

GATWICK AIRPORT CONSULTATIVE COMMITTEE

GENERAL PURPOSES SUB-COMMITTEE

Minutes of the Sub-Committee meeting held on 26th June, 2003 at Gatwick Airport.

Present:

Mr. P.W. Bryant (Chairman)

Mr. J. McCall
Mr. N. Maltby
Mrs. H. Sewill

Mr. G. Pixley
Mr. D. Murdoch

Mr. J. Macdonald
Mrs. E. Sampson

Also present: Mr. T. Lockwood - Director of Planning and Environment, BAA Gatwick
Mrs. S. Howells - Community Affairs, BAA Gatwick
Mrs. R. Howell - Aviation Strategist, West Sussex County Council
Mr. J. Freeman - Planning Department, Crawley Borough Council
Dr. J. Godfrey - Deputy Honorary Secretary
Mrs. P. Street - Assistant Honorary Secretary

Apologies for absence were received from Dr. P. Ellis and Mrs. E. Kitchen.

MINUTES OF THE SPECIAL MEETING HELD ON 29TH MAY, 2003

110. Resolved - That the minutes of the special meeting of Sub-Committee held on 29th May, 2003 be approved as a correct record and that they be signed by the Chairman.

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

111. The Sub-Committee considered a report by the Honorary Secretary, which was to be presented to the Consultative Committee that afternoon, commenting on the options for Gatwick Airport contained in the second edition of the "Future Development of Air Transport in the UK: South East" (copy attached to the signed minutes). The Chairman informed members that the report and recommendations had been revised in the light of the comments raised by the Sub-Committee at its last meeting. The response to the questions posed in the consultation document had also been updated since the original submission to the Government to taking into account the analysis and information contained in the Honorary Secretary's report.

112. Members were concerned that the responses given to the questions and the conclusions reached in the response seemed to imply that the Committee was advocating that an additional runway should be constructed at Gatwick. It was stressed that the majority of members believed that the environmental impact arising from both the development of an additional runway and the necessary supporting infrastructure could not be satisfactorily mitigated, in which circumstances an additional runway could not be contemplated. It was agreed that a statement to this effect would be included in the covering letter to the Government as well as on the response to the consultation questions.

The Sub-Committee also felt it appropriate for a press release to be issued clearly setting out the Committee's stance.

113. The Sub-Committee considered the recommendations in the report and suggested that minor amendments be made to recommendation (5) by the deletion of the reference to the White Paper and to clarify that it was the majority view of the Committee that the environmental impact arising from both the development of an additional runway and the necessary supporting infrastructure could not be satisfactorily mitigated. The Sub-Committee therefore agreed that the recommendations to the Consultative Committee should be amended to read:

- (1) That it is the majority view of the Committee that the 1979 legal agreement should be upheld and that the Government be urged to make an announcement regarding its stance as soon as practicable after the close of the consultation period;
- (2) That BAA plc be urged to be more emphatic in its response and state that the Government should not overturn the legal agreement;
- (3) That the Consultative Committee rejects the two additional runways option and the ability of Gatwick to operate as a major hub airport;
- (4) That, while recognising the potential national and regional economic benefits of an additional runway at Gatwick after 2019, the Consultative Committee advocates caution in taking forward any development proposals without:
 - (a) ensuring that the environmental impacts are capable of being contained and minimised; and
 - (b) the necessary resources being in place at the appropriate time to provide the proper level of all the necessary infrastructure needed to support the development.
- (5) That, before the Government considers the option of including an additional runway at Gatwick, the Consultative Committee advocates a further and fully inclusive stakeholder consultation on how the environmental and infrastructure impacts would be capable of being contained and minimised in relation to the runway development and the necessary supporting infrastructure.

However, in relation to recommendations (4) and (5) above, the majority of the Committee believe that the implied environmental impact arising from both the development of an additional runway and the necessary supporting infrastructure cannot be satisfactorily mitigated, in which circumstances an additional runway could not be contemplated.

- (6) That the response to the consultation based on the principles set out in the previous response and the analysis advanced in this report as set out in Appendix 3, be approved and submitted to the Government;

- (7) That, in the event of no additional runways for Gatwick being included in the White Paper, the Consultative Committee continues to pledge its full support to BAA Gatwick in ensuring that investment is made available to implement the proposals contained in the Gatwick Sustainable Development Strategy and in accordance with the timetable provided therein.

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

114. The Sub-Committee considered a report by the Honorary Secretary giving details of a consultation by the Government on a proposal to extend the present night flying restrictions scheme at the three BAA London airports for a further year to October, 2005 (copy attached to the signed minutes). The Sub-Committee also considered the questions posed in the consultation document on some of the general principles and policies underlying the future night flights regime.

115. The Sub-Committee agreed that the Government's suggestion of extending the current regime for a further year was a sensible way forward given the current circumstances.

116. Specific reference was made to question 6 in the consultation paper seeking views on the possibility of retaining some aspects of the common arrangements at each of the airports but not necessarily having the same night quota period at each airport. The question of what hours should the night quota period cover was also discussed. The Sub-Committee was cautious about what views should be expressed to the Government on different aspects of the night quota arrangements, particularly as the outcome of the Hatton case in the European Court of Human Rights was not yet known which could have a significant impact for night flights in the future. Members agreed however that the current common arrangements provided a better understanding by both the airlines and the local communities over what restrictions applied and felt it important that the common arrangements were continued.

117. As regards the suggestion of different night quota periods at each airport, members were concerned that such a proposal could potentially increase the number of night flights at Gatwick if a more restrictive regime was implemented elsewhere. Gatwick Airport already accommodated many more night flights than the other two London airports and had the greater movements limit and noise quota, especially for the summer season.

118. The Sub-Committee was cautious about a longer noise quota period, as it could mean a substantial increase in the quota to reflect the current activity between 2300 and 2330 hours and 0600 and 0700 hours, potentially resulting in an increase in the number of flights in the current quota period. However, it was felt that there might be benefit in extending the night quota period to cover the same hours the night period provided there was a consequent adjustment of the quota and movements limit of an appropriate size to ensure the continual improvement of the night noise climate.

119. Resolved - That the suggested response set out in the Honorary Secretary's report be amended to reflect the comments of the Sub-Committee and submitted to the Government as the Committee's response to the night flights consultation.

GATWICK AIRPORT ANNUAL MONITORING REPORT

120. The Sub-Committee had before it a copy of the unverified 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. The Sub-Committee also had before it a list prepared by officers of Crawley Borough and West Sussex County Councils highlighting 13 items which may benefit from being independently verified this year (copy also attached to the signed minutes). Mr. Freeman advised that the Gatwick Officers Group hoped that from the comments received from the consultees, the list could be reduced to the priority 10 items. Over next few months it is also intended that the Gatwick Officers Group will consider whether BAA Gatwick's progress or action relating to items should be challenged. It is intended that discussions will take place with BAA Gatwick and others with a view to formally report on progress on the Sustainable Development Strategy and legal agreement. He would keep the Consultative Committee informed of areas of concern at the appropriate time.

121. The Sub-Committee generally agreed with the suggested list of items for verification. Specific reference was made to Commitment TS 21 - Gatwick rail station improvements. It was felt that given the current problems with the rail industry it was extremely difficult for BAA Gatwick to progress improvements with the Strategic Rail Authority, Network Rail and the station management. It was therefore suggested that this Commitment be considered for verification next year.

122. The progress made on Commitment TS8 - on-airport transport interchange facilities, was discussed. To achieve the aims of providing a seamless, safe and fully accessible service to all passengers and users and the modal split targets, there was a need to ensure that BAA Gatwick was doing everything possible to achieve the aims. Mr. Pixley also questioned whether the transit system between the terminals fell within this commitment. Mr. Lockwood agreed to clarify this with Mr. Pixley outside the meeting. Members suggested that Commitment TS8 be considered for verification next year.

123. Members had concern about the lack of progress made on Commitment AN2/GN11 - noise insulation grants scheme. It was noted that this commitment had been verified last year and the local authority officers had again suggested that it be verified again this year as no details had yet emerged from BAA Gatwick about the criteria for the scheme. Mr. Lockwood advised that the scheme would not be that dissimilar to those schemes in place at other BAA airports. Mr. Freeman added however that it was possible that the work on developing the scheme may change as one of the requirements of the Housing Bill would possibly provide a much higher standard for insulation of residential properties. Members therefore had reservations about putting forward this Commitment for verification again this year.

124. Reference was made to Commitment GN 7 - preferential use of stands in the night period. Members were concerned that the action plan for this commitment appeared to be lacking in substance and asked that more detail could in the future be included in the monitoring report. Ground noise was a major concern to local communities and it was felt that the greater use of those aircraft stands which are quieter during the night period should

be further encouraged. It was suggested that this issue be raised at the next Ground Noise Committee meeting.

125. Reference was made to Commitment GN9 and the progress made on the planning application for the ground run pen. Mr. Lockwood informed members that discussions with the planning authority regarding possible alternative locations for ground run pen hoped to be concluded in the near future.

126. In conclusion, the Sub-Committee agreed that from the local authorities suggested list of commitments/obligations to be put forward for independent verification, Commitments TS 21 - improvement to Gatwick rail station - and Commitment AN2/GN11-noise insulation grants scheme - were not considered as a priority for this year. It was also agreed that Commitments TS8 - on-airport transport interchanges, TS21 - improvement to Gatwick rail station, and GN7 - preferential use of stands in the night period be further consider for possible verification next year.

127. Resolved - That on behalf of the Consultative Committee, the Sub-Committee:

- (1) welcomes both the draft Annual Monitoring Report and the opportunity to assist in the selection of commitments, targets and obligations for independent external verification;
- (2) requests the Honorary Secretary to advise West Sussex County Council, Crawley Borough Council and BAA Gatwick of its comments on the suggested list of items to be put forward for independent verification this year.

BAA LONDON AIRPORTS CAPITAL INVESTMENT PROGRAMME 2003

128. The Sub-Committee considered a report by the Honorary Secretary giving details of BAA's capital investment programme (CIP) for its London airports (copy attached to the signed minutes). The Sub-Committee, while welcoming the inclusion, as a priority, the projects for Pier 6 and the extension to the South Terminal's baggage hall in the CIP, was concerned that BAA Gatwick's proposals for the medium and long term improvement to the coach station and improvements to the interchange between the airport and the rail station had not been included.

129. Members noted that the Passenger Services Sub-Committee had considered in detail the CIP and the priority given to those projects for Gatwick airport. The concerns of the Passenger Services Sub-Committee about Projects GAL 27 - the upgrade (potential replacement) of the transit between the North and South Terminal being included as a "B" list project, and GAL 29b - Pier 3 segregation which proposed the replacement of the satellite transit system with moving walkways were also noted. Members agreed that the concerns of the Passenger Services Sub-Committee should be forwarded to BAA plc.

130. Mr. Pixley also added that the Sub-Committee had noted the inclusion in the CIP of project GAL 34 - Flight Information Screens upgrade. However the main concern of the Sub-Committee was that the information shown on the screens was accurate, up to date and timely. It was hoped that BAA Gatwick, together with the airlines and handling agents, could find ways to improve the flow of flight information to the passenger.

TRANSPORT STRATEGY UPDATE

131. Mr. Lockwood updated the Sub-Committee on the review of the Transport Strategy which BAA Gatwick aims to publish at the end of 2003. He explained that the target of 40% of passengers to access the airport by public transport was a key issue for the review.

132. BAA Gatwick was concentrating efforts on the main public transport corridors and markets to encourage greater use of the services available in those areas. Airport staff regularly used the rail network but journeys to work by train had been compromised by the recent cut in services serving Gatwick. Some recent correspondence with a train operating company about the cut in service had not received an encouraging response. The train operating company had stated that it was discouraging passengers from travelling to Gatwick as their trains were not able to cope with air passengers and all their luggage at peak times. The Sub-Committee was most concerned about the stance of the rail company. Mr. Lockwood assured members that BAA continued to press the appropriate authorities/bodies to seek improvements to the rail network and services.

GROUND NOISE COMMITTEE

133. The Sub-Committee received and noted the minutes of the meeting of the Ground Noise Committee held on 4th June, 2003 (copy attached to the signed minutes). Members welcomed the more positive approach by BAA Gatwick in monitoring and assessing ground noise issues.

AIR NOISE AND TRACK KEEPING ISSUES

Noise and Track Keeping Monitoring Advisory Group (NATMAG)

134. The Sub-Committee received and noted the minutes of the meeting of NATMAG held on 4th June, 2003 (copy attached to the signed minutes).

Night Movements Summary

135. The Sub-Committee considered the night movements summary for the 2002 winter season (copy attached to the signed minutes). Members commented that the report clearly demonstrated that the movements limits and noise quotas for Gatwick had been set too high for the winter season with only 35.4% of the noise quota and 56.7% of the movements limits being used. This particular point was to be highlighted in the Committee's response to the Government on the night flights regime.

Complaints Analysis

136. The Sub-Committee received and noted the complaints analysis for the period 1st January to 31st March, 2003 (copy attached to the signed minutes). Members congratulated BAA Gatwick on the continued high percentage of callers (100%) being responded to within the target of 8 days.

CHAIRMAN