

GATWICK AIRPORT CONSULTATIVE COMMITTEE

GENERAL PURPOSES SUB-COMMITTEE

Minutes of the Sub-Committee Meeting held on 13th January, 2005 at Gatwick Airport.

Present: Mr. P.W. Bryant (Chairman),  
Mr. D. Dewdney, Dr. P. Ellis, Mr. R. Hobbs, Mrs. E. Kitchen, Mr. J. Macdonald,  
Mr. N. Maltby, Mr. J. McCall, Mrs. E. Sampson, Mrs. H. Sewill and Mr. J. Taylor.

Also Present:

Mr. T. Lockwood - Director of Planning and Environment, BAA Gatwick  
Mr. B. Ashley - Transport Strategy Manager, BAA Gatwick  
Mrs. S. Howells - Government and Economic Relations Manager, BAA Gatwick  
Mrs. P. Street - Assistant Honorary Secretary  
Mrs. R. Howell - Technical Adviser.

MINUTES OF THE MEETING HELD ON 30TH SEPTEMBER, 2004

44. Resolved - That the minutes of the Sub-Committee held on 30th September, 2004, be approved as a correct record and that they be signed by the Chairman.

DRAFT CONSULTATIVE COMMITTEE MINUTES - 21ST OCTOBER, 2004

45. The Sub-Committee received and noted the draft minutes of the meeting of the Consultative Committee held on 21st October, 2004 (copy attached to the signed minutes).

BAA Consultations on Schemes to Protect Property Values and in Relation to Noise

46. The Sub-Committee was informed that Takeley Parish Council and home owners around Stansted were challenging BAA's blight scheme in the High Court, as they believed the boundary of the homeowners' support scheme had been drawn too narrow and failed to meet the requirements of the White Paper. Mr. Lockwood reported that in the light of the judicial review it was possible that the final schemes for Heathrow and Gatwick might be postponed until the outcome of the challenge was known.

47. Mr. McCall stressed the importance of the schemes being developed for Gatwick not being bound by the existing Stansted schemes and hoped that BAA plc would consider Gatwick on its own merits. He had raised this point at the last meeting of the Consultative Committee and felt that it should be recorded in the minutes of that meeting. The Sub-Committee asked the Honorary Secretary to include this point in the minutes. Acknowledging the Sub-Committee's concerns, Mr. Lockwood advised that the current position regarding the consultations would be given at the next meeting of the Consultative Committee.

Aircraft Noise and Monitoring Advisory Committee (ANMAC)

48. Mrs. Sewill reported that the last meeting of ANMAC had been postponed as a result of a reorganisation at the Department for Transport. Graham Pendelbury, Head of Aviation Environmental Division, who chaired ANMAC had moved Government Department and his successor, Martin Capstick had only taken up post in December, 2004. A new date for the meeting had yet to be arranged.

DELIVERING THE AIR TRANSPORT WHITE PAPER  
BAA plc - "One Year On"

49. The Sub-Committee received and noted a publication issued by BAA plc entitled "One Year On" setting out the progress made by BAA plc in delivering the requirements of the Air Transport White Paper at its UK Airports (copy attached to the signed minutes). The Sub-Committee welcomed the publication, which provided a comprehensive statement on progress. In particular, members welcomed the section outlining the work BAA plc. was undertaking in addressing climate change and were encouraged that the company was working at the forefront of the industry's strategy. The Sub-Committee hoped that BAA plc. would continue to produce regular annual statements of its work in delivering the Government's White Paper. Mr. Lockwood noted this request.

GATWICK AIRPORT MASTER PLAN AND SAFEGUARDING UPDATE

50. Mr. Lockwood reported that work on the Master Plan was continuing and that the draft text was close to completion for internal comment only at this stage. BAA Gatwick was to discuss the content of the draft outline Master Plan with the DfT in the next few weeks to ensure it complied with the Government's expectations. BAA Gatwick hoped that the outline Master Plan could be published for consultation mid February but this depended on the outcome of the Judicial Reviews of the White Paper. The consultation period would however run until 31st May, 2005 as BAA Gatwick recognised that many local authorities would have elections at the beginning of May.

51. Mr. Lockwood also advised that BAA Gatwick continued to liaise with the local authorities on the preparation of their local development framework (LDF) documents. BAA Gatwick recognised that the Master Plan was a key consideration in the LDF preparation process. Mr. Lockwood stressed however that the content of some of the impact issues would need to be further developed during 2005.

52. Members noted the proposed duration of the consultation period but questioned whether the consultation was an ongoing process. There was a need for stakeholders to be able to continue a dialogue with BAA Gatwick throughout the development of the Master Plan following the close of the consultation. Mr. Lockwood confirmed that it was most likely that negotiations would continue and that regular updates would be given to the Consultative Committee. Members welcomed the ongoing dialogue but expressed the need for the development of the final Master Plan to remain an open and transparent process. There was potential for local communities and other stakeholders to become disengaged from the Plan development process once the consultation period closed. Mr. Lockwood noted these concerns and agreed to produce a paper for the Consultative Committee which would set out the programme for consultation and the process that would follow.

53. The Sub-Committee considered the programme of Committee meetings at which the draft Master Plan would be considered. Given the likely timing of the publication of the document, it was agreed that a special meeting of the General Purposes Sub-Committee be provisionally arranged for 14th April, 2005 at 10.00 a.m. in the event that issues needed to be discussed further following the meeting of the Sub-Committee on 24th March.

BAA GATWICK'S TRANSPORT STRATEGY 2004-2012

54. The Sub-Committee noted that following a consultation by BAA Gatwick on the final draft of the Gatwick Airport Transport Strategy, the Chairman and Vice-Chairman of the Committee and the Chairman of the Passenger Services Sub-Committee agreed a response on behalf of the Committee (copy attached to the signed minutes). The Transport Strategy was published on 21st December, 2004 and was now available on BAA Gatwick's website. Mr. Ashley advised that many of the comments raised by the

Consultative Committee had been addressed in the final Strategy but there were some comments that would be addressed during the preparation of the daughter Transport Strategy document which would have an extended timeframe to cover the period up to 2015. The daughter Transport Strategy would be published once the Airport Master Plan had been issued at the end of 2005.

55. Mr. Ashley also advised that the next stage of the process was the launch of the new Strategy at the Transport Conference on 17th May, 2005 which would be held in the Transport Museum, Covent Garden. BAA Gatwick's priority now was to deliver the action plan on surface access initiatives for the coming year. BAA Gatwick would continue to work with the train operating companies and Network Rail in the promotion of the east-west links to the airport and developing the Brighton and south coast market. High level discussions with the SRA and the DfT regarding the future of the Gatwick Express service were also ongoing. Encouraging better coach links along the M3 corridor and Kent was also a priority.

#### GATWICK EXPRESS

56. The Sub-Committee received a copy of BAA Gatwick's response to the SRA's Brighton Main Line Route Utilisation Study (RUS) consultation (copy attached to the signed minutes). It was reported that the Gatwick Express in its current form was key to the achievement of BAA Gatwick's 40% modal split target for passengers and users accessing the airport by public transport. In addition, there were safety issues regarding Gatwick Station. Mr. Ashley reported that BAA had commissioned a report on the safety implications for Gatwick Station of the SRA's proposed RUS and this was available on BAA's website. The study concentrated on the use of platforms 5 and 6 by the Gatwick Express service. The report raised a number of issues regarding the capacity of the lifts, escalators and station platforms. In addition to this it highlighted a significant safety risk in terms of emergency planning and crowd control and that risk mitigation measures needed to be put in place before the service was changed. Members were most concerned about the safety issues identified by the Rail Safety Expert and asked whether there was any more analysis that needed to be undertaken to challenge the SRA's figures. Mr. Ashley advised that the safety report had been submitted to the SRA with BAA Gatwick's response to the consultation and that high level discussions and lobbying were being pursued. The Sub-Committee felt that the safety report also needed to be brought to the attention of the Secretary of State.

57. The Sub-Committee also noted a response the Honorary Secretary had received from the SRA (copy attached to the signed minutes) which had not addressed the issues raised by the Committee. Mrs. Street reported that she had written to the SRA again asking that the issues raised by the Committee be addressed. A further letter had also been sent to the Secretary of State for Transport seeking a response to the Chairman's letter.

58. The Sub-Committee remained very anxious about the SRA's approach to the consultation process as it was felt that the restructure of the Gatwick Express service had been decided from the outset. Mr. McCall felt that BAA had good grounds to seek a judicial review of the process. The Chairman also advised that there appeared to be no consultation with the train operating companies during the early stages of the consultation process and that they had only been consulted at a very late stage.

59. Mr. Ashley advised that the SRA had stated at a recent stakeholder meeting that, subject to the approval of the DfT, it would aim to publish the RUS in the next couple of months with implementation expected in Winter 2006/07. Members asked whether consideration was already being given to the necessary features to make the restructure work in the event of the SRA proceeding with its proposals and whether BAA was prepared to finance some of the improvements needed. Mr. Lockwood confirmed that negotiations and discussions were continuing and that BAA plc. would press for all the improvements necessary.

## ANNUAL MONITORING REPORT

60. The Sub-Committee considered a report by the Technical Adviser 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 four years. The Sub-Committee noted those commitments that were not on track to be achieved by the timescales stipulated and those that were neither on track nor behind schedule.

61. Particular reference was made to Commitment AN7 in relation to reviewing the charging structure for noise fines every three years. It was noted that this had been delayed but due to the fact that very few noise infringements only occurred at the airport BAA Gatwick had not given it a high priority during the year. Members commented that although the number of noise infringements were very few the disturbance caused to local communities was significant and requested that the review be progressed during 2005. Mr. Lockwood advised that BAA Gatwick was awaiting the outcome of the Government's consultation on the next night flights regime before deciding a new charging structure. Reference was also made to BAA's Emissions Policy Group which had met in September 2004 but the outcome of that meeting was not known. It was agreed that the Technical Adviser would update the report to the full Consultative Committee with the outcome of that process.

62. Reference was also made to Commitment AN9, the work with airlines in securing a voluntary ban on new services scheduling QC4 aircraft operations during the night quota period. Although the Sub-Committee recognised that a voluntary ban had been implemented, members enquired about BAA plc's response to Stage I of the DfT's Night Flights Consultation Paper. Mr. Lockwood advised that BAA had responded corporately and that it was seeking common arrangements at all the three BAA London airports. BAA had not supported a total ban on the operation of QC4 aircraft during the night period because of the significant implications this would have on services at the London airports, but recognised there was scope to impose a ban on the scheduling of QC4 aircraft during the night quota period.

63. Reference was also made to the dialogue the Gatwick Airport Joint Authorities were having with BAA Gatwick over the three areas of concern (flooding, air quality and surface transport). The Sub-Committee was pleased that this dialogue would be continued on an annual basis and that the Consultative Committee would be kept informed of the outcome of those meetings.

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

- (a) the outcome of the monitoring process be noted and BAA Gatwick, West Sussex County Council and Crawley Borough Council be urged to take forward the measures recommended by Casella Stanger.
- (b) West Sussex County Council and Crawley Borough Council be asked to keep the Consultative Committee informed of the outcome of their discussions with BAA Gatwick on the identified areas of concern.

## DfT CONSULTATION ON NIGHT FLYING RESTRICTIONS AT HEATHROW, GATWICK AND STANSTED AIRPORTS - STAGE I

66. The Sub-Committee was informed that the DfT's Stage I Consultation had been challenged in the High Court by Richmond and Wandsworth and the case was heard on 14th December, 2004. The basis of the challenge was on the DfT's interpretation of the noise classification of aircraft which was different to the actual operational noise from aircraft. The matter had been settled by Court Order in which the interpretation was to

be agreed between the two parties. Richmond and Wandsworth had until 24th December to submit a further response to the Court and it was not known at this stage whether further action was being taken. It was noted that in the meantime the DfT was continuing with the Stage 2 consultation exercise although publication (possibly during February) would depend on the final outcome of the judgment. It was stressed however that if the programme slipped too far the DfT would need to consider its options given the Airlines' Scheduling Conference programmed for June 2005 when a decision on the next night flights regime would be needed.

#### AIR NOISE AND TRACK KEEPING ISSUES

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

67. The Sub-Committee received and noted the minutes of the last meeting of NATMAG held on 13th December, 2004 (copy attached to the signed minutes). The Chairman asked whether the calendar of meetings for future NATMAG meetings had yet been put forward. Mr. Lockwood confirmed that the Flight Evaluation Team would be looking at the calendar of meetings in the next few weeks. Members of NATMAG would be consulted and informed accordingly.

68. Mr. McCall referred to the mobile monitor at Capel and advised that there was a need for a response to go to the complainant regarding his concerns. Mr. Lockwood advised that the Flight Evaluation Team first needed to consider the consultant's report on the discrepancies of the various data before a response could be given. NATMAG would be kept informed of the outcome in this matter.

##### Night Movements Summary

69. The Sub-Committee received and noted the summary of night movements for the summer 2004 season together with a summary of the movements for the summer seasons over the past five years (copies attached to the signed copy of the minutes). Members noted that both the movements limit and the quota count for the summer season had increased on the previous years with 84.7% of the quota count and 88.9% of the movements limit used. Concern was expressed however about the number of aircraft arriving earlier than the scheduled time of arrival which counted against both the quota and movements limits. Dr. Ellis pointed out that transatlantic flights often arrived early but this was taken into account by the airlines concerned in the scheduling of their flights and the types of aircraft they used i.e. the quieter types of aircraft.

70. Reference was also made to the number of QC4 movements during the night period most of which were attributable to the cargo operator, DASair. Mr. Lockwood advised that BAA Gatwick and the airline were extremely conscious of the intrusion these aircraft caused on local communities but as DASair was an existing operator it was not possible to prevent the airline from operating QC4 aircraft. DASair was however working with BAA Gatwick to seek ways to minimise its impact on local communities. Mr. Lockwood also drew members' attention to the summary of movements giving comparisons between summer 2004 and summer 2000 which highlighted that there had been an improvement in the proportion of quieter aircraft now being used during the night period.

##### Complaints Analysis

71. The Sub-Committee received and noted the analysis of noise complaints for the period July to September, 2004 (copy attached to the signed minutes). Members noted that the number of enquiries had increased considerably compared to the same period last year due to persistent callers. Members were most concerned about the personal abuse FEU staff were receiving from one of the persistent callers and endorsed the action being taken by BAA Gatwick in response to abusive threats. Members also noted that the FEU had now decided to spend time more effectively in analysing the problem rather

than logging all the enquiries from the persistent callers and agreed with the approach being adopted.

#### Disturbance from Approaching Aircraft

72. The Sub-Committee received and noted a letter from Gatwick Area Conservation Campaign (GACC) seeking some analysis on the disturbance caused by low flying approaching aircraft on local communities (copy attached to the signed minutes). Mr. Lockwood advised that NATMAG would be informed of the results of the initial analysis at its next meeting. Mr. McCall highlighted that the problem was not unique to Gatwick and that complaints of low flying and long approach paths had increased around many UK airports. The impact therefore needed to be addressed.

#### GROUND NOISE

73. The Sub-Committee received and noted the minutes of the Ground Noise Committee held on 13<sup>th</sup> December, 2004 (copy attached to the signed minutes). Members who served on the Ground Noise Committee expressed thanks to BAA Gatwick for arranging the tour of the airfield which had been most beneficial.

74. Reference was made to Stand 177, the site of the proposed ground run pen (GRP) and it was queried whether this was the permanent site for the GRP or just a long term temporary site. Mr. Lockwood advised that Stand 177 would be an intermediate site. In the ultimate configuration of the airfield it was probable that the GRP would need to be on a site a little further west. Discussions on the current planning application for the Stand 177 site were still ongoing as there were a number of concerns that needed to be resolved. It was possible that another alternative site might have to be considered. The Sub-Committee stressed the importance of ensuring that the GRP was sited in the right place to achieve the maximum benefit for all communities. The local authority representatives asked that if a further site was to be considered, BAA Gatwick first held informal consultations with affected parties before the submission of the planning application so that concerns and observations could be taken into account in the submission. Mr. Lockwood noted this request. It was agreed that BAA Gatwick would give an update to the next meeting of the Consultative Committee.

#### BAA GATWICK LOCAL AIR QUALITY MONITORING

75. The Sub-Committee considered the report from BAA Gatwick on local air quality monitoring covering the period up to July 2004 (copy attached to the signed minutes). Members noted that there had been one exceedence of PM10 during the period of monitoring (totalling three exceedences in the year (2004) to date). As it was not clear from the report what the UK and EU standards were for each pollutant, BAA Gatwick was asked if consideration could be given to the inclusion of an additional column in the reporting tables to state the standards.

76. Members also asked how BAA Gatwick's monitoring and air quality work fed into the work being undertaken by the local authorities. It was recognised that the Sub-Committee did not have the necessary expertise or understanding of complex technical air quality issues but there was a need to ensure that all the different work streams were brought together in the right forum. The Sub-Committee agreed therefore that the Technical Adviser would produce a paper for a future meeting of the Sub-Committee to set out the different work streams and what mechanisms existed to take forward the air quality issues.

PROJECT FOR THE SUSTAINABLE DEVELOPMENT OF HEATHROW  
DFT AIR QUALITY TECHNICAL PANELS – SUMMARY OF MEETINGS

77. The Sub-Committee received and noted a summary of the meetings of the DfT Air Quality Technical Panels reviewing how air quality at Heathrow is assessed (copy attached to the signed minutes).

DATE OF NEXT MEETING

78. The next meeting of the Sub-Committee would be held on Thursday 24<sup>th</sup> March, 2005 at 10.00 a.m.

ANY OTHER BUSINESS

Gatwick - Best UK Airport Award

79. Mrs. Howells reported that Gatwick had been awarded Best UK airport for the tenth time since 1994 in the Travel Weekly Globe Awards. The Sub-Committee congratulated BAA Gatwick on this achievement.

CHAIRMAN