

GATWICK AIRPORT CONSULTATIVE COMMITTEE
GENERAL PURPOSES SUB-COMMITTEE

Minutes of the Sub-Committee meeting held on 21st September, 2006 at Gatwick Airport.

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

Mr. Acraman, Mr. Barclay, Mr. Blundell-Pound, Mrs. Denman, Dr. Ellis, Dr. Godfrey, Mrs. Hammond, Mrs. Kitchen and Mrs. Sewill.

Also present:

Mr. D. Stretch	-	Communications Director, BAA Gatwick
Mr. T. Lockwood	-	Director of Planning and Environment, BAA Gatwick
Mr. R. Norman	-	Environmental Strategy and Stakeholder Manager, BAA Gatwick
Ms. K. Reeves	-	Public Affairs Executive, BAA Gatwick
Mrs. R. Howell	-	Technical Adviser
Mrs. P. Street	-	Assistant Secretary

Apologies for absence were received from: Mr. Hobbs, Mr. Maltby and Mr. Taylor.

STEPHEN NELSON, CHIEF EXECUTIVE, BAA PLC

1. The Chairman informed members that Mr. Stephen Nelson, the new Chief Executive of BAA plc, would address the next meeting of the Consultative Committee on 19th October, 2006.

MINUTES OF THE MEETING HELD ON 15TH JUNE, 2006

2. Resolved – That the minutes of the Sub-Committee meeting held on 15th June, 2006 be approved as a correct record and that they be signed by the Chairman.

3. Reference was made to minute no. 118 concerning an organisation chart for BAA Gatwick. Mr. Stretch explained that the management structure for BAA Gatwick had not been finalised. Members noted that Mathew Riley, Business Development Director and Deputy Managing Director, was leaving Gatwick to take up the position of Head of Supply Chain at Corporate Office. He also advised that a new Finance and Property Director, Ms. Sarah Hunter, had been appointed and would take up position on 8th October. Mr. Lockwood was also to change position and as from December 2006, he would take on the role of Head of Corporate Responsibility, working three days a week. Mr. Stretch assured members that the changes in the management structure at BAA did not indicate any lessening of their commitment to stakeholder engagement and that he hoped to be able to provide an updated organisation chart before the next meeting of the Sub-Committee.

4. Reference was made to minute no. 140 concerning the noise abatement objective for Gatwick Airport as set out in the government's decision on the night flying restrictions for the three London airports. Mrs. Street informed members that the reason why the DfT decided to alter the noise abatement objective from the stage two consultation proposal of 40 sq km to 47 sq km was due to the change in the noise quotas following the Stage II consultation. Members commented that this appeared to be a weakening of the noise objective as from

the information provided by the DfT the area of land contained in the contour in 2002/03 was 41.3 sq km.

DRAFT CONSULTATIVE COMMITTEE MINUTES – 13TH JULY, 2006

5. The Sub-Committee noted the draft minutes of the meeting of the Consultative Committee held on 13th July, 2006 (copy attached to the signed minutes).

6. Reference was made to the acquisition of BAA plc by ADI Ltd. Members asked whether there was any further information that could be reported to the Consultative Committee regarding changes that had been made to the business and organisation structure since the announcement of the takeover. Mrs. Street advised that BAA Gatwick had been asked to provide an update.

7. Members also noted that the Civil Aviation Bill was due to be considered in the House of Commons on 12th October.

SECURITY

8. Mr. Stretch reported on the impact of the security alert of 10th August on operations at BAA Gatwick. He praised the way in which the airport community worked together to enable Gatwick to operate 85% of flights on the first day of the alert. The situation improved over a two to three day period and by 13th August operations had returned to around 100%. The restrictions on hand luggage remained in place and it was unlikely that there would be a return to the pre- 10th August situation. The Secretary of State was however due to announce that afternoon interim measures to relax some aspects of the new security restrictions at UK airports. When announced the new measures were expected to be implemented by midnight. The meeting of the Passenger Services Sub-Committee, which was scheduled to take place that afternoon, had been postponed. Mr. Stretch apologised for the inconvenience this had caused members of the Sub-Committee but stressed the importance of ensuring that the Gatwick community were informed of the new requirements as soon as the details were announced.

9. The Sub-Committee noted that there was unlikely to be any relaxation of the restrictions on the carriage of liquids, liquid cosmetics, sharp items, gels and pastes or lighters in the DfT's announcement. Mr. Stretch also advised that the new security rules would probably be an interim measure as the EU was likely to introduce harmonised measures in the next few weeks.

10. Members noted the good working relationship with the airline community and it was appreciated that in order to operate a smooth process the advice and guidance given at check-in was just as important as the security check process. The Sub-Committee complimented BAA Gatwick and all the staff involved on the way in which the impact of the recent security alert had been handled.

11. Mr. Lockwood also provided an update on the restrictions on the use of the tunnel on the perimeter road under the South Terminal. BAA Gatwick was working with the highway authorities on finding a long-term solution for the use of the tunnel under the South Terminal. He advised that as part of the ongoing development of security arrangements for Gatwick, local buses, including Fastway, would no longer be permitted to travel through the tunnel under the South Terminal. Local bus services would, therefore, be required to use the A23 London Road which bordered the airport. BAA Gatwick was looking at constructing a new security control post to the south of the South Terminal and discussions were ongoing with West Sussex County Council as regards the work

needed to implement the changes for local bus services. He would keep the Consultative Committee informed of the details as they progressed.

AIRPORT MASTER PLAN

12. Mr. Lockwood informed members that work on finalising the airport master plan document continued and it was currently anticipated that an interim master plan document would be available in mid October. He explained that it would be an interim master plan as there were still a number of issues outside the control of BAA that would need to be incorporated into the plan at a future date such as the outcome of the Project for the Sustainable development of Heathrow. The outstanding issues would not however significantly affect the land use plans for the airport.

13. Mr. Lockwood also advised that BAA Gatwick and the local authorities would be having detailed discussions about the airport's sustainable development commitments, looking forward to 2015. He emphasised that BAA Gatwick was looking to avoid duplicating commitments with legal obligations on the same subject. Mrs. Howell added that the local authority officers had been working through the summer on suggestions for new commitments. However, as the publication of the interim master plan had been delayed it had not been possible to agree a final list of suggestions. It was hoped that further progress could be made towards the end of October 2006 when the interim master plan document was published.

GATWICK AIRPORT TRANSPORT STRATEGY

14. Mr. Lockwood provided an update on the preparation of the extended Gatwick Airport Transport Strategy to be published as a companion document to the airport master plan. He confirmed that the updated strategy would contain a number of commitments but these could only be finalised once discussions on the airport master plan commitments had taken place with the local authorities. The Transport Steering Group was to meet on 29th September and the key messages arising from the Steering Group would help to complete the format and content of the draft transport strategy document. The Consultative Committee would continue to be informed and consulted on the development of the transport strategy. It was hoped that the extended strategy would be published early in 2007.

BAA GATWICK NOISE CONTOUR FORECASTS

15. Mr. Lockwood circulated at the meeting a copy of the revised noise contour forecast maps together with the estimated areas, population and household counts enclosed by the contours (copy attached to the signed minutes). Mr. Lockwood advised that the contours were based on a single runway operation at Gatwick in the year 2015 and based on an average 16 hour summer day. Mr. Norman pointed out that the new forecasts did indicate a reduction in the area covered in the 57 dBA Leq contour from 45.1 sq km for 2008 to 44.8 sq km for 2015. Members commented on the halt to the general trend of long-term improvements in the noise contour forecasts and emphasised the importance of considering the impacts of noise on local communities. Mr. Lockwood suggested that there were unlikely to be further significant improvements that could be made to continue to improve the noise climate around Gatwick but work would continue on encouraging best flying practice.

ENVIRONMENTAL NOISE (ENGLAND) REGULATIONS, 2006

16. The Sub-Committee considered a paper by the Technical Adviser summarising the requirements of the new Environmental Noise Regulations (copy attached to the signed minutes). Members noted that Gatwick Airport was included in the first round of mapping and action planning and that a map was required to be produced by the Secretary of State (Defra) by 30th June, 2007.

17. Members commented on the level of detail that was required to be included in the map and the fact that Defra was the competent authority for producing the noise map although BAA Gatwick was the competent authority for producing the action plan. Members remained concerned about the confusion that would arise amongst local communities because of the different contours that would be produced by Defra covering a 365 day average and those produced by the DfT where the noise contours were based on an average daytime summer period.

18. Mr. Norman advised that BAA Gatwick already had a significant amount of information available which would form part of the action plan required under the new regulations. He was alert to the concerns about the confusion that may arise in the public arena so it was important to provide meaningful but easily understood information. He would keep the Consultative Committee informed of progress.

19. Members were also disappointed to note that ground noise at airports, which was a source of much community annoyance, had been omitted from the new legislation.

AIR NOISE AND TRACK KEEPING ISSUES

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

20. The Sub-Committee received the draft minutes of the meeting of NATMAG held on 4th September, 2006 (copy attached to the signed minutes).

21. Members noted that ATC was currently conducting a trial to maintain slower aircraft speeds on departure in an attempt to improve track keeping on certain routes.

22. The Sub-Committee also congratulated BAA Gatwick on the high level of CDA achievement (93%) during August, the busiest month for Gatwick. Mr. Norman added that the new arrivals code of practice was currently being printed and would be circulated in the near future. This would re-promote with the airlines of importance of operating CDA.

23. The relationship between NATMAG and the Flight Operations Performance Committee (FLOP-C) was discussed and members were pleased to note that FLOP-C had agreed that an airline representative should attend NATMAG on a rota basis. This was welcomed by the Sub-Committee.

Night Movements Summary

24. The Sub-Committee considered the summary of night movements for the first part of the summer season (copy attached to the signed minutes). Members were pleased to note the reduction in activity of QC4 aircraft operations in the night period. Mr. Norman emphasised that under the new night flights regime airlines would not be permitted to schedule QC4 aircraft to operate in the night period from the end of October 2006.

Complaints Analysis

25. The Sub-Committee received an analysis of noise complaints for the period April to June 2006 (copy attached to the signed minutes). Reference was made to the increase in complaints relating to helicopter activity around Gatwick. Mr. Norman explained that the noise and track keeping system did not track helicopters and, as the helicopters were not operating from Gatwick, the system was not able to offer advice about helicopter activities. Members commented however that there had been a marked increase in the number of helicopters used by the press over recent months, particularly on 13th July when the ENRON3 were expedited to the USA.

26. Members enquired about the progress being made on reviewing the noise fines at Gatwick Airport. Mr. Norman advised that a number of options had been considered and proposals had been put forward to the BAA Board for consideration. He hoped to be able to report further details at the next meeting of NATMAG.

Aircraft Disturbance over Hever Parish

27. Mr. Norman reported that the Flight Evaluation Unit continued to be in contact with Hever Parish Council following the attendance at their Annual General Meeting on 23rd May. Their analysis had revealed that Hever had experienced an increase in the number of arrivals overflying the parish in recent years. BAA Gatwick would continue to monitor this situation and would maintain a dialogue with Hever Parish Council.

GROUND NOISE

28. The Sub-Committee received the draft minutes of the recent meeting of the Ground Noise Committee held on 4th September, 2006 (copy attached to the signed minutes). Members noted that there had been detailed discussion about the terms of reference of the Committee and the members' concerns about the quality of data and feedback that was presented at the meetings. BAA Gatwick was actively looking at ways in which to improve the analysis and interpretation of the data. This was appreciated by the Sub-Committee.

29. The Sub-Committee noted that BAA Gatwick was to circulate to the Ground Noise Committee a briefing note updating members on the progress made on the proposed ground run pen. BAA Gatwick was asked to circulate a copy of the briefing paper to all members of the Consultative Committee.

AIRPORT LANDING CHARGES

30. The Sub-Committee considered a paper by BAA Gatwick giving details of the landing and departure charges at Gatwick Airport (copy attached to the signed minutes). Members noted the price differentials for the noisier aircraft and the emissions charges that were applied. It was also noted that a review work was being carried out at corporate level to assess the impact of the emissions element of charges (first introduced in April 2004) on reducing emissions.

31. Mr. Blundell-Pound gave a presentation on an airline's perspective of airport charges and what factors influenced the choice of aircraft used by airlines. His presentation was based on the Thomas Cook business model and he emphasised that different airlines had different business models although the drivers for reducing fuel consumption and environmental performance were often very similar. He broadly outlined Thomas Cook's business costs and advised that

the airline's fuel bill was one of the highest costs. Airlines therefore actively sought ways, through a range of different initiatives, to reduce fuel consumption. As a consequence, this also improved the environmental performance of aircraft. Operating CDA over greater distances and reducing aircraft weight were given as examples.

32. He also outlined the factors that influenced an airline's decision to invest in new aircraft. The engineering costs, seating capacity and fuel consumption of the existing fleet were major considerations and these were compared with those costs for buying and operating new aircraft.

33. Reference was made to the differential charges imposed at Gatwick Airport and it was questioned whether it was cheaper to land a noisy, more polluting, aircraft during the night period. The Sub-Committee therefore sought clarification on the hours of the day covered by the peak and off peak charges. Mr. Lockwood agree to clarify this.

34. The Sub-Committee thanked Mr. Blundell-Pound for his informative presentation.

AVIATION AND CLIMATE CHANGE

35. Mrs. Howell, Technical Adviser, gave a presentation on the results of her investigation in comparing and contrasting the main views taken by different organisations on the impact of aviation on climate change (copy of presentation attached to the signed minutes). She emphasised that this was still work in progress and a detailed paper would be submitted for consideration of the Consultative Committee at a later date.

36. She advised that the DfT's forecasts had suggested that by 2030 CO₂ emissions from UK aviation would amount to 16 to 18 million tonnes of carbon of which some 97% would be from international flights into and out of the European Union. Currently, aircraft accounted for about 4% of the world's CO₂ emissions and in the EU, demand for air travel was growing at 5% per annum on average. She also highlighted that there was frequent confusion over aviation's current and projected share of CO₂ emissions and climate change impacts. There had also been a failure by those studying the impacts to compare like with like and that there were claims that the air transport industry was heavily subsidised without any assessment of the subsidies or net exchequer contributions of competing modes of transport. There were also conflicting views on incorporating aviation into the EU emissions trading scheme.

37. The main issue was that aviation contributed to global climate change and its contribution was increasing. However, some statistics used were shown to be misleading with, for instance the application of RFI (Radiative Froce Index) to aviation alone when other industries merited such treatment, and the need to compare like-with-like. Although there had been significant improvements to aircraft technology and operational efficiency this had not been considered enough to neutralise the effects of increased traffic. She highlighted the current legislation and the EU formal policy objectives for ensuring that aviation contributes to efforts to mitigate climate change. The initiatives already in place to tackle climate change, including the Clean Sky Joint Technology Initiative, A Strategy Towards Sustainable Aviation and OMEGA (Opportunities for Meeting the Environmental Challenge of Growth) were also noted.

38. The Sub-Committee thanked Mrs. Howell for her presentation which provided a balanced view on aviation's impact on climate change. It was highlighted that this was a key national and political issue but members stressed

the importance of airlines and BAA addressing their impact at a local level. In taking forward consideration of this issue, it was agreed that Mrs. Howell conduct further discussions with BAA Gatwick as regards applying a local context and a report be made to the next meeting of the General Purposes Sub-Committee in January 2007.

39. The Sub-Committee also noted the key findings of the recommendations of the House of Common's Environmental Audit Committee Report on Reducing Carbon Emissions from Transport (copy attached to the signed minutes).

PROJECT FOR THE SUSTAINABLE DEVELOPMENT OF HEATHROW – REPORT OF THE AIRPORT AIR QUALITY TECHNICAL PANELS 2006

40. The Sub-Committee noted the paper by the Honorary Secretary summarising the key conclusions of the report by the DFT's Airport Air Quality Technical Panels and the next steps (copy attached to the signed minutes). Members noted that the Panels' report was not a policy report and did not reach any conclusions about the viability of a third runway or the introduction of mixed mode operations at Heathrow Airport. It was also noted that the report did not make any conclusions about the likelihood of meeting the air quality targets around Heathrow.

CALENDAR OF MEETINGS FOR THE CONSULTATIVE COMMITTEE AND ITS SUB-COMMITTEE

41. The Sub-Committee noted the calendar of meetings for the Consultative Committee and its Sub-Committees as set out below: -

Consultative Committee

Thursday 19th April 2007 at 2.00 p.m.
Thursday 19th July 2007 at 2.00 p.m. (Annual Tour of Airport in a.m.)
Thursday 11th October 2007 at 2.00 p.m.
Thursday 31st January, 2008 at 2.00 p.m.

General Purposes Sub-Committee

Thursday 22nd March 2007 at 10.00 a.m.
Thursday 7th June 2007 at 10.00 a.m.
Thursday 20th September 2007 at 10.00 a.m.
Thursday 10th January 2008 at 10.00 a.m.

Passenger Services Sub-Committee

Thursday 1st March 2007 at 2.00 p.m.
Thursday 17th May 2007 at 2.00 p.m.
Thursday 27th September 2007 at 2.00 p.m.
Thursday 6th December 2007 at 2.00 p.m.

DATE OF NEXT MEETING

42. The Sub-committee noted that its next meeting would take place on Thursday, 11th January, 2007 at 10.00 a.m.

Chairman