

GATWICK AIRPORT CONSULTATIVE COMMITTEE

GENERAL PURPOSES SUB-COMMITTEE

Minutes of the Sub-Committee meeting held on 15th June, 2006 at Gatwick Airport.

Present: Mr. P.W. Bryant (Chairman)

Mr. Acraman, Mrs. Hammond, Mr. Hobbs, Mrs. Kitchen, Mr. McCall,
Mr. Maltby and Mrs. Sewill

Also present: Mr. T. Lockwood - Director of Planning and Environment, BAA Gatwick
Mrs. S. Howells - Government and Economic Relations Manager, BAA
Gatwick
Mr. B. Ashley - Transport Strategy Manager, BAA Gatwick
Mr. J. Hague - Environment Manager, BAA Gatwick
Mr. B. Shiel - Flight Evaluation Unit, BAA Gatwick
Mrs. K. Reeves - Public Affairs Executive, BAA Gatwick
Mrs. Ross-Tomlin - Reigate and Banstead Borough Council
Mr. I. Tucker - Reigate and Banstead Parish Council
Mr. L. Hibbs - Reigate and Banstead Borough Council
Mrs. R. Howell - Technical Adviser
Mrs. P. Street - Assistant Secretary

Apologies for absence were received from: Mr. Blundell-Pound, Dr. Ellis and Mr. Taylor

MINUTES OF THE MEETING HELD ON 30TH MARCH, 2006

117. Resolved - That the minutes of the Sub-Committee meeting held on 30th March, 2006 be approved as a correct record and that they be signed by the Chairman.

118. Reference was made to minute no. 85 and members asked whether an updated organisation chart linking staff names to positions was yet available. Mr. Lockwood advised that there were still a number of staff changes to be made. A chart would be provided for members as soon as this was possible.

119. Members referred to the progress being made on the preparation of the final airport master plan document. Mr. Lockwood advised that as a result of the BAA takeover it was possible that the publication of the final master plan document may be delayed slightly to allow the new owners to consider its content.

120. In relation to minute no. 99, the Chairman advised that Mr. Blundell-Pound would give his presentation at the next meeting of the Sub-Committee on an airline's perspective of airport charges and what factors influenced the choice of aircraft used at airports.

DRAFT CONSULTATIVE COMMITTEE MINUTES - 20TH APRIL, 2006

121. The Sub-Committee noted the draft minutes of the meeting of the Consultative Committee held on 20th April, 2006 (copy attached to the signed minutes). Reference was made to minute no. 135 regarding the future of the Gatwick Express service. Mrs. Street reported that a response had now been received from the Department for Transport (DfT) advising that it was still examining alternative proposals.

BAA TAKE-OVER BY AIRPORT DEVELOPMENT AND INVESTMENT LIMITED (ADI)

122. Mr. Lockwood informed the meeting that the recommended final offer for the take-over of BAA was received the previous day from ADI. He explained that ADI was a

company held by a consortium formed of Ferrovial Infra, CDP (Caisse de Depot et Placement du Quebec) and GIC Special Investments Limited. Ferrovial Infra would hold around a 62% stake in ADI, CDP around 22% with the remainder held by GIC. He advised members that ADI had indicated its commitment to the long-term ownership and continued development of the BAA business and to the investment needs in the future. Its aim was to run quality airports. He also advised that the ownership situation was complicated in that the Office of Fair Trading (OFT) had announced that it was considering whether to investigate the UK airports market with a view to establishing if the current market structure worked well for consumers. The OFT was expected to announce whether or not it would investigate the matter by the end of June 2006.

123. Members noted the current position but were anxious about the Committee's future relationship with the new owner. The Sub-Committee stressed the importance of the new owner continuing to have an open and constructive dialogue with the Committee, particularly in respect of delivering the commitments given in the Sustainable Development Strategy. Members were therefore interested to know the detail of ADI's plans for the business. It was agreed that the Honorary Secretary would provide a summary of ADI's recommended final offer document in relation to the future plans for the BAA business for consideration at the next meeting of the Consultative Committee.

BAA GATWICK'S INVESTMENT PLAN

Constructive Engagement - BAA Consultation on Interim Results

124. The Sub-Committee noted that after consultation with the Chairman, Vice-Chairman and Chairman of the Passenger Services Sub-Committee, a response had been submitted to BAA in respect of its consultation on the interim results of the constructive engagement process (copy attached to the signed minutes). The Sub-Committee endorsed the response.

Capital Investment Plan 2006

125. Mr. Chris Drabble, Strategic Planning Manager, BAA Gatwick, gave a presentation on the 2006 Capital Investment Programme (CIP) for Gatwick Airport which had been developed in the constructive engagement process. He thanked the Committee for the comments which had been submitted in connection with the constructive engagement consultation and reassured members that BAA Gatwick wished to take the community with them in further developing the investment plan for the airport. He advised that the constructive engagement process had created a new way of working together and since the publication of the document a number of areas of disagreement had now been resolved. There were however still a few areas where it would be difficult to reach agreement with the airlines.

126. He explained that there would be a continuation of the investment programme on maintaining the quality of the assets at the airport and confirmed that investment would not be reduced over the next few years. The 2006 CIP featured less projects than in previous years as it now only contained those projects costing in excess of £20m (this change had been requested by the airlines). He also advised that there had been a redefinition of the A list and the B list. The A list was those projects which had been specified, the investment allocated and CAA agreement obtained. In respect of the B list, these were projects that BAA and the airlines wished to see happen over the period of the next quinquennium but were those projects where investment had been identified but the design specification had not been completed and the CAA agreement obtained.

127. Compared with the 2005 CIP, Mr. Drabble explained that there were six projects which did not now feature in BAA investment plan. These were:-

- GAL66 - pier 1 project: this had been rolled into the larger project of GAL5 – pier 1 redevelopment, which would deliver improved levels of customer service and operational efficiency as well as strategic growth in capacity.
- GAL33 - South Terminal coaching gates 90/95: this project was no longer considered necessary and was not likely to have an adverse impact on passengers.
- Pier 3 satellite - it was no longer considered a priority to replace the external cladding of pier 3 to improve the appearance of the building.
- GAL84 - South Terminal additional domestic reclaim capacity: it was felt that there was not sufficient demand to provide additional reclaim facilities in the South Terminal at the present time but that this would be kept under review.
- Rapid exit taxiway: upon further examination it was felt that constructing a rapid exit taxiway would not create any more runway slots and was not therefore deemed an effective use of investment.
- Removal of pier 3 transit track: the transit track was now redundant but not in the way of further development at the airport. It was not therefore deemed good use of expenditure at the present time.

128. In respect of the 2006 CIP, members noted the four main investment drivers - airfield and runway capacity to accommodate the introduction of larger aircraft, additional pier service and growth in capacity of the North Terminal, service quality and the provision of adequate facilities for existing capacity of the South Terminal, and the sustainable programme of asset replacement and refurbishment. Members generally welcomed the emphasis placed on the new CIP in that it provided flexibility between the terminals to accommodate changes in traffic growth and the needs of airlines. The emphasis being placed on the increased capacity of the North Terminal was however of concern as there was a need to ensure that the increase in capacity was matched by other related projects, such as delivering the replacement or upgraded ITTS, the provision of additional car parking spaces and the an increase in the capacity of the North Terminal roundabout. There was also some concern about the impact of further development of the North Terminal on the Horley Local Air Quality Management Area.

129. Members also commented that there was no evidence from the constructive engagement consultation document that the airlines and BAA gave serious consideration to surface access infrastructure needed to support the future development of Gatwick or the community and environmental issues. Mr. Drabble assured the Sub-Committee that across the various joint working groups both surface access and environmental issues were given serious consideration. The Chairman suggested therefore that these considerations be picked up in the documentation that was sent to the CAA.

LOCAL AIR QUALITY MONITORING

130. The Sub-Committee considered the regular report from BAA Gatwick giving the results of the on-airport air quality monitoring covering the period January to March 2006 (copy attached to the signed minutes). Members noted that the average concentration of nitrogen dioxide (NO₂) was above the air quality strategy annual objective of 40 µg m⁻³. BAA Gatwick was investigating why the NO₂ levels were higher than expected over the period and would report back to the Sub-Committee.

131. As regards PM₁₀, there were three exceedances of the PM₁₀ maximum daily mean objective of 50 µg m⁻³, bringing the total exceedances in the year to date to 10 (the objective permits 35 exceedances per year). However the annual concentration of PM₁₀ was below the air quality strategy annual objective.

132. The Sub-Committee also considered a report prepared by Reigate and Banstead Borough Council providing the results of its air quality monitoring within the Horley Gardens Estate (copy attached to the signed minutes). Dr. Hibbs advised that the results revealed that there were no breaches of the UK annual average objective for nitrogen dioxide (NO₂) on the Horley Gardens Estate in 2005. It was also noted that at other residential sites around the airport annual average concentrations of NO₂ were comparable with those found at other sites within the south east of England. As regards the PM₁₀ concentrations on the Horley Gardens Estate, they remained below the UK and EU objective and limit values and concentrations were unlikely to change significantly in the future.

133. Ozone levels were also monitored to the south west of the airport so as to provide information for input into the modelling of the airport nitrogen dioxide concentrations. Particular reference was made to the comments made by Dr. Ellis at the last meeting of the Consultative Committee and members noted that BAA Gatwick had made an error in the data used for the modelling work that the Borough Council had completed for 2010. The 2010 model was therefore revised which revealed that the predicted concentration at the worst affected properties on the Horley Gardens Estate would be around 39 µg m⁻³ in 2010 compared to 42 µg m⁻³ in the original 2010 modelling work. Dr. Hibbs emphasised however that the revised results were within the 10% uncertainty that is associated with any modelling work of this nature and was not therefore, from an air quality modelling perspective, a significant change. He also highlighted that although the model now predicted NO₂ concentrations just below the EU limit value in 2010, there were a number of factors not accounted for in the model which meant that the current predictions for 2010 may be optimistic. These included:

- The model does not currently take into account increasing usage of the North Terminal at the airport by 2010 compared to 2002/2003.
- Increase in direct nitrogen dioxide emissions from road vehicles due to the greater proportion of diesel vehicles on the road.
- Rising global levels of ozone which indirectly increases the amount of nitrogen dioxide produced when fuel is burned.

134. In view of this, Reigate and Banstead Borough Council would retain the air quality management area in Horley. Members also noted that BAA Gatwick also considered that a breach of the EU limit value in 2010 was possible and consequently was producing an action plan aimed at reducing emissions from the airport to ensure compliance with the EU limit value in 2010 and beyond. A draft version of BAA Gatwick's action plan was currently with Reigate and Bansted Borough Council for consideration.

135. Mr. Tucker also advised members that the Borough Council's view was that the provision of accurate air quality information was essential especially as it would enable the Consultative Committee and others to assess the impacts when considering future investment and operational issues at Gatwick.

136. Members thanked Reigate and Banstead Borough Council for their report. Consideration was given to the most effective way continuing to monitor the air quality results for both on and off airport. The Chairman suggested that, as a way forward and to make the consideration of air quality issues more meaningful, BAA Gatwick and Reigate and Banstead Borough Council jointly prepare a report for presentation to the Sub-Committee on a six monthly basis. The Sub-Committee, BAA Gatwick and Reigate and Bansted Borough Council agreed that this was an appropriate way forward. It was agreed, therefore, that the Secretariat would pursue the future format of the air quality report with BAA Gatwick and Reigate and Bansted Borough Council.

NIGHT FLYING RESTRICTIONS AT HEATHROW, GATWICK AND STANSTED AIRPORTS

137. The Sub-Committee considered a report by the Honorary Secretary summarising the Government's decision on the next night flying regime in respect of Gatwick Airport (copy attached to the signed minutes). Members noted the new movements limits and noise quotas for both the summer and winter seasons and were pleased that the overhead for the winter season had been addressed. The Sub-Committee generally felt that the new regime was an improvement on the existing, and particularly welcomed the ban on scheduling of QC4 aircraft in the night quota period. Some members were however disappointed that the movements limits had not been reduced as proposed in the Stage 2 consultation paper. There was also disappointment that the DfT had not taken the opportunity to raise the departure noise limits to put further pressure on the airlines to operate aircraft in the quietest possible way.

138. Reference was made to the requirement placed on airport operators to introduce a noise insulation scheme in respect of night time noise. The Sub-Committee asked when BAA Gatwick was likely to publish for consultation its proposals for the residential noise insulation scheme. Mr. Lockwood advised that BAA Gatwick had yet to consider the full implications of the Government's announcement but it was hoped to publish the consultation in the near future. An update on the current position would however be included in the Managing Director's commentary to the Consultative Committee.

139. Particular reference was made to the ban on the scheduling of QC4 aircraft movements and the absence in the decision document on how this was to be monitored. The Sub-Committee agreed, therefore, that BAA Gatwick should be asked to review the issue at NATMAG.

140. The noise abatement objectives for Gatwick were welcomed but it was noted that the area to be covered by the 6.5 hour 48 dBA Leq contour had increased from the proposed 40 km² to 47 km² by 2011/2012. Members asked the Secretariat to establish from the DfT how many people would be included within that contour.

AIR NOISE AND TRACK KEEPING ISSUES

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

141. BAA Gatwick reported that the minutes of the meeting of NATMAG held on 22nd May, 2006 had yet to be cleared. A copy of the draft minutes would however be circulated to members of the Sub-Committee as soon as they were available.

Night Movements Summary

142. The Sub-Committee received the summary of night movements for the winter season (copy attached to the signed minutes). Members were disappointed to note the number of aircraft arriving earlier than their scheduled time of arrival of 0630. It was pointed out that from October 2006 aircraft arriving before 0601 but scheduled to land after 0630 hours would count against both the movements limit and quota count. Members highlighted however that it was important that FLOP-C addressed the issue with the regular offenders to ensure that best use was being made of slot spaces during the night period.

Complaints Analysis

143. The Sub-Committee received the analysis of noise complaints for the period January to March 2006 (copy attached to the signed minutes). Members noted that the runway split had evened out over recent months resulting in an increase in easterly movements. BAA Gatwick advised that this was probably associated with periods of high atmospheric pressure over those months.

GROUND NOISE

144. BAA Gatwick reported that the draft minutes of the recent meeting of the Ground Noise Committee held on 22nd May, 2006, had yet to be cleared. The draft minutes would be circulated to members of the Sub-Committee as soon as they were available.

145. As regards the ground run pen, Mr. Ashley reported that the preference was for the southern site for the pen. Mole Valley District Council and Crawley Borough Council were being kept informed of the current position. Discussions were also taking place with the current lessees of the site and it was hoped that a planning application could be submitted with the next two to three months.

CAA CONSULTATION - REVIEW OF AIRSPACE CHANGE PROCESS

146. The Sub-Committee considered the paper by the Technical Adviser suggesting a response to the CAA's consultation on the review of airspace change process (copy attached to the signed minutes). Mrs. Howell explained that the proposed procedure was very prescriptive and inclusive and actively promoted the engagement of the "change sponsor" (normally an airport operator, an air navigation services provider, or the CAA) with stakeholders who were affected by the change proposals. Members noted that as part of the proposal development stage of the process, the CAA had proposed that where airports had a Consultative Committee that forum should be utilised as a focus group to assist with the further development of the draft airspace change proposals. Members welcomed the inclusiveness of the process but emphasised the importance of the change sponsors consultation arrangements being genuine and the need to take into account the range of issues of concern, particularly in respect of the impact on local communities.

147. The Sub-Committee supported the general thrust of the CAA's proposed process and, subject to the consideration of additional comments from Mrs. Sewill for possible inclusion, endorsed the suggested response to the CAA.

148. Resolved - That:

- (1) the proposal to use Airport Consultative Committees for the purpose of a Focus Group at Stage 2 of the process "Proposal Development", be generally supported.
- (2) the Consultative Committee, working with BAA Gatwick's Noise and Track Monitoring Advisory Group (NATMAG) considers future development and implementation of the revised air space change process.
- (3) the comments set out in the Technical Adviser's report and the questionnaire response appended to the report, be endorsed and subject to the consideration of additional comments submitted by Mrs. Sewill, the consultation response to the CAA be agreed in consultation with the Chairman.

ANNUAL MONITORING REPORT

149. The Sub-Committee had before it a copy of the draft Gatwick Airport 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.

150. The Sub-Committee considered the draft list of suggested items for independent verification produced by the Gatwick Officers' Group. Mrs. Street also reported on the

comments that had been received from Mole Valley District Council suggesting the following three commitments for possible independent verification this year.

151. Members considered the suggestions of Mole Valley District Council and those of Gatwick Officers' Group and agreed that the following items should be suggested for independent verification:

- TS4 - survey the reasons for air passengers travelling to the airport by private car.
- TS7 - nominate a member of staff to develop and implement a strategy to enhance the public transport information sources.
- TS16 - investigate at grade signalised and cyclist and pedestrian crossing at Longbridge Roundabout.
- TS23 - develop a strategy for medium and long term improvements to coach station facilities.
- TS30 - undertake surveys to ascertain staff trip trends in 2005.
- Obligation 2.8 - access to/egress from the airport via Povey Cross.
- AQ17 - restructuring charges for airside road vehicle licences.
- Obligation 4.4/AM1 - securing a reduction in air noise.
- WM2 - provide waste management infrastructure that ensures legislative compliance and facilitates producer identification and waste segregation.
- CC7 - develop and implement an awareness plan to change the culture of the airport community.

152. Resolved - That the Sub-Committee on behalf of the Consultative 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) request the Honorary Secretary to advise West Sussex County Council, Crawley Borough Council and BAA Gatwick on the list of commitments, targets and obligations listed above it would wish to form part of external verification process.

AIRPORT LANDING CHARGES

153. Consideration of this item was deferred until the next meeting of the Sub-Committee when Mr. Blundell-Pound would be available to give a presentation on the airline's perspective regarding landing charges and how they influenced their operations.

CLIMATE CHANGE

154. Mrs. Howell reported that she had undertaken much research into the various sources of information available and that her paper would be available in the near future.

SOUTH EAST ENGLAND REGIONAL ASSEMBLY (SEERA) - THE SOUTH EAST PLAN

155. The Sub-Committee considered a report by the Honorary Secretary summarising the key aspects of the South East Plan insofar as it related to Gatwick Airport and

suggesting a response to SEERA (copy attached to the signed minutes). Members noted that the plan provided a framework for the Region until 2026 and contained policies for the region as a whole and for nine sub-regions, one of which was the Gatwick area. The Sub-Committee considered section D4 of the South East Plan - Communications and Transport - and noted that the Regional Assembly, while accepting that the growth in aviation traffic would continue, had made no provision the Plan for additional runways at either Heathrow or Gatwick Airports. The South East Plan did not, therefore, reflect the Government's current aviation policy.

156. The Sub-Committee also noted that the draft Plan was accompanied by an Implementation Plan which tied the delivery of the key elements of the South East Plan to associated infrastructure and provision. The investment requirements identified in the Implementation Plan were supported, particularly as reference had been made to improvements to road and rail networks around Gatwick and the need for capacity improvements at Gatwick. It was highlighted that securing funding for a range of transport improvements, both public transport and roads, would be the biggest challenge and it was felt that further attention needed to be given to the need to set priorities in order to safeguard a proper balance between public transport investment and the need for better roads.

157. Resolved - That:-

- (1) the Consultative Committee supports the general thrust of the policies for Gatwick Airport but notes that potential conflict between SEERA and the Government over airports policy could have an adverse impact on the future development of Gatwick and the resources needed to support that development.
- (2) further consideration be given to the need to set priorities in order to safeguard a proper balance between public transport investment and the need for better roads.
- (3) the comments as set out above be submitted to SEERA on behalf of the Consultative Committee.

SOUTH EAST ENGLAND DEVELOPMENT AGENCY (SEEDA) - DRAFT REGIONAL ECONOMIC STRATEGY

158. The Sub-Committee considered a report by the Honorary Secretary suggesting a response to SEEDA on the Draft Regional Economic Strategy (copy attached to the signed minutes). Members noted that the RES aimed to shape the future economic development of the South East, and would sit alongside the South East Plan. It was also noted that SEEDA had identified the Gatwick area as one of the wealthy cores around London, and had acknowledged that the Gatwick Diamond was one of the major centres of economic activity, with Redhill and Reigate offering similar potential but on a smaller scale.

159. The Sub-Committee was pleased to note that the RES highlighted the problems of transport congestion, skills shortage and the lack of affordable housing and that SEEDA had set out a range of targets and actions to address these problems. Members were also pleased to note that the RES had set out ways in which businesses could address their impact on climate change. The targets for stabilising and reducing the region's ecological footprint were welcomed, particularly in respect of reducing CO2 emissions.

160. The provision of infrastructure in a timely manner was of concern to the Consultative Committee and members were pleased to note that this was a key feature of the RES. The Sub-Committee supported SEEDA's positive stance in developing a partnership approach in the identification of priorities for future needs and in securing funding through the establishment of the Regional Infrastructure Fund as it would help secure improvements in the infrastructure needed around Gatwick Airport. Members

hoped that the partners involved would address the priorities in a positive and forthright manner.

161. Members supported SEEDA's key priorities and specific actions in relation to transport infrastructure investment for the Brighton-Gatwick-Croydon corridor, the development of an integrated intermodal hub and improvements on the Brighton Main Line, but emphasised the importance of SEEDA not overlooking the need for improvements at Gatwick Railway Station and the need for additional car parking for users of the Brighton Main Line.

162. Resolved - That the comments set out above be submitted to SEEDA on behalf of the Consultative Committee.

Chairman