

GATWICK AIRPORT CONSULTATIVE COMMITTEE

GENERAL PURPOSES SUB-COMMITTEE

Minutes of the Sub-Committee meeting held on 22nd September, 2005 at Gatwick Airport.

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

Mr. W. Acraman, Dr. P. Ellis, Mrs. K. Hammond, Mr. R. Hobbs, Mrs. E. Kitchen, Mr. J. McCall, Mrs. H. Sewill.

Also present:

Mr. T. Lockwood - Director of Planning and Environment, BAA Gatwick
Ms. S. Howells - Government and Economics Relations Manager, BAA Gatwick
Ms. K. Reeves - Public Affairs Executive, BAA Gatwick
Mr. M. Kendall - Honorary Secretary
Mrs. R. Howell - Technical Adviser
Mrs. P. Street - Assistant Honorary Secretary

Mrs. D. Ross-Tomlin and Mr. D. Monk, from Reigate and Bansted Borough Council attended the meeting in respect of item 2.

Apologies were received from Mr. N. Maltby, Mr. D. Murdoch and Mr. J. Taylor.

MINUTES OF THE MEETING HELD ON 16TH JUNE, 2005

1. Resolved - That the minutes of the meeting of the Sub-Committee held on 16th June, 2005 be approved as a correct record and that they be signed by the Chairman.

DRAFT CONSULTATIVE COMMITTEE MINUTES - 14TH JULY, 2005

2. The Sub-Committee received and noted the draft minutes of the meeting of the Consultative Committee held on 14th July, 2005 (copy attached to the signed minutes).

3. Reference was made to minute no. 13 and the closure of the airport perimeter road tunnel under the South Terminal. The Sub-Committee was concerned about the impact of the closure on traffic movements in the vicinity of the airport. Mr. Lockwood advised that the controlled access into the tunnel would remain for the foreseeable future allowing access only to essential airport traffic and southbound buses. Consideration was currently being given to allowing northbound buses to use the tunnel, again going through a control point. It was however unlikely that the tunnel would return to unrestricted access. BAA Gatwick was therefore giving thorough consideration to the surface access implications of on-going restrictions on the use of the perimeter road beneath South Terminal, and would keep the Consultative Committee informed of the situation and the time scale for its work.

4. As regards the Povey Road access, Mr. Lockwood advised that the temporary use of this access had now ceased and was again subject to the usual pass holder's access arrangements. Mrs. Sewill sought reassurance that as part of the review of the airport's accesses that the legal obligation regarding the use of the Povey Road access would be upheld. Mr. Lockwood confirmed that there was no intention to relax the legal obligation.

HORLEY AIR QUALITY MANAGEMENT AREA - STAGE 4 ASSESSMENT

5. The Sub-Committee received a presentation from Mr. David Monk, Environmental Health Officer, Reigate and Bansted Borough Council, on the key findings of the Horley Air Quality Management Area (AQMA) - Stage 4 Assessment (copy of presentation

attached to the signed minutes). Mr. Monk explained the basis on which the 2010 emissions inventory had been drawn up. Based on current (2004) forecasts, the inventory assumed that the airport would handle 38.2 mppa in 2010 with no measures implemented by the airport to reduce pollution. He emphasised that the 2010 model did not however represent a full dispersion modelling exercise, but a scaling of the NOX concentrations from the airport and road traffic (which were then converted to NO2 concentrations) in the AQMA. BAA Gatwick's recently introduced "stretch" target of achieving a passenger throughput of 40 mppa by 2010 was however of concern to the Borough Council, particularly if greater use of the North Terminal was to be made as this would bring the source of emissions closer to the residential properties in Horley.

6. He explained that the main findings of the 2010 assessment revealed that some residences in the south and the south east corner of Horley nearest the airport would exceed both the annual average UK objective and the EU limits for nitrogen dioxide. However, concentrations of nitrogen dioxide in the northern area of Horley (furthest from the airport) were predicted to fall by up to 10-12% between 2005 and 2010 as a result of a decrease across the AQMA in the background and non-airport related road traffic sources of nitrogen dioxide. This fall in overall concentrations would not however be replicated at the properties closest to the airport because emissions from the airport were predicted to increase over the period to a level which would more than offset the reductions in background and non-airport road traffic sources. The airport related component was predicted to increase from 45% in 2005 to 58% in 2010. Mr. Monk also explained that the improvements in background concentrations and non-airport road traffic emissions beyond 2010 would probably cease by 2015.

7. The Borough Council had drawn up an action plan and was working with BAA Gatwick in taking forward the identified actions and assessments. BAA Gatwick was committed to reduce pollution and wished to work with stakeholders to achieve reductions. Mr. Monk emphasised however that it was important that airlines and the airport community worked together to take forward the action plan.

8. Members noted the key findings of the Stage 4 assessment report but remained to be convinced about some of the predictions, particularly as the model used was based on passenger numbers rather than aircraft movements. Dr. Ellis referred to the air quality assessment and modelling work being undertaken at Heathrow which, once completed and verified, could be applied at Gatwick. Mr. Monk emphasised however that it may not be appropriate for Gatwick to use the same model as Heathrow and that it would need to be tested.

9. Mr. Lockwood confirmed that BAA Gatwick was working with Reigate and Bansted Borough Council in drawing up the air quality action plan for incorporation into the airport master plan.

10. The Chairman thanked Mr. Monk for his presentation and hoped that the air quality issues for Horley residents could be satisfactorily addressed. The Sub-Committee noted the differences in opinion regarding the air quality modelling at this current time but felt that this should not compromise the progress being made on the Horley study.

BAA GATWICK LOCAL AIR QUALITY MONITORING

11. The Sub-Committee considered a report from BAA Gatwick on local air quality monitoring covering the period April to June 2005 (copy attached to the signed minutes). It was noted that there had been one exceedance of the PM10 maximum daily mean objective bringing the number of exceedances on the year to date to 3 (the objective permits 35 exceedances per year). It was also noted that during 2003 there were 2 peaks of PM10 concentrations which had not been repeated in 2004 or 2005. Mr. Lockwood confirmed that the reason for these peaks would be confirmed in the minutes of the meeting. *[BAA Gatwick's response to this question has yet to be provided]*

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

12. The Sub-Committee considered a report by the Technical Adviser suggesting a response to the DFT's Stage 2 consultation on the next night flights regime for Heathrow, Gatwick and Stansted Airports (copy attached to the signed minutes). The Sub-Committee acknowledged the need to strike a fair balance between protecting local communities from excessive aircraft noise and the needs of the industry in its response to the consultation.

13. The Sub-Committee was in general agreement with the suggested response to the DFT's consultation. However, Dr. Ellis advised that the Gatwick Scheduling Committee considered the government's proposals to reduce movements limits and noise quotas too deep in respect of Gatwick and that if implemented would impose unprecedented and severe immediate cuts on the current actual Gatwick operation. He explained that Gatwick was hardest hit by the events of 9/11 and that using the 2002/03 operations as a baseline for setting the future night flights regime was fundamentally flawed as the level of operation at the airport was unusually depressed at that time. The Gatwick Scheduling Committee had therefore put forward an alternative proposal to reduce the movements limits by 8% and the noise quota by 26% overall against current limits. Dr. Ellis would provide a copy of the full response of the Scheduling Committee for circulation to the Sub-Committee.

14. Mr. Hobbs also expressed the view that passengers wished to use airports that provided a good range of services at all times of the day, including the night period. Passengers acknowledged the environmental impact and the noise intrusion night flights caused but they too wished to see and use modern clean aircraft. He therefore supported the views of the airlines.

15. Mr. Lockwood advised that in BAA plc's response to the consultation it had expressed concern about the way in which Gatwick was being considered for a reduction in night noise movements compared with the proposals for Heathrow and Stansted. At Gatwick the proposals had been based on actual movements of aircraft and quota usage in 2002/03 rather than permitted uses. It was BAA plc's view that all three airports should have been assessed on the same basis. The Government's desire to bear down on night noise at Gatwick was acknowledged by BAA plc but was felt that smaller reductions in the quota and movements limits could be achieved in a way which was consistent with the government's aim.

16. Resolved – That, subject to acknowledging the airlines' and passengers' views about the proposed movements limits and noise quota in the Committee's response, and after consultation with the Chairman, the report and annexe as amended be forwarded to the DfT as the Committee's response to the Stage 2 consultation on the next night flights regime.

NOISE EXPOSURE CONTOURS FOR GATWICK AIRPORT 2004

18. The Sub-Committee considered a report by West Sussex County Council outlining the results of the noise monitoring at Gatwick Airport during the summer of 2004, published by the DfT (copy attached to the signed minutes). The Sub-Committee expressed its grave disappointment about the worsening of the overall noise climate compared to the previous year's monitoring with both the area covered and the population affected by noise being greater than that in 2003. Mrs. Howell explained that the contours had elongated mainly as a result of the increase in westerly operations but also to a lesser extent, a small increase in traffic during 2004. Members noted that the runway operation split for 2003 and 2004 had not mirrored the 20 year rolling average. Nonetheless, the results had halted the general trend in the long-term forecast published by BAA Gatwick in its Sustainable Strategy Development.

19. Reference was made to the commitment given in the Sustainable Development Strategy to secure a significant reduction of the area contained within the 57 dBA leq

day time contour. Members questioned whether this commitment was still deliverable in view of the worsening of the noise climate over the past two years. Mr. Lockwood advised that the commitment was based on the forecast traffic mix at that time. However, there had been a significant change in the traffic mix at Gatwick and it was now anticipated that the reduction in the 57 dBA leq contour by 2008 might be closer to 40% rather than the 50% forecast in the Sustainable Development Strategy. This had been explained in the outline master plan consultation document.

20. Members wished to be informed of how the noise climate had changed over the last few years and it was agreed that Mrs. Howell would incorporate the graph issued in the ERCD report showing Gatwick traffic and noise between 1988 and 2004.

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

- (1) the new noise monitoring information be noted.
- (2) serious concern be expressed about the increase in both the area and population affected by aircraft noise as revealed by the latest contours.
- (3) BAA Gatwick and the airlines operating from Gatwick be urged to increase the use of quieter rather than noisier aircraft as set out in the commitments contained within the Sustainable Development Strategy.
- (4) the DfT be asked to ensure prompt publication of the noise exposure contours for Gatwick Airport in 2005.

AIR NOISE AND TRACK KEEPING ISSUES

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

22. The Sub-Committee received and noted the draft minutes of the last meeting of NATMAG held on 8th September, 2005 (copy attached to the signed minutes).

Complaints Analysis

22. The Sub-Committee received and noted the complaints analysis for the period April to June 2005 (copy attached to the signed minutes). It was noted that the persistent caller from the East Grinstead area contributed to the significant increase in the number of enquiries compared to the same quarter the previous year. It was also noted that the events reported by the caller were no longer being logged individually.

23. Reference was made to the publicity given to the Gatwick Noise Line and it was highlighted that a news letter had not been produced by the FEU for some time. Members felt it important that sufficient publicity was given within the local community on how to report disturbance caused by aircraft noise or poor track keeping. Mr. Lockwood noted these comments and assured members that BAA Gatwick would continue to publicise the Noise Line at every opportunity in press releases and publications that were issued.

Night Movements Summary

24. The Sub-Committee received and noted the summary of the night movements and noise quota usage for part of the summer season (to week 14) (copy attached to the signed minutes).

Disturbance from Approaching Aircraft

25. Mr. Lockwood updated the Sub-Committee on the analysis being undertaken into the disturbance caused by approaching low flying aircraft. He explained that from the data analysed it appeared that while complaints about low flying had increased, aircraft were in fact higher. There had been some debate over the objective of the study at the

meeting of NATMAG which needed to be clarified. Mrs. Sewill advised that the purpose of the study was whether complaints were consistent with what was actually happening in the sky. The analysis undertaken to date had not addressed or identified whether it was rogue aircraft that were the cause of complaints.

CIVIL AVIATION BILL

26. The Sub-Committee received and noted a report by the Honorary Secretary summarising the key aspects of the Civil Aviation Bill of particular interest to the Committee (copy attached to the signed minutes). It was noted that the Bill had already had its second reading and that the third reading were due to be taken on 10th October, 2005. Members noted that under the provisions of the Bill it was proposed to impose financial penalties on airlines for breaches of noise abatement requirements, which would mean that track keeping deviations could be bought within the penalty scheme.

27. It was also noted that the Bill proposed to give the Secretary of State more flexible powers to enable restrictions to be imposed to limit the amount of noise caused by aircraft using designated airports. The new provision would give the option of simplifying noise control regime by providing incentives to airlines to switch to quieter aircraft at night while permitting movements to grow. Mrs. Street emphasised however that the DFT's current night flights consultation for the next night flying regime was based on both a movements limit and noise quota and that there was no intention at the current time to change this approach.

DFT CONSULTATION - INTRODUCTION OF A SANCTION AND MECHANISM FOR THE MIS-USE OF SLOTS

28. The Sub-Committee considered a report by the Honorary Secretary giving details of the proposals contained in the DFT's consultation on the introduction of a sanctioning mechanism for the mis-use of slots (copy attached to the signed minutes). It was noted that two options had been put forward for the enforcement of the sanctions system, with option 1 for the airport operator to be the administrator and option 2 for Airport Co-ordination Limited to take on the role. Mr. Acraman questioned whether option 2 should be the preferred choice as this would provide a consistent approach to the sanctioning mechanism across the co-ordinated airports. However, the Sub-Committee generally felt that option 1 should be supported because if BAA Gatwick was to be held responsible for causing congestion at the aerodrome (under the proposals coming forward from the CAA) then it was appropriate for the airport operator be responsible for administering sanctions in respect of airlines mis-using their slots.

29. Resolved - That the suggested response as set out in the Honorary Secretary's report be approved and be forwarded to the DFT as the Committee's response to the consultation.

THE FUTURE OF AIR TRANSPORT WHITE PAPER - BAA PLC PROGRESS REPORT - 18 MONTHS ON

30. The Sub-Committee received and noted BAA plc's recent publication "The Future of Air Transport White Paper - 18 Months On" (copy attached to the signed minutes).

GATWICK AIRPORT MASTER PLAN

31. Mr. Lockwood updated the Sub-Committee on the progress made on the airport master plan following the close of the consultation period on 30th June, 2005. He advised that about 130 responses had been received to the consultation of which some 50 had been received from the general public. BAA Gatwick was close to completing a resume of the key points made by respondents and this would be circulated to key stakeholders. Once the resume of the key points had been completed BAA Gatwick would then give consideration to how the consultation responses could be taken forward. A meeting with Crawley Borough Council and West Sussex County Council had been arranged to explore the way forward in terms of the process. A programme for

completing the plan was being developed and it was likely that the master plan document would be published during the spring of 2006, although much of the information may be available before that time.

32. Mr. Lockwood also reported that one of the key messages emerging from the airline community's response to the consultation was that 45 mppa could not be achieved on a single runway and that achieving a 40 mppa throughput would also be challenge.

33. Mrs. Hammond acknowledged the requirement for BAA Gatwick to enter into discussions with West Sussex County Council and Crawley Borough Council regarding the rolling forward of the Sustainable Development Strategy and legal agreements but urged the three parties to involve the other Gatwick local authorities in the discussions on how things are being taken forward. Mrs. Howell advised that West Sussex County Council and Crawley Borough Council were continuing to work with the local authorities and that a joint local authority meeting involving members had been arranged for December.

34. Mr. Lockwood advised that a further update would be given to the Consultative Committee at its next meeting.

BAA GATWICK'S SCHEMES TO PROTECT PROPERTY VALUES AND IN RELATION TO NOISE

35. Mr. Lockwood informed members that BAA Gatwick had published its schemes to protect property values and in relation to noise. He advised members that as a result of the consultation on the draft schemes BAA Gatwick had taken into account the comments received and a number of changes had been made in the final detail of the schemes.

36. The Sub-Committee was interested to know how the schemes were being operated and asked BAA Gatwick to provide a progress report for consideration at the March 2006 meeting of the Sub-Committee.

FUTURE CHAIRMANSHIP

37. Mrs. Street informed members that BAA Gatwick proposed to advertise the position of the Chairman during October with the intention of holding an initial round of interviews early in the New Year. In view of this the Consultative Committee would need to agree which two members would sit on the interview panel. She explained that given the need to ensure that the appointment of a new Chairman had the confidence of the community, it was important that a balanced approach was taken at the initial interview stage. As BAA Gatwick was representing the industry on the interview panel and would make the final decision on the appointment, it was considered desirable for the Committee's two panel members to be representatives from the local community, ideally one representing the Surrey communities and one representing the West Sussex communities.

38. The Sub-Committee was in general agreement with this approach. A further report would given at the next meeting of the Consultative Committee.

EMPLOYMENT FORUM UPDATE

39. Ms. Howells updated the Sub-Committee on the activities of the Employment Forum. Members were pleased to hear that BAA Gatwick had reviewed the work of the Forum and that it now had a greater focus. There were three work streams currently being pursued: education to employment; recruitment and retention; and workforce development. A very positive outcome from the Employment Forum work will be the opening of a Learning and Development Centre at Gatwick in November for the use of airport employers. The centre has been developed and funded in partnership with the Sussex Learning and Skills Council (LSC), Surrey LSC, Central Sussex College, West Sussex Economic partnership, Jobcentre plus and BAA Gatwick,

who form the main steering group. The centre manager has now been appointed, and will be working together with the steering group to ensure a full range of training and development to support the employers, which supports Gatwick's vision for customer service.

BAA GATWICK REPORTS 2004/05

40. Mr. Lockwood reported that BAA Gatwick had published on 21st September, 2005, its Corporate Responsibility Report for 2004/05 and the Flight Evaluation Report. Copies of the documents had been posted to members the previous day. The Chairman asked that the Sub-Committee provide feedback on the two reports at its next meeting.

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

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

Consultative Committee

Thursday 27th April 2006 at 2.00 p.m.
Thursday 13th July 2006 at 2.00 p.m. (Annual Tour of Airport in a.m.)
Thursday 12th October 2006 at 2.00 p.m.
Thursday 1st February 2007 at 2.00 p.m.

General Purposes Sub-Committee

Thursday 30th March 2006 at 10.00 a.m.
Thursday 15th June 2006 at 10.00 a.m.
Thursday 21st September 2006 at 10.00 a.m.
Thursday 11th January 2007 at 10.00 a.m.

Passenger Services Sub-Committee

Thursday 23rd February 2006 at 2.00 p.m.
Thursday 18th May 2006 at 2.00 p.m.
Thursday 31st August 2006 at 2.00 p.m.
Thursday 7th December 2006 at 2.00 p.m.

DATE OF NEXT MEETING

42. The next meeting of the Sub-Committee would be held on Thursday, 12th January, 2006 at 10.00 a.m.

CHAIRMAN