

GATWICK AIRPORT CONSULTATIVE COMMITTEE

GENERAL PURPOSES SUB-COMMITTEE

Minutes of the Sub-Committee meeting held on 16th June, 2005 at Gatwick Airport.

Present:

Mr. P.W. Bryant (Chairman)

Mr. R. Hobbs, Mr. N. Maltby, Mr. J. McCall, Mrs. H. Sewill and Mr. J. Taylor.

Also present:

Mr. T. Lockwood - Director of Planning and Environment, BAA Gatwick

Mr. R. Norman - Environment Manager, BAA Gatwick

Mr. M. Kendall - Honorary Secretary

Mrs. R. Howell - Technical Adviser

Mrs. P. Street - Assistant Honorary Secretary

MINUTES OF THE MEETING HELD ON 24TH MARCH, 2005

123. Resolved - That the minutes of the meeting of the Sub-Committee held on 24th March, 2005 be approved as a correct record and that they be signed by the Chairman.

DRAFT CONSULTATIVE COMMITTEE MINUTES - 21ST APRIL, 2005

124. The Sub-Committee received and noted the draft minutes of the meeting of the Consultative Committee held on 21st April, 2005 (copy attached to the signed minutes).

Gatwick Express

125. Reference was made to minute 132. Members sought an update on the current position regarding the future of the Gatwick Express service. Mr. Lockwood advised that due to the General Election not much further progress had been made on taking forward the alternative options for the service, but discussions had now recommenced. BAA Gatwick would give a further update at the next meeting of the Consultative Committee.

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

126. The Sub-Committee enquired about the position of BAA's schemes for addressing blight and existing aircraft noise. Mr. Lockwood advised that it was hoped that the schemes would be published during July. An update would be given at the next meeting of the Consultative Committee.

OUTLINE AIRPORT MASTER PLAN

127. The Sub-Committee considered a report by the Honorary Secretary setting out a suggested draft response to BAA Gatwick's consultation on the Outline Airport Master Plan (copy attached to the signed minutes).

128. Members were in general agreement with the form of response but felt that BAA Gatwick should be reminded of the Committee's response to the DFT's SERAS 2 consultation. It was also emphasised that the Government's decision to safeguard land for a second runway at Gatwick had meant that the wide-spaced southern runway option had not been subject to the rigorous testing that had been undertaken at Heathrow into the environmental and surface access impacts that an additional runway would bring.

129. Mr. Kendall drew the Sub-Committee's attention to BAA Gatwick's proposed process for preparing detailed plans for a Gatwick runway development. He highlighted that detailed plans, and the assessments of its impacts, would not be commenced earlier than five to six years i.e. 2014/2015 before the intended start of construction. This was due to the fact that a longer timeframe potentially lessened the reliability of some of the assumptions and outputs relating to both the airport and to the infrastructure needed to support such a development. If this process was adopted it would mean that there may be a period of time between the Government's decision in respect of Heathrow/Gatwick and the publication of BAA Gatwick's detailed plans for a second runway. The Sub-Committee felt this needed to be highlighted in the draft response.

130. BAA Gatwick's safeguarding policy was noted but it was felt that consideration also needed to be given to the issue of safeguarding land from new development which would be adversely affected by aircraft noise arising from the use of a second runway. It was generally felt that the issue of safeguarding was the least satisfactory feature of the airport master plan.

131. In respect of the one runway two terminal scenario up to 2015, the Sub-Committee agreed that the issue of key importance was the way in which the Sustainable Development Strategy commitments and legal agreement were to be taken forward. An important part of that process was the independent monitoring regime but it was felt that this was an issue that would merit further review by BAA Gatwick. Mrs. Howell informed the meeting that the local authorities' officers had begun the process of negotiating the rolling forward of the Sustainable Development Strategy and that the nature of the commitments to be monitored was an area for discussion. Some members felt however that although the negotiations regarding the extension of the Section 106 Agreement were not due to commence until March 2006, BAA Gatwick and the local authorities should be urged to publish a draft form of agreement at the same time as the final master plan document.

132. Resolved - That the comments of the Sub-Committee be incorporated into the Honorary Secretary's report and Annex and for consideration at the meeting of the Consultative Committee on 14th July.

CAPITAL INVESTMENT PROGRAMME (CIP) 2005

133. The Sub-Committee considered a report by the Honorary Secretary giving details of BAA Gatwick's 2005 CIP (copy attached to the signed minutes). Members noted that the new CIP document provided a comprehensive statement of how the airport was to develop over the next decade and they welcomed the continued focus on delivering high quality services and facilities through a programme of asset replacement. It was also noted that the North Terminal was now being targeted to handle more traffic than the South Terminal and priority given to the North Terminal projects was evident in the CIP document.

134. Members were concerned however that included in the CIP was a statement that indicated BAA Gatwick's ambition to exceed its traffic forecasts and that it had set itself a "stretch" target to achieve a passenger throughput of 40 million passengers per annum by 2010 as opposed to 2012/13. Members commented that while the Sustainable Development Strategy set out how the growth of the airport to handle 40 mppa was to be managed, the new Transport Strategy had been developed and contained modal split targets based on the assumption that 40 million passengers would be reached in 2012/13. The implications of achieving the "stretch" target on the surface access infrastructure on- and off-airport was of key concern. The Sub-Committee therefore urged BAA Gatwick to review the surface access modal split target with the local authorities to take account of the possible accelerated growth. There was a need to ensure that surface access projects required to accommodate the growth were delivered at the right time.

135. Resolved - That the comments set out in the Honorary Secretary's report be forwarded to BAA Gatwick in response to the consultation on the CIP.

ANNUAL MONITORING REPORT

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

137. The Sub-Committee noted that there were still a number of commitments requiring input or clarification from BAA Gatwick to be included in the draft monitoring report, particularly in respect of the action plans on the landscape and ecology section of the report. The Sub-Committee expressed its disappointment about the incomplete state of this year's monitoring report and the inadequate reporting of some actions, making the selection process a difficult task. There was a lack of clarity, detailed information and action plans given for a number of the commitments and members suggested that more information should be provided in respect of the following:-

- the lobbying BAA Gatwick had undertaken on endeavouring to secure the dedicated Gatwick Express service and the Route Utilisation Strategy for the Brighton mainline.
- an action plan was needed in relation to legal obligation 4.7 and commitment AN8 – review of charges for Chapter 3 aircraft.
- Legal obligation 3.1(ii) – the use of ground power units, should reflect a clearer action plan.
- In relation to AQ8 – emissions charging, there was no evidence to suggest that the emissions charging scheme introduced in April was working.

138. The Sub-Committee considered the list of suggested items for independent verification produced by the Gatwick Officers' Group. The Sub-Committee was in general agreement with the suggested items but felt that consideration should also be given to independently verifying the progress made on LE5 - develop biodiversity enhancement and management plans, given the absence of the information to reflect the progress that had been made on this commitment and obligation over the last year.

139. It was also felt that the inclusion of TS16 - to investigate an at-grade cyclist and pedestrian crossing of the A23 at Longbridge Roundabout, for verification this year was not considered appropriate given action on this commitment was required immediately as the Fastway works were already being undertaken in the vicinity of Longbridge Roundabout. The Sub-Committee felt that the County and Borough Councils should be urged to raise the issue now with BAA Gatwick and negotiate a way forward.

140. Members also highlighted the difficulty of tracking progress made by BAA Gatwick in delivering its commitments. Mr. Lockwood acknowledged this and advised that the commitments had been written into the Sustainable Development Strategy before the legal obligation on the monitoring regime had been introduced and agreed. Some of the commitments consequently did not lend themselves to precise monitoring. Members therefore suggested that in taking forward the Sustainable Development Strategy commitments in the development of the airport master plan, consideration needed to be given to the introduction of targets aimed at outcomes with milestone dates by which progress was to be made. It was felt that introducing such targets would provide a better base against which progress could be tracked and monitored. Members also

suggested that this point should be made in its response to the consultation on the Airport Master Plan.

141. Resolved - That on behalf of the Consultative Committee:-

- (1) the Honorary Secretary advise West Sussex County Council, Crawley Borough Council and BAA Gatwick on the list of commitments, targets and obligations it would wish to form part of the external verification process.
- (2) the Honorary Secretary include in the draft response to the Outline Airport Master Plan consultation the desire for targets aimed at outcomes with milestone dates by which progress was to be made for consideration in the negotiations on rolling forward the Sustainable Development Strategy in the development of the Airport Master Plan.

DFT CONSULTATION ON NIGHT FLYING RESTRICTIONS AT HEATHROW, GATWICK AND STANSTED AIRPORTS - STAGE 2

142. The Sub-Committee noted that the DFT had published on 10th June, 2005, the Stage 2 consultation on the night flying restrictions at Heathrow, Gatwick and Stansted Airports. A copy of the DFT's press release was circulated with the agenda papers (copy attached to the signed minutes). Mrs. Street reported that the deadline for consultation responses was 16th September, 2005. She had however negotiated an extension of time within which the Consultative Committee could consider its response to the consultation. It was therefore proposed that the details of the consultation would be outlined, together with initial comments on the proposals, at the meeting of the Consultative Committee on 14th July. The Consultative Committee would be asked to authorise the General Purposes Sub-Committee to agree the detailed response at its meeting on 22nd September, 2005. The Sub-Committee agreed that this was a sensible approach.

AIRCRAFT NOISE MONITORING ADVISORY COMMITTEE (ANMAC)

143. Mrs. Sewill reported on the key issues discussed at the meeting of ANMAC held on 10th May, 2005. This was the first meeting of ANMAC under the new chairmanship of Martin Capstick who had replaced Graham Pendlebury at the DFT.

144. The ODPM gave a presentation on the review of PPG24. Land use planning was of key concern to airlines and scheduling committees and their complaint was that as the airport's noise contours reduced as a result of quieter aircraft, inspectors and local planning authorities were starting to permit development in areas closer to airports. The airlines believed that this needed to be addressed if airports were to expand and cater for increased traffic in the future.

145. The issue of differential noise limits were again discussed and Mrs. Sewill reaffirmed the Consultative Committee's view that it did not support the imposition of differential limits as they could distract attention from other more important issues such as reducing the maximum noise limit.

146. ANMAC also considered the review of the arrivals code of practice. She was very disappointed to report that the review paper produced by BAA Gatwick was only tabled at the meeting which did not give opportunity for members to provide detailed comments. She had asked for the review paper to be reported to the next meeting of NATMAG.

AIR NOISE AND TRACK KEEPING ISSUES

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

147. The Sub-Committee received and noted the draft minutes of the last meeting of NATMAG held on 26th May, 2005 (copy attached to the signed minutes). It was noted that the P-RNAV trials had now commenced on some of the arrival routes into Gatwick and only related to a few aircraft. Members suggested however that in the FEU report to the Consultative Committee there was a need to illustrate the track plots of the routes being flown by aircraft so that members were aware of the change in practice during the trial.

148. Members were also disappointed to note that over the year past year noise infringements had risen to 28 from only 8. Mr. Norman advised that the increased number of infringements was primarily due to an increase in operations by larger aircraft now at Gatwick. Whilst members noted the reasons for the increase, it was felt that as Stage 2 of the consultation on night flying restrictions at the three BAA London airports had been published and contained no proposals to increase the noise limits, BAA Gatwick should now commence its review of the airport charges. Mr. Lockwood noted this request.

Night Movement Summary

149. The Sub-Committee received and noted the summary of night movements for the winter 2004/05 season (copy attached to the signed minutes).

Complaints Analysis

150. The Sub-Committee received and noted the complaints analysis for the period January to March 2005 (copy attached to the signed minutes).

Disturbance from Approaching Aircraft

151. Mr. Norman circulated at the meeting an interim report on the analysis of low flying complaints following the request from the Gatwick Area Conservation Campaign (copy attached to the signed minutes). He explained that the aim of the study was to better understand the relationship between low flying complaints and the actual aircraft height. It was unclear at this stage whether those aircraft cited as low flying were in fact lower than expected or whether they were perceived to be lower by the complainant.

152. Mr. Norman explained that they were examining a breakdown of event numbers for 2004 to ascertain the most common locations from which low flying complaints had been received. They were also using the GEMS system to establish a "gate" centred on the postcode location of the most frequent callers from 2004. Mr. Norman explained that the analysis and collation of information had to be done manually which was a very time consuming process. Members thanked BAA Gatwick for the work that had already been undertaken but there was a need to understand the particular issues of complainants. There was also a need to determine how many aircraft were flying lower than required and whether there have been an intensification of overflying at a particular location. Members were also interested in the actual number of aircraft and the airlines concerned in each case. Mr. Norman noted these points and a further report would be made when the analysis was completed.

GROUND NOISE

153. The Sub-Committee received and noted the draft minutes of the Ground Noise Committee held on 26th May, 2005 (copy attached to the signed minutes). It was noted that the effects of a ground run pen had been studied and a report was awaited from the consultant. A further update would be given at the Consultative Committee meeting.

LOCAL AIR QUALITY MONITORING

154. The Sub-Committee considered a report from BAA Gatwick on local air quality monitoring covering the period January - March 2005 (copy attached to the signed minutes). While it was noted that the average concentrations of nitrogen dioxide and PM10 were below the air quality strategy annual objective, there were two exceedances of the PM10 maximum daily mean objective during the period (the objective permits 35 exceedances per year). In respect of longer-term trends in concentrations of nitrogen dioxide and PM10s, it was noted that PM10 concentrations have shown an overall decrease between 2003 and 2004 and have remained consistent between 2004 and 2005. In respect of nitrogen dioxide, although the passive diffusion tubes provide good spatial information about concentrations, they were only indicative of levels at a particular site. However the diffusion tube results for February 2005 had shown that levels were in excess of the 40 ug/m³ objective. This was however consistent with concentrations seen at other urban roadside locations throughout the UK.

155. Mr. McCall referred to the report produced by Reigate and Bansted Borough Council on the further assessment of the Horley Air Quality Management Area which provided a detailed breakdown of the various sources contributing to the nitrogen dioxide concentrations predicted for the area. He advised that report revealed that the predictions did not meet the EU Standards in both 2005 and 2010. Mr. Lockwood informed members that he was aware of the content of the report produced by Reigate and Bansted Borough Council and BAA Gatwick had engaged with the Borough Council regarding the results. He emphasised however that the predicted exceedances only related to a small area of Horley Gardens in Horley. It was agreed that a copy of the report would be obtained from Reigate and Bansted Borough Council and a paper would be prepared for the next meeting of the Sub-Committee.

156. Mrs. Howell updated the meeting on those bodies looking at air quality issues. The Gatwick Airport Planning and Environmental Liaison Group, comprising officers from the Gatwick local authorities and BAA Gatwick, was the forum at which air quality issues were raised and discussed.

CIVIL AVIATION BILL

157. The Sub-Committee noted a press release issued by the Department for Transport on 9th June, 2005 giving details of the Civil Aviation Bill which had now been published. The Bill would, amongst other things, implement important "Future of Air Transport" White Paper Commitments to sustainable aviation and protection of passenger interests. It was agreed that a short report would be produced on the content of the Bill for the next meeting of the Sub-Committee.

DATE OF NEXT MEETING

158. The next meeting of the Sub-Committee will be held on Thursday, 22nd September, 2005 at 10.00 a.m.

CHAIRMAN