

GATWICK AIRPORT CONSULTATIVE COMMITTEE

GENERAL PURPOSES SUB-COMMITTEE

Minutes of the Sub-Committee meeting held on 20<sup>th</sup> March, 2003 at Gatwick Airport.

Present:

Mr. P.W. Bryant (Chairman)

Mr. D. Dewdney

Mr. J. McCall

Mr. G. Pixley

Dr. P. Ellis

Mr. J. McDonald

Mrs. H. Sewill

Mr. N. Maltby

Also present: Mr. T. Lockwood - Director of Planning and Environment, BAA Gatwick  
Mr. R. Norman – Flight Evaluation Unit Manager, BAA Gatwick  
Mrs. S. Howells – Community Affairs, BAA Gatwick  
Dr. J. Godfrey – Deputy Honorary Secretary  
Mrs. P. Street – Assistant Honorary Secretary

Apologies for absence were received from Mr. P. Feltham, Ms. J. Houston, Mrs. E. Kitchen and Mrs. E. Sampson.

MINUTES OF THE MEETING HELD ON 9<sup>TH</sup> JANUARY, 2003

66. Resolved – That the minutes of the Sub-Committee held on 9<sup>th</sup> January, 2003 be approved as a correct record and that they be signed by the Chairman.

Cargo Loading Incident at Luton Airport

67. Reference was made to minute no. 58 and the cargo loading incident at Luton Airport. Dr. Godfrey advised that he had written to the CAA to seek assurances about the auditing of cargo loading procedures at Gatwick. The CAA had confirmed that new procedures for auditing cargo operations had been introduced which had taken into account the recommendations of the Aircraft Accident Investigation Branch's report into the incident at Luton Airport. The CAA believed that the procedures now in place provided an effective level of regulatory oversight to the cargo loading operation at the airport.

DRAFT CONSULTATIVE COMMITTEE MINUTES – 30<sup>TH</sup> JANUARY, 2003

68. The Sub-Committee received and noted the draft minutes of the meeting of the Consultative Committee held on 30<sup>th</sup> January, 2003.

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

69. The Sub-Committee considered a report by the Honorary Secretary, giving details of the options put forward by the Government in the second edition of the South East Consultation Document (copy attached to the signed minutes). Members commented on the

interim statement issued by BAA Gatwick, confirming that BAA in its response to the Government would not suggest that the Government should rescind the 1979 legal agreement. Whilst members found this statement helpful, it was felt that BAA should be more emphatic in its response and state that the Government should uphold the legal agreement.

70. The Chairman advised that considering the response to the consultation was a challenging task for the Committee, representing as it does a wide spectrum of interests. It was felt that the main contribution of the Committee would be to highlight those deficiencies for each option put forward in the consultation document rather than making a choice on the options for new runways. He hoped that in this way all interests could come together on a number of points of principle. In particular, he hoped that there would be unanimous support from members on the principle of honouring the 1979 legal agreement. No dissenting views were expressed by members at the meeting. The Chairman stressed the importance of legal agreements for the aviation industry, and the partnership working which had been developed over the years: any decision by the Government to overturn the 1979 Agreement would have wide and unthinkable consequences beyond the world of aviation.

71. Mr. Lockwood noted the comments which had been made by the Sub-Committee and advised that Mr. Clasper in his address to the Consultative Committee in January, stated that BAA plc stood by its legal agreements, but he also believed that the existence of the 1979 agreement should not constrain the subsequent growth of the airport beyond 2019. Mr. Lockwood advised that BAA plc hoped to set out its response to the Government and put it into the public domain before the end of May. Its response would be a lengthy submission as it would set out BAA's view on airports expansion for all regions in the UK. BAA hoped that offering its views before the end of May would help others in the formulation of their responses to the consultation. Members noted that BAA was sensitive to the timing of the release of the information because of the local elections.

72. Members discussed their initial view regarding the information contained in the consultation document on the impact the options for Gatwick would have on the surrounding communities and infrastructure. It was felt there were a number of issues that should be considered for inclusion in the Committee's response to the Government. These included the lack of attention given to transport and the other supporting infrastructure required to deliver each of the options, the absence of reliable information regarding pollution, the capacity of airport terminals for handling the estimated passenger throughput, reliable estimates and capacity assessments for each option and the effect of aircraft movements across the existing runway.

73. Reference was made to the DfT's arrangements for the public exhibition of the Gatwick options, and members expressed their disappointment and concern that no date had yet been finalised for the public exhibition. Dr. Godfrey informed members that the DfT was having difficulties in finding suitable venues where the exhibition could be held. Consideration was, therefore, being given to holding two exhibitions, one in Crawley and one in Horley, and further information was awaited. Members also commented on the material that they felt needed to be displayed at the public exhibition. In particular, it was felt that more detailed plans and information needed to be displayed demonstrating how the airport could be developed for each option, such as terminal capacity (existing and

proposed), aircraft access to the new runways, and other facilities and infrastructure needed to support the expansion of the airport.

74. There was also much concern about the distribution of the consultation material. Members commented that there were inconsistencies in the way in which the questionnaire had been circulated. Some members had received the questionnaire with their documentation packages whilst others had not. The circulation of the questionnaire to all those encompassed by the 69dB contour for the runway scenarios was questioned, and members were of the view that more people would be affected by the runway scenarios, particularly with regard to air quality and noise issues.

75. Concern was also expressed about the air quality modelling predictions, particularly in respect of NO<sub>2</sub> pollutants, and the uncertainty about the methodology used. There were questions being raised about the reliability of the air quality forecasts presented in the consultation document, and that the further work being undertaken at Heathrow had, to date, revealed that the modelling was producing pessimistic figures. Members therefore asked the Honorary Secretary to write to the Department with all the concerns raised, and to question whether the Government could make a decision on the runway options in the absence of reliable air quality modelling predictions.

76. The issue of uncertainty and blight was also raised. Local residents had previously welcomed the Government's decision to honour the 1979 legal agreement and not include options for Gatwick in the consultation document, but the High Court judgment had changed the situation and local communities were again blighted by the uncertainty about the future. It was most important that the Government was alert to this issue and to decide how to handle the uncertainty pending the implementation of any proposals agreed in the White Paper.

77. The Sub-Committee noted that it was necessary to arrange additional meetings of the Committee and the Sub-Committee to consider in detail the revised consultation document and the Committee's response to it. The suggested programme of meetings set out in the Honorary Secretary's report was therefore agreed.

78. Resolved –

- (1) that the Honorary Secretary write to the Department for Transport setting out the concerns of the Sub-Committee about the consultation arrangements;
- (2) that the Sub-Committee finds the interim statement issued by BAA Gatwick on its intention to honour the 1979 legal agreement helpful;
- (3) that the Consultative Committee be recommended to urge BAA plc to be more emphatic about the importance of honouring the 1979 legal agreement, and that its response to the Government should state that the Government should uphold the legal agreement;
- (4) that the Consultative Committee's previous view that its composition and role precluded a decision being taken on the choices of options for new runways, be further endorsed;

- (5) that the suggested programme of special meetings of the Consultative Committee and General Purposes Sub-Committee be agreed.

### AIR QUALITY ISSUES

79. The Sub-Committee considered a letter received from the Gatwick Area Conservation Campaign, raising on-airport air quality issues (copy attached to the signed minutes). The issues raised in the letter related to BAA's monitoring of pollution levels at the main airport work places, whether the air conditioning systems filter the pollutants from the outside air, and the information given to employees about on-airport pollution. Mr. Lockwood advised that BAA Gatwick worked to the occupational standards set out in the Health and Safety Executive documents with regard to air quality at the main airport work places. Pollution monitoring was not routinely carried out at work places unless specific locations had been identified through risk assessment as being subject to concern or from complaint. As regards the air conditioning filters, Mr. Lockwood advised that the terminal filters did not filter out NO<sub>x</sub> pollutants because they were particulate filters, although these were supplemented in the ground floor accommodation of Pier 2 and Concord and Atlantic Houses by activated carbon filters which took out the hydrocarbons from fumes drawn in from the idling aircraft. It was unlikely for the NO<sub>x</sub> concentration within the terminals to be equal to that outside, in view of the dilution effect caused by the position of the air conditioning intakes. In the case of information given to employees about pollution levels, as pollution levels were below the occupational standard set out in the Health and Safety Executive's directives, warnings were not given to employees. There were no health statistics for the airport community as a whole, but statistics were available for BAA Gatwick staff. Mr. Lockwood would produce a paper in response to the letter from the Gatwick Area Conservation Campaign for the next meeting of the Consultative Committee in April.

### TRANSPORT STRATEGY UPDATE

80. Mr. Lockwood reported that, in accordance with its legal obligations to review the Airport Transport Strategy every three years, a review of the Transport Strategy was being undertaken. A draft strategy would be produced for consultation after Easter, and will be discussed at the Transport Forum which was to take place in May. It was hoped that following consultation with all stakeholders, BAA Gatwick would produce a reviewed Transport Strategy by the end of the year to be launched at a Transport Conference.

81. As regards on-airport car parking, Mr. Lockwood reported that discussions had taken place between West Sussex County Council and Crawley Borough Council to discuss proposals to provide additional long-stay car parking. Three consultations and a planning application had now been submitted to the Borough Council. Much supporting information had been included in the submissions, which had concluded that the change in passenger traffic mix and reduction in transfer traffic at Gatwick had created a growth of around of 20% in car parking demand. There had not been a material change in the modal split being achieved, although the use of rail transport had maintained its share of trips. Mr. Lockwood agreed to produce a full note of the changes in circumstances, current trends and the conclusions for the next meeting of the Consultative Committee in April.

82. Reference was made to the lack of progress made on securing a long-term improvement to Gatwick Railway Station, and it was hoped that BAA Gatwick would be

able to address this more positively in the reviewed Transport Strategy. It was also hoped that at the next meeting of the Transport Forum, attendees should be offered the facility to be shown each of the public transport facility interfaces at the airport, so that all stakeholders appreciated the issues that needed to be tackled. Mr. Lockwood noted the suggestion.

### CAA'S ECONOMIC REGULATION OF BAA LONDON AIRPORTS 2003-2008

83. The Sub-Committee received and noted a copy of the CAA's press release setting out its decision on how charges to airlines levied by BAA London Airports would be regulated over the next five years (copy attached to the signed minutes). Dr. Ellis reported that the airlines were not happy about the CAA's decision in relation to charges for London Heathrow, although the rebate system in respect of service quality issues at Heathrow and Gatwick were most welcome. Introducing the congestion delay factor into the regulatory regime was still an area of debate.

84. Mr. Pixley referred to the public interest finding in relation to the levying of a charge on taxi drivers to finance taxi information desks in terminals. He enquired about the effect this would have on passengers. Mr. Lockwood agreed to report back on this issue.

### GROUND NOISE COMMITTEE

85. The Sub-Committee received and noted the minutes of the Ground Noise Committee held on 6<sup>th</sup> March, 2003 (copy attached to the signed minutes). Mrs. Sewill welcomed the action taken by BAA Gatwick in issuing an amended MDI on ground running, which stated that permission could not be given on Christmas Day, unless this would cause hardship to passengers. She also made reference to the number of departures and arrivals at Gatwick Airport on Christmas Day, and hoped that BAA would continue to seek small ways to improve the quality of life around the airports on this day when the ambient noise level was much lower.

### AIR NOISE AND TRACK-KEEPING ISSUES

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

86. The Sub-Committee received and noted the minutes of the NATMAG meeting held on 6<sup>th</sup> March, 2003 (copy attached to the signed minutes). Members noted that the 4,000 ft. vectoring trial on a number of the routes out of Gatwick, which commenced on 28<sup>th</sup> October, 2002, had been very successful and would be made permanent.

#### Night Movements Summary

87. The Sub-Committee received and noted the Summary of the Night Movements for part of the winter season 2002/03 (copy attached to the signed minutes).

### Complaints Analysis

88. The Sub-Committee noted the analysis of aircraft complaints from 1<sup>st</sup> October, 2002 to 31<sup>st</sup> December, 2002 (copy attached to the signed minutes).

#### DATE OF NEXT MEETINGS

89. The next meetings of the Sub-Committee would take place on:-

Thursday, 29<sup>th</sup> May, 2003 at 10.00 am. (Special Meeting)

Thursday, 26<sup>th</sup> June, 2003 at 11.00 a.m.

#### COMMUNITY RESEARCH

90. Mrs. Howells informed the Sub-Committee that BAA Gatwick was re-running the Community Research undertaken in 2001, and that a questionnaire for the research would be finalised shortly. The research was to be undertaken during May, 2003.

CHAIRMAN