

GATWICK AIRPORT CONSULTATIVE COMMITTEE

GENERAL PURPOSES SUB-COMMITTEE

Minutes of the Sub-Committee meeting held on 25th March, 2004 at Gatwick Airport.

Present:

Mr. P.W. Bryant (Chairman)

Mr. D. Dewdney

Mrs. E. Kitchen

Mr. J. McCall

Mr. N. Maltby

Mr. G. Pixley

Mrs. H. Sewill

Also present: Mr. P. Griffiths - Planning and Development Director, BAA Gatwick
Mr. T. Lockwood - Director of Planning and Environment, BAA Gatwick
Mr. R. Norman - Manager, Flight Evaluation Unit, BAA Gatwick
Mr. P. Welch - Deputy Honorary Secretary
Mrs. P. Street - Assistant Honorary Secretary

Apologies for absence were received from Dr. P. Ellis, Mr. P. Feltham, Mr. D. Murdoch and Mrs. E. Sampson.

MINUTES OF THE MEETING HELD ON 8TH JANUARY, 2004

63. Resolved - That the minutes of the Sub-Committee held on 8th January, 2004 be approved as a correct record and that they be signed by the Chairman.

Air Quality

64. Reference was made to minute no. 45 and the Sub-Committee's request for a standing item on air quality issues. Mr. Lockwood reported that due to staff changes following the departure of Dr. Graham Earl, the structure of the Environment Team and the Flight Evaluation Unit was to change. Members emphasised the importance of the environmental work undertaken by BAA Gatwick and hoped that the merging of the two teams would not result in a reduction of resources. Mr. Griffiths reassured members that there was no intention to dilute resources and that the proposed changes would improve management focus on this important area of work. As regards the method of regular reporting on air quality issues to the Sub-Committee, it was agreed that Mr. Norman would liaise with the Honorary Secretary.

65. The Sub-Committee noted that BAA Gatwick was to meet Environmental Health Officers (EHOs) in the near future to discuss the Stage 4 local air quality review and assessment for the southern area of Horley. The air quality modelling work would also feature in the discussions with the EHOs. A full report would be given at the next meeting of the Sub-Committee. As regards the DfT's work programme for tackling the air quality issues at Heathrow, the Honorary Secretary had written to Mr. Gardner at the DfT with a request that the Consultative Committee be kept fully informed of the progress being made at Heathrow.

DRAFT CONSULTATIVE COMMITTEE MINUTES - 23RD OCTOBER, 2003

66. The Sub-Committee received and noted the draft minutes of the meeting of the Consultative Committee held on 5th February, 2004 (copy attached to the signed minutes).

67. Reference was made to minute no. 88 and clarification was sought on the intention of BAA Gatwick to consider extending the life of the 2001 legal agreement. Mr. Lockwood advised that the work on the Master Plan and the Sustainable Development Strategy would be set in the context of the legal agreement and that there was a good faith intention in the agreement encouraging the three parties to commence negotiations by 31st March, 2006 with the aim of extending the life of the agreement beyond 31st March, 2009.

68. Further to minute no. 92, the Sub-Committee noted that the South East England Regional Assembly at its meeting on 3rd March, had rejected the Regional Planning Committee's recommendation to support consideration of a second runway at Gatwick in preference to a third runway at Heathrow after 2020.

AIR TRANSPORT WHITE PAPER - UPDATE ON ISSUES FOR BAA GATWICK

69. Mr. Lockwood reported that BAA Gatwick would host a seminar on the morning of the next meeting of the Consultative Committee on 22nd April, 2004 to provide a resume of the progress made by BAA on the various issues arising from the Air Transport White Paper. BAA plc had commenced work on defining the precise brief for the master plan process. Particular attention was being given to the character and design of a master plan so that there was a common approach for all the BAA airports. The work on the master plan would be interlinked with the review of Gatwick Sustainable Development Strategy. It was hoped to publish for consultation the draft master plan by the end of 2004 with publication of the final document around Spring 2005.

70. As regards safeguarding of land, Mr. Lockwood advised that it would probably take approximately a year to know precisely which properties would be affected. The Chairman asked about the approach to be adopted to the safeguarding process generally as it was still unclear how the safeguarding of land was to be dealt with and whether it would have any legal status. BAA Gatwick was therefore asked to try and address this at the seminar.

71. BAA Gatwick were progressing a noise insulation grants scheme to include schools and hospitals as well as residential properties. A further update would be given at the seminar on 22nd April.

72. The Sub-Committee was pleased to note that BAA plc had decided a way forward to address blight at both Heathrow and Gatwick. A scheme was currently being drafted and would be published for consultation towards the end of April. Members were anxious however that the publication of the scheme did not exacerbate the current uncertainty in the local community. It was therefore emphasised that the publication needed to be handled with great sensitivity and BAA should make it absolutely clear why the scheme has been drawn up. Members also asked BAA Gatwick to provide details of the blight scheme at least 24 hours prior to publication so that members have advance warning of the details of the scheme in the event of immediate press or constituent enquiries.

CONSULTATIVE COMMITTEE'S TERMS OF REFERENCE

73. The Sub-Committee considered a report by the Honorary Secretary on the proposed revisions to the Committee's Terms of Reference (copy attached to the signed minutes). Members noted the inclusion of an introduction to the Terms of Reference and that it also addressed the issue of allowing the public to attend meetings of the Consultative Committee to observe proceedings. The Sub-Committee gave detailed consideration to the principle of opening Committee meetings to the public but was divided on whether this should be pursued. Members therefore felt that in order for the Consultative Committee to make an informed decision on this issue, more detailed guidance on the principles, rules and practicalities should be provided by the Honorary Secretary.

74. As regards the revised Terms of Reference, the Sub-Committee agreed with suggested revisions subject to minor amendments and the inclusion of reference to the appointment of the Passenger Services Sub-Committee Chairman and the ability of the General Purposes Sub-Committee to deal with urgent matters on behalf of the Committee.

STRATEGIC RAIL AUTHORITY PRESENTATION

75. The Sub-Committee discussed the presentation by the Strategic Rail Authority (SRA) to the last meeting of the Committee. This had highlighted a lack of joined up thinking by the Government and the agencies concerned about taking forward the much needed improvements to the rail network. While it was accepted that BAA Gatwick had not to date achieved a positive reaction from the SRA on pursuing its surface access initiatives, members felt that BAA Gatwick should be further encouraged to take a more proactive and positive lead in endeavouring to secure, and if necessary fund, improvements to Gatwick rail station.

76. Mr. Griffiths advised that BAA plc had been engaged in the SRA's discussions on the development of the Route Utilisation Strategy for the London to Brighton Mainline but stressed that BAA plc was not in the business of investing in railways. BAA Gatwick had grave concerns about the lack of SRA funding in bringing forward a long-term strategy for Gatwick Station and in tackling the capacity constraint issues on the line. The integrity of the dedicated Gatwick Express Service was also under threat. BAA plc. had written to Mr. Bowker, Chairman of the SRA to express its concerns but this approach had received a very negative and unsympathetic response. BAA plc. was now to take the matter direct to the Government as the future development and siting of airports was dependent on good public transport links. Some airlines operating at Gatwick were equally concerned about the future of the Gatwick Express service and had indicated that they would also be pursuing the issue with the Government and the SRA.

BAA GATWICK'S TRANSPORT STRATEGY REVIEW - CONSULTATION

77. The Sub-Committee considered a report by the Honorary Secretary setting out a suggested response to BAA Gatwick's consultation on the Transport Strategy Review (copy attached to the signed minutes).

78. In respect of rail access, the Sub-Committee supported BAA Gatwick's proposed action plan. However members stressed the need for BAA to be more proactive in this area

and to take the lead on continuing to press for the much needed improvements to the rail product.

79. Resolved - That, subject to reflecting this view in the response to the rail product action plan, the suggested response be agreed.

CRAWLEY, GATWICK AND HORLEY HIGH QUALITY PUBLIC TRANSPORT SYSTEM: FASTWAY - PROGRESS REPORT

80. The Sub-Committee received and noted a paper by West Sussex County Council providing an update on the Fastway project (copy attached to the signed minutes). Members noted that phase 3a of the project was to commence in September, 2004 and would involve major roadworks particularly at the Longbridge Roundabout. Members stressed the need for additional publicity at that time to warn people travelling to the airport of possible traffic delays.

SECURITY UPDATE

81. Mr. Lockwood updated members on the current position regarding security at the airport both in terms of the anti-terrorism campaign and passengers' property.

PRESENTATION OF NOISE DATA FOR AREAS AROUND GATWICK

82. Mrs. Howell, Aviation Strategist, West Sussex County Council, informed the Sub-Committee of a piece of work she was undertaking to illustrate and build a greater understanding of those areas around Gatwick most affected by aircraft noise. The noise contours produced by the DfT were a good indicator to show the average noise level within an area but did not illustrate what it actually meant for people on the ground. One measurement technique she was examining was a tool used in Australia, known as N70 contours. N70 contours indicate the number of aircraft noise events louder than 70dBA which occur on an average day at an airport. An aircraft noise event of 70dBA is one that was likely to disturb conversation or using the telephone whilst inside a house with open windows. She had applied this measurement tool to the DfT's Leq noise contour data and the results were presented to members. Mrs. Howell stressed however that her work was still in progress and she would be working with BAA Gatwick's Flight Evaluation Unit with the aim of producing a comprehensive picture of the actual noise climate. Members welcomed the work being undertaken but were concerned about the confusion that could arise if different depictions of noise impact were separately issued by West Sussex County Council and BAA Gatwick's Flight Evaluation Unit (FEU). The importance for co-ordination between Mrs. Howell's work and the FEU was therefore stressed. Mrs. Howell would give a further report when analysis had developed further.

AIRCRAFT NOISE AND MONITORING ADVISORY COMMITTEE (ANMAC)

83. The Sub-Committee considered a report by the Vice-Chairman on the proceedings of the ANMAC meeting held on 8th March, 2004 (copy attached to the signed minutes).

84. It was noted that the night flights consultations would be carried out in two stages with the first stage consultation due in June 2004 and the second stage consultation due at the end of the year. BAA Gatwick had expressed concern to the DfT about the proposed

timetable for the consultation and subsequent timing of decisions as this would create difficulties for airlines wishing to arrange their 2005 schedules. There was, therefore, a need to make an early decision. The DfT had however assured that, if necessary, the changes could be phased in over several years.

AIR NOISE AND TRACK KEEPING ISSUES

P-RNAV trial at Gatwick

85. BAA Gatwick outlined a proposal to carry out a trial on some of Gatwick's arrival and departure routes. P-RNAV is the precise form of flying between set points along a defined route, thereby concentrating air traffic. Mr. Norman explained that air traffic control (ATC) was examining the possibility of conducting a trial on a couple of the arrivals routes into Gatwick. This would involve only a small number of aircraft and airlines and the trial would probably not be evident to local communities. BAA Gatwick had also asked ATC to look into the possibility of conducting a similar trial on the wraparound departure routes but this was still under discussion.

84. Members were interested in the proposed trials and asked to be kept informed of progress made. Members also stressed that the key issue for BAA Gatwick was to ensure that local communities were fully consulted before the change in flying procedure was made permanent. Mrs. Sewill reported that at the recent NATMAG meeting concern about the need for consultation was expressed. The DfT representative advised that should the P-RNAV trial prove successful and permanent changes to AIP needed then the DfT would first undertake a consultation exercise. However, the Sub-Committee suggested that the Consultative Committee should seek to ensure that BAA Gatwick/ATC gave prior notification to interested parties, including the residents likely to be affected, that the trial was taking place.

Noise and Track Monitoring Advisory Group (NATMAG)

85. Mr. Norman informed the Sub-Committee of the issues arising at the recent meeting of NATMAG. As well as the detailed discussion on the P-RNAV trial, it was noted that an airline which frequently arrived earlier than its scheduled time was still being investigated to determine how to address the matter.

Night Movements Summary

86. The Sub-Committee considered the night movements summary report for the first part of the winter season (copy attached to the signed minutes). Members commented on the increase in the higher QC valued movements (QC2s and QC4s) and hoped that this was not a continuing trend. Mr. Norman advised that the change in the charter airline activity over the winter period had probably accounted for the change in QC usage.

Complaints Analysis

87. The Sub-Committee received and noted the complaints analysis for the period October to December, 2004 (copy attached to the signed minutes). Members noted that the increase in complaints about low flying was being investigated.

GROUND NOISE

88. Mr. Norman informed the Sub-Committee of the key issues discussed at the recent meeting of the Ground Noise Committee. Members were pleased to note that BAA Gatwick was moving towards a computer based process to monitor FEGP usage rather than the current spot check monitoring.

HOUSE OF COMMONS TRANSPORT SELECT COMMITTEE ON ENVIRONMENTAL AUDIT: THIRD REPORT - PRE-BUDGET 2003: AVIATION FOLLOW UP

89. The Sub-Committee received and noted the conclusions and recommendations of the House of Commons Select Committee on Environmental Audit (copy attached to the signed minutes). Members noted that the Select Committee was disappointed that the Government had not taken the initiative to promote an interim emissions charge and that it has been questioned whether the emissions trading scheme will ever be an effective tool. BAA Gatwick advised that emissions trading was still high on BAA plc's agenda.

DATE OF NEXT MEETING OF THE SUB-COMMITTEE

90. Members noted that the next meeting of the Sub-Committee would be held on Thursday 1st July, 2004 at 10.00 a.m.

CHAIRMAN