

GATWICK AIRPORT CONSULTATIVE COMMITTEE

GENERAL PURPOSES SUB-COMMITTEE

Minutes of the Sub-Committee meeting held on 30th March, 2006 at Gatwick Airport.

Present: Mr. P.W. Bryant (Chairman),
Mr. Acraman, Mr. Blundell-Pound, Mrs. Hammond, Mr. R. Hobbs, Mrs. E. Kitchen,
Mr. J. McCall, Mrs. H. Sewill, and Mr. Taylor.

Also Present:

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

Apologies for absence were received from Dr. Ellis and Mr. Maltby.

MINUTES OF THE MEETING HELD ON 12TH JANUARY, 2006

81. Resolved - That the minutes of the Sub-Committee held on 12th January, 2006 be approved as a correct record and that they be signed by the Chairman.

82. Reference was made to minute no. 50 and the problem with unauthorised car parking in the vicinity of the airport. Mrs. Sewill reported on the problems being experienced in Povey Cross Road with an off-airport car park operator parking vehicles on the highway. This was causing nuisance to the local community as cars were being moved in the early hours of the morning.

83. Mrs. Street reported that on 24th March, local authority enforcement officers had met BAA and members of the Gatwick Parking Association, which represents the main authorised off-airport operators, to discuss ways in which the problem of unauthorised car parking should be tackled. The meeting had been successful and a draft action plan had been drawn up identifying six areas for action over the next few months. One of the actions was to consider the involvement of trading standards officers and a meeting was to be arranged in April/May. The Sub-Committee welcomed the progress which had been made and endorsed the draft action plan. The Honorary Secretary was asked to arrange a report from Crawley Borough Council to present to the next meeting of the Consultative Committee.

84. Some members commented on the enforcement action procedure and highlighted that the legislative powers given to local authorities required a lengthy process. This often resulted in the use of unauthorised sites ceasing before the procedures could be completed. It was agreed therefore that the Honorary Secretary should write to Mr. Prescott to highlight this problem.

DRAFT CONSULTATIVE COMMITTEE MINUTES – 2ND FEBRUARY, 2006

85. The Sub-Committee received and noted the draft minutes of the meeting of the Consultative Committee held on 2nd February, 2006 (copy attached to the signed minutes). Reference was made to the number of organisational changes that had taken place within BAA Gatwick and members asked if the Managing Director's commentary could provide an updated organisation chart for the Consultative Committee meeting. BAA Gatwick noted this request.

86. Reference was made to a recent press article quoting Gatwick's South Terminal as having the highest number of violent crimes in the area and the North Terminal as the fourth highest place. Members expressed their concern about the report as both passengers and staff needed to feel they were in a safe environment at the airport. As it was not clear from the report how the figures were derived the Honorary Secretary was asked to clarify the matter with Sussex Police.

FUTURE CHAIRMANSHIP

87. BAA Gatwick circulated at the meeting a press release that was to be issued that day announcing the appointment of a new Chairman to succeed Mr. Peter Bryant OBE., on his retirement in the summer of 2007 (copy attached to the signed minutes). The Sub-Committee was most pleased to note that Dr. John Godfrey, Clerk to the Sussex Police Authority and formerly Deputy Secretary to the Committee, had been appointed. It was noted that he would combine his police authority responsibilities with his role as Chairman of the Committee from July 2007 and that in the meantime he would spend time as Chairman Designate, working with Mr. Bryant over the next year.

88. Mrs. Sewill and Mrs. Kitchen, who had been involved in the interview selection process, expressed their appreciation to BAA Gatwick for the professional, transparent and concise way in which the recruitment and selection process had been conducted.

BRIGHTON MAIN LINE ROUTE UTILISATION STRATEGY (RUS) – GATWICK EXPRESS

89. The Sub-Committee considered the Honorary Secretary's paper summarising the published RUS for the Brighton Main Line (copy attached to the signed minutes). Members noted that the DfT had stated that there were a number of ways in which the principles of the RUS could be implemented and that the alternative proposal submitted jointly by National Express and BAA was being considered and evaluated along with a proposal by Southern. The expected completion of the evaluation was June 2006 following which an announcement would be made.

90. The Sub-Committee recognised the differences in needs for residents and businesses along the Sussex coast to those of the airport community and local residents and businesses and hoped that a sensible solution could be found which retained an airport express service. Mr. Taylor informed members that CADIA was working together with the Brighton Economic Partnership and that both organisations were lobbying the DfT to retain the Gatwick Express service as well as the need for improvements to services using the Brighton Main Line. Ms. Howells added that BAA Gatwick was to meet Brighton Economic Partnership the following week and the Gatwick Express was on the agenda for discussion.

GATWICK AIRPORT MASTER PLAN

91. Mr. Lockwood reported that BAA Gatwick would publish in the next few days the document summarising the key issues raised in responses to the Master Plan consultation and the way in which BAA Gatwick was to take these forward in the final Master Plan document. Mr. Lockwood also reported that BAA Gatwick had again reviewed its timetable for publishing the final document and members were pleased to note that BAA Gatwick now aimed to publish the final Master Plan around September 2006.

92. Mrs. Street enquired about the progress made on the interim review of the existing Sustainable Development Strategy commitments to be rolled forward to accompany the Master Plan. Mr. Lockwood advised that, following informal discussion with the local authority officers, a draft list had been compiled and recently sent to the local authorities for consideration. A number of commitments had been combined and some commitments that were either completed or no longer relevant had been deleted. This had reduced the number of commitments from 144 to around 80-90 with a sharper

focus on outputs to be achieved. It was possible however that during the negotiation process the number of commitments could increase. A meeting was to take place the following week with the joint authorities to discuss the draft list.

93. Members enquired about the progress that had been made on taking forward climate change issues in the Master Plan. Mr. Lockwood confirmed that the document would include a section on climate change, although it was difficult to assess the impact of the airport's operation on climate change at such a local level. Local air quality impacts were more easily measured and understood. BAA was however considering the issue in detail at corporate group level.

94. Mrs. Sewill emphasised the importance of the Committee being presented with a summary of all the facts and figures relating to the growth in aviation and its impact on climate change to enable members to have an informed understanding and debate. Mrs. Howell advised that there was a wealth of information available from a variety of sources/interests but there was a need to find an independent perspective on the various claims and figures. In order to help provide members with a better understanding she would, as a first step, research the information available and produce a report on the main views taken by different organisations and would compare and contrast the findings. BAA Gatwick offered to help with the provision of information. A report would be made to a future meeting of the Sub-Committee.

UPDATE ON SCHEMES TO PROTECT PROPERTY VALUES AND IN RELATION TO NOISE

95. The Sub-Committee received a paper by BAA Gatwick providing an update on the number of applications it had received under the schemes to protect property values and in relation to noise (copy attached to the signed minutes). Members noted the low level of interest to date. The Sub-Committee asked if BAA Gatwick could report annually on the uptake of the schemes.

GATWICK AIRPORT SUSTAINABLE DEVELOPMENT STRATEGY COMMENTS REGARDING THE ANNUAL MONITORING REPORT

96. The Sub-Committee considered a report by West Sussex County Council's Director of Environment and Development consolidating the comments received from members to the 2004/05 Annual Monitoring Report (copy attached to the signed minutes). Members noted that as a result of the consultation following the last round of monitoring comments on 60 different aspects of the process, the absence of sufficient action plans and on progress achieved by BAA Gatwick, had been received.

97. The Sub-Committee noted the proposed way in which the comments were to be taken forward by the parties concerned but expressed concern about the perceived lack of commitment from BAA Gatwick to the process which was evident from the comments that had been received. Mr. Lockwood assured members that all the comments raised would be seriously and carefully considered. He stressed however that the comments had been raised at the end of the monitoring report process so it was not possible to rectify or to address a number of the issues that had been identified in the monitoring year 2004/05. He asked that for the future, members make their views known at the initial draft consultation stage (around June) when the list of items are being selected for independent verification. Any shortcomings in the Monitoring Report could then be picked up at an early stage in the process.

98. Resolved – That it be recommended to the Consultative Committee that:

- (1) the proposals as set out in section 2 of the Director of Environment and Development's report be endorsed;
- (2) the parties identified in the proposals provide notification of progress on the associated points to the Consultative Committee.

AIRPORT LANDING CHARGES

99. The Sub-Committee considered a paper by BAA Gatwick giving details of the airport landing charges that will come into effect on 1st April, 2006 (copy attached to the signed minutes). Members noted the differential charges for noisier aircraft types but felt there was insufficient information to establish whether the differentials were great enough to have a real impact in encouraging airlines to operate quieter aircraft. Mr. Blundell-Pound advised that airport charges were only one of a number of factors considered when airlines determined the type of aircraft they used. It was agreed that a further paper would be produced by BAA Gatwick to set out more clearly the differential charges together with a sample 2–3 aircraft types to show the impact of the charges in monetary terms. Mr. Blundell-Pound also agreed to produce a short paper to provide an airlines' perspective on what factors determined the choice of aircraft operated.

EMERGENCY EXERCISE

100. Mrs. Sewill reported on her experience at the emergency exercise that was held at Gatwick on 7th March, 2006 which she was invited to attend as an observer. The airport was required by the CAA to undertake such an exercise every two years to ensure that the airport's safety and contingency plans were robust. She explained that it was an on-airport incident involving a fire on board an aircraft. From her perspective, she found the emergency services, co-ordinated by the Fire Brigade, to be well organised and the operation, information handling and communication appeared to be dealt with very efficiently and effectively. She added however that if the incident had been off-airport the rescue and recovery process would have been entirely different. Mr. Lockwood advised that one of the fundamental reasons for holding the exercise was to ensure that there were no flaws in the management and coordination of the emergency and contingency plans for major incidents and that these plans were equally valid for an off-airport incident.

101. The Sub-Committee thanked Mrs. Sewill for her report and for attending the exercise.

CIVIL AVIATION BILL

102. Mrs. Street reported that since the last meeting, the Civil Aviation Bill had been through its the report stage in the House of Lords. Peers had voted against the Government's proposal to remove the requirement to set a movements limit for night flights and to rely solely on a noise quota. Peers had also supported an amendment to ensure that all large-scale aerodrome operators had a noise regime in place, which included fines. Ministers were considering how to respond to these amendments when the Commons consider the Lords amendments. A date for this is awaited.

BAA GATWICK LOCAL AIR QUALITY MONITORING

103. The Sub-Committee considered the regular report from BAA Gatwick giving the results of the on-airport air quality monitoring covering the period up to December 2005 (copy attached to the signed minutes). Members noted that there had been 6 exceedences of the PM10 maximum daily mean objective bringing the total number of exceedences for the year to date to 9 (the objective permits 35 exceedences per year of the maximum daily mean concentration). The average concentration of PM10 was recorded as 24.3 ugm, which was below the air quality strategy annual objective of 40 ugm. The longer term trends in concentrations show that concentrations of NO₂ were tending to decrease year on year and PM10 concentrations showed an overall decrease between 2003 and 2004 but remained consistent between 2004 and 2005. This was likely to be due to seasonal variation.

104. The Sub-Committee discussed the concerns of Reigate and Banstead Borough Council about the air quality in Horley and how the results of the off-airport monitoring

the Borough Council undertook could be presented alongside the BAA Gatwick's on-airport monitoring results. Members felt that the regular report from BAA Gatwick had been a good starting point in providing information about air quality issues at Gatwick but suggested that the report needed be further developed so as to gain a better understanding of local air quality issues beyond the airport boundary, particularly in respect of Horley. The Sub-Committee felt it important to be kept informed of the results of Horley Air Quality Management Area monitoring and asked the Honorary Secretary to liaise with officers at Reigate and Banstead Borough Council and BAA Gatwick to consider how best to present the information to give comprehensive picture of local air quality.

DAY BEFORE CHECK-IN – IMPACT ON JOURNEYS TO THE AIRPORT

105. The Sub-Committee considered BAA Gatwick's paper summarising the results of the analysis on the travel patterns associated with the introduction of the day before check-in initiative (copy attached to the signed minutes). Members noted that during the peak summer months around 1900 passengers used the service but the precise usage was not known as Virgin, Easyjet, First Choice and BA operated their own branded extended check-in products and that relevant data was not always available from these operators. Members also noted that around 58% of the users chose to stay at airport hotels and around 37% returned home.

106. Whilst recognising the benefits the check-in initiative had for passengers, the Sub-Committee felt that more detailed information and analysis on the impact of the initiative on the airport's operation and traffic patterns was needed. The Sub-Committee therefore asked BAA Gatwick to report back at a future date with more comprehensive information.

PLANNED NEW IMMIGRATION REMOVAL CENTRE AT GATWICK

107. The Sub-Committee noted a press release issued by the Home Office announcing a new purpose built immigration removal centre at Gatwick (copy attached to the signed minutes). Mr. Lockwood advised that it was a Home Office requirement to provide such a facility in the area and BAA Gatwick had accepted that the facility could be built within the airport boundary. A site on the southern boundary of the airport was currently being investigated.

AIR NOISE AND TRACK KEEPING ISSUES

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

108. The Sub-Committee received the unconfirmed minutes of the last meeting of NATMAG held on 8th March, 2006 (copy attached to the signed minutes). Members noted the position in respect of the P-RNAV trials being conducted at Gatwick but the issue of whether the trials first needed to be the subject of consultation had been raised. This was not considered a sensible way forward and the DfT had agreed to look into the matter at the NATMAG meeting.

109. Mr. Norman referred to the publication of the Arrivals Code of Practice Version 2 and advised that when the revised Code was published in April, the publication would be followed up with a "Safe and Sound" education event with new and experienced airlines to highlight the need for and how to achieve Continuous Descent Approach (CDA). The Sub-Committee welcomed this.

110. Mrs. Sewill highlighted the importance of NATMAG's proposal to hold a workshop to discuss in more detail issues in relation to aircraft noise and low flying complaints. One of the purposes of the workshop was to gain a better understanding of complaints and how the new NTK system could be used to extract relevant data to undertake analysis.

Night Movements Summary

111. The Sub-Committee received the summary of night movements for the part of the winter season (copy attached to the signed copy of the minutes). Mr. Norman reported that the winter season came to an end on the weekend of 25th/26th March and the initial data revealed that movements usage had been the highest for 5 years. A full report would be included in the FEU commentary to the Consultative Committee.

Complaints Analysis

112. The Sub-Committee received and noted the analysis of noise complaints for the period October to December 2005 (copy attached to the signed minutes).

Aircraft Disturbance over Hever Parish

113. The Sub-Committee considered a request received from Hever Parish Council to examine the disturbance caused by aircraft flying over the parish (copy attached to the signed minutes). There was general concern expressed by members about the increase in the nuisance caused by aircraft in areas some distance from the airport. Mr. Norman circulated at the meeting results of the initial analysis that had been undertaken into the flight paths and aircraft height over the parish (copy also attached to the signed minutes). This revealed that there had been a change over the last few years in that as traffic at the airport had grown there was a larger proportion of aircraft flying over the parish. It appeared that Hever's complaint was about frequency as well as noise. A meeting was to take place with Hever Parish Council in May to present the results of the initial analysis.

Disturbance from Approaching Aircraft

114. The Sub-Committee noted that the analysis into the issue of low flying aircraft was still in progress. This would be discussed further at the NATMAG workshop.

GROUND NOISE

115. The Sub-Committee noted the minutes of the Ground Noise Committee held on 8th March, 2006 (copy attached to the signed minutes). Reference was made to the progress made in determining a site for the ground run pen. BAA Gatwick reported that the detailed figures and information was with the local authority officers and a response was awaited. The Sub-Committee emphasised the importance of local authority officers including members in their consideration of the detailed information.

DATE OF NEXT MEETING

116. The next meeting of the Sub-Committee would be held on Thursday 15th June, 2006 at 10.00 a.m.

CHAIRMAN