members felt that this issue should be raised with the SRA at the next meeting of the Consultative Committee.

AIR QUALITY

45. Members thanked BAA Gatwick for hosting the Air Quality seminar on 13th November, 2003 which was a good first step in broadening members' understanding of air quality issues at Gatwick. The Chairman advised members that BAA Gatwick had agreed in principle to host a follow up seminar at an appropriate time later in 2004 to explore further the progress being made on addressing air quality and the predictions for the future. In view of the importance air quality, it was agreed to have a standing item on the General Purposes Sub-Committee agenda so that regular updates could be given by BAA Gatwick, including its work with the Gatwick local authorities.

STRATEGIC RAIL AUTHORITY (SRA) PRESENTATION TO THE CONSULTATIVE COMMITTEE

46. Members noted that the SRA was to give a presentation to the next meeting of the Consultative Committee and that Mr. O'Loughlin, the Rail Planning Manager had asked whether there were any specific issues the Committee would like covered in his presentation. Members raised the following issues:

- Air Transport White Paper - in particular paragraphs 4.55 to 4.59 and how the SRA will ensure that rail capacity and schemes are taken forward to meet air transport passenger demand.
- What priority will be given to ensure that BAA Gatwick can take forward its Development Strategy to accommodate 40+ mppa.
- The Gatwick Airport Sustainable Development Strategy /Airport Transport Strategy - BAA Gatwick is seeking to achieve a 40% proportion of non-transfer air passengers to use public transport for journeys to and from the airport

commensurate with the airport handling 40+ mppa. The achievement of this target was dependent on passengers accessing the airport via the rail network. What was the SRA's role and responsibility in helping to bring forward/promote rail services/schemes to encourage air passengers to use trains? What assurances can be given to deliver schemes/services/frequencies?

- What importance is attached to the Gatwick Express service. It was crucial that its future was secured.
- Will the Virgin Cross Country service frequency be increased?
- Progress on the long term plans for the Gatwick Station. In particular the inadequacy of vertical circulation to platforms 5 & 6. How was this being addressed

47. It was agreed that the Honorary Secretary would inform Mr. O'Loughlin accordingly.

BAA GATWICK'S LOCAL COMMUNITY RESEARCH

48. Mrs. Ayres presented the results of the recent Local Community Survey undertaken by MORI for BAA plc to better inform the targets in its community programme initiative. Members were reminded that MORI carried out a representative quota sample of 1,004 residents within a 15 miles radius of the airport between 1st and 29th October, 2003.

49. The survey revealed that Gatwick Airport was viewed favourably by local residents and was not a spontaneous concern for most residents although the problems associated with living near the airport did impact on their lives. The main local issues and concerns were road congestion and crime. The advantages of living close to the airport were recognised, with increased employment opportunities to local people being cited as the biggest advantage. The biggest disadvantage was cited as noise from aircraft, with daytime noise being a more significant problem. While there was a considerable amount of trust in the airport, there were also concerns about it involving the community in decisions and its investment in the local area. There was a lack of awareness and knowledge about BAA Gatwick initiatives and activities and the survey illustrated that there was room for improvement, which BAA Gatwick needed to consider.

50. A copy of the full presentation on the MORI survey would be circulated to members. Reference was also made to BAA plc' stakeholder survey undertaken in the first part of last year and members enquired as to the results of that survey. It was agreed that a copy of the summary of the survey results would be circulated to members.

GATWICK ENVIRONMENT CENTRE

51. Mrs. Ayres gave a short presentation on the aims of the Gatwick Environment Centre and the progress that had been made on the project. The Environment Centre was located on BAA Gatwick's land at Rolls Farms in Tinsley Green to the east of the airport. Once completed the Centre would be able to deliver a national curriculum based environmental education facility to schools and colleges and a convivial facility for use by local community groups. The centre will offer training facilities and environmental courses such as renewable energy and conservation techniques. The centre was also surrounded by a rich landscape of grassland, woodland and wetland and an abundant of wildlife.

52. BAA Gatwick was working with the local Directors of Education in the development of an education programme for the Centre. An on-site education manager was also to be recruited. Planning Permission to carry out works to the existing building was to be submitted in the near future but work could not commence until October, 2004 due to the presence of bats. In the meantime, BAA Gatwick hoped to open part of the facility this summer provided portacabins could be placed on site and the garage converted into toilet facilities.

53. Members thanked Mrs. Ayres for the update on the project and welcomed BAA Gatwick's initiative.

BAA GATWICK'S SUSTAINABILTY REPORT

54. The Sub-Committee's comments on BAA Gatwick's Sustainability Report 2002/03, were sought. Members congratulated BAA Gatwick on the production of a concise and readable document, and particularly welcomed the amalgamation of the Flight Evaluation Unit's Report into the document. Members queried the process for selecting the targets each year and why there were no targets for some areas of the airport's operation. It was suggested that the selection process be set out in future publications. Comments were also made about the difficulty of reading text on dark coloured paper and members suggested that this be avoided in future publications.

55. Reference was made to the River Mole pollution incident and why it had not previously been reported to the Consultative Committee. Mr. Lockwood advised that the matter was still sub-judicial so full details/comments could not be made on the incident. He confirmed however that at the time of the incident the local parish councils were informed and Mrs. Sewill confirmed this. It was suggested that should other incidents occur in the future, the Consultative Committee would receive an initial report followed by a full report after any inquiry/legal action.

AIR NOISE AND TRACK KEEPING ISSUES

Noise and Track Keeping Monitoring Advisory Group (NATMAG)

56. The Sub-Committee received and noted the minutes of the meeting of NATMAG held on 8th December, 2003 (copy attached to the signed minutes).

57. NATMAG's comments on the number of Christmas Day movements and number of early arrivals were noted. Members were pleased to note that the BAA Gatwick was to arrange for a presentation to be given to NATMAG by a member of the Scheduling Committee on the general scheduling process.

Night Movements Summary

58. Members were pleased that BAA Gatwick was to refer an airline to the Slot Performance Committee for frequently arriving earlier than scheduled in the early morning. Although early arrivals counted against both the quotas and movements limits, due to the limits being set too high there was no incentive for airlines to adhere to their slot times. Mr. Lockwood emphasised that airlines could not be fined for arriving early.

59. Members reaffirmed the need to gain a better understanding of the movements and QC values of aircraft arriving in the early morning peak between 0500 and 0700 hours, particularly in view of the DfT night flights consultation, which was expected shortly. The Sub-Committee therefore asked BAA Gatwick if the analysis could be presented to the next meeting of NATMAG.

Complaints Analysis

60. The Sub-Committee received and noted the complaints analysis for the period July to September, 2003 (copy attached to the signed minutes). Mr. Norman advised that full reports investigating complaints from two local residents had now been issued and copies were available for members' information.

GROUND NOISE

61. The Sub-Committee received and noted the minutes of the Ground Noise Committee held on 8th December, 2003 (copy attached to the signed minutes). The Ground Noise Committee had received an update on the various monitoring report commitments and a more detailed action plan produced (copy also attached to the signed minutes). Members also noted that opportunities for the preferential use of stands in the night period would be investigated and considered further by the Committee.

DATE OF NEXT MEETING OF THE SUB-COMMITTEE

62. Members noted that the next meeting of the Sub-Committee would be held on Thursday 25th March, 2004 at 10.00 a.m.

CHAIRMAN