

GATWICK AIRPORT CONSULTATIVE COMMITTEE

GENERAL PURPOSES SUB-COMMITTEE

Minutes of the Sub-Committee meeting held on 30th September, 2004 at Gatwick Airport.

Present:

Mr. P.W. Bryant (Chairman)

Mr. D. Dewdney, Mrs. E. Kitchen, Mrs. E. Sampson, Mrs. H. Sewill, Mr. J. Taylor.

Also present:

Mr. T. Lockwood - Director of Planning and Environment, BAA Gatwick

Mr. R. Norman - Environment Strategy Manager, BAA Gatwick

Mrs. S. Howells - Government and Economic Relations Manager, BAA Gatwick

Mrs. P. Street - Assistant Honorary Secretary.

Mrs. R. Howell - Technical Adviser

Apologies for absence were received from: Dr. P. Ellis, Mr. J. Macdonald, Mr. N. Maltby, Mr. J. McCall and Mr. D. Murdoch.

NEW AIRPORT MANAGING DIRECTOR

1. Mr. Lockwood informed the Sub-Committee that Mr. Paul Griffiths, currently Deputy Managing Director, BAA Gatwick would succeed Mr. Roger Cato, Chairman and Managing Director, with effect from 1st January 2005. The next meeting of the Consultative Committee on 19th October would be Mr. Cato's last meeting.

MINUTES OF THE MEETING HELD ON 1ST JULY, 2004

2. Resolved - That the minutes of the Sub-Committee held on 1st July, 2004, be approved as a correct record and that they be signed by the Chairman.

DRAFT CONSULTATIVE COMMITTEE MINUTES - 22ND JULY, 2004

3. The Sub-Committee received and noted the draft minutes of the meeting of the Consultative Committee held on 22nd July, 2004 (copy attached to the signed minutes).

GATCOM SUPPORT ARRANGEMENTS

4. The Sub-Committee was informed that, following the departures of the Deputy Secretary, Dr. John Godfrey, and the Assistant Secretary, Mr. Pat Welch, the Secretariat support to the Consultative Committee provided by West Sussex County Council had been reviewed with BAA Gatwick and the Chairman. It was noted that, as part of the County Council's overall support arrangements, Mrs. Ros Howell, the County Council's Aviation Strategist, had become the Technical Adviser to the Committee. Mrs. Howell's key task is to advise and report to the Committee in an impartial and balanced way on issues of interest to the Committee. Members welcomed Mrs. Howell to the Committee.

BAA CONSULTATIONS ON SCHEMES TO PROTECT PROPERTY VALUES AND IN RELATION TO NOISE

5. The Sub-Committee considered the consultations issued by BAA Gatwick on its schemes to protect property values (two schemes) and in relation to noise (two schemes). Copies of the consultation documents are attached to the signed copy of the minutes. The Sub-Committee also considered a report by the Honorary Secretary summarising the key elements of the schemes (copy attached to the signed minutes).

6. Mr. Lockwood advised that the consultations had been distributed widely to individual households, organisations and local parish councils within the boundaries of the scheme. Individual responses from local people were being encouraged. Details of the extent of the circulation would be provided to the Secretariat for inclusion in the report to the Consultative Committee. It was also emphasised that BAA had appointed an external consultant to review and assimilate the responses received in order to give credibility to the process. Mr. Lockwood also confirmed that the noise insulation scheme for noise sensitive buildings was a separate scheme to that being developed for residential properties in accordance with the Sustainable Development Strategy commitment.

7. It was noted that the consultations for both Heathrow and Gatwick contained common text. Members were however anxious that the situation and circumstances at Gatwick were very different to those at Heathrow and asked if more generous consideration could be given to the boundaries of the Gatwick schemes. Members also questioned why different noise contours were being used for each of the schemes.

8. An issue of concern was to whom and where people were to respond to the consultation. An article in the local newspaper had given the e-mail addresses and also an 0800 telephone number (Help Line) which had not been included in the consultation documents. Also, no local postal address was given for those who did not have access to the Internet. Members felt that issues should be dealt with locally. Mrs. Howells confirmed that the e-mail addresses were directed to her at Gatwick to enable enquiries to be dealt with locally or for her to redirect to the consultants handling the response to the consultation. It was also stressed that the London postal address had been given as the consultants were handling the responses to all the BAA plc consultations.

9. Overall, the Sub-Committee welcomed the four schemes as they went well beyond the statutory blight and Land Compensation Act provisions. The schemes addressed the issue of uncertainty for local communities and properties affected by existing aircraft noise. The Sub-Committee therefore recommended that the Consultative Committee welcome the schemes but it should also ask BAA plc to give more generous consideration to the boundaries of the Gatwick schemes given the difference in circumstances between Heathrow and Gatwick.

AIRPORT MASTER PLANNING AND SAFEGUARDING

10. Mr. Lockwood reported that BAA plc. was in discussion with the DfT regarding the programme for the preparation of airport master plans. The DfT guidelines did not take into account the impact of Project Heathrow on the preparation of BAA's master plans for both Heathrow and Gatwick. BAA Gatwick's outline master plan would however be more meaningful than that suggested in the DfT's guidance. BAA Gatwick aimed to publish for consultation the outline plan early in the New Year. A three months period for responses would be given. In the meantime, BAA Gatwick was engaging with local authorities in discussions regarding the development of the plan.

11. Mr. Lockwood also advised that the work being undertaken at Heathrow on air quality would not be completed until early 2006, which could mean that BAA Gatwick was unable to use the air quality modelling techniques being developed. It was therefore unlikely that BAA Gatwick could provide air quality forecasts in time for the publication of the full master plan at the end of 2005.

12. Members also noted that BAA Gatwick might consider it appropriate to update and reissue the master plan once Project Heathrow was complete and the Government has confirmed its policy in relation to a third Heathrow runway.

DfT NOISE EXPOSURE CONTOURS FOR GATWICK AIRPORT 2003

13. The Sub-Committee considered a report by West Sussex County Council summarising the results of the DfT's noise monitoring at Gatwick during the summer 2003 compared to the previous year's monitoring (copy attached to the signed minutes). Mrs. Howell explained that, for the first time, the noise contours took into account the topography around Gatwick and the model had been adjusted to include terrain height. Members particularly welcomed the terrain height adjustment.

14. Although the terrain height adjustment only had a subtle effect on the actual contours, members were disappointed that there had been a slight worsening of the overall noise climate compared to the previous year's monitoring. This was partly attributable to the change in fleet mix at Gatwick with noisier aircraft being used compared to 2002.

15. Reference was made to the percentage change in the populations enclosed in the contours and the impact of the terrain adjustment on the number of people now enclosed in the contour. Mrs. Howell was asked to clarify the reasons for the change in the report to the Consultative Committee.

DfT CONSULTATION ON NIGHT FLYING RESTRICTIONS AT HEATHROW, GATWICK AND STANSTED AIRPORTS - STAGE 1

16. The Sub-Committee considered a report by the Honorary Secretary outlining the DfT's Stage 1 consultation on the next night flights regime for the three BAA London airports (copy attached to the signed minutes). The report also set out an initial suggested response to the questions posed in the consultation document for the Sub-Committee's consideration. The Sub-Committee also considered a paper by BAA Gatwick which provided night flights statistics and trends for the years 1997, 2000, 2003 and 2004 thus far (copy attached to the signed minutes).

17. The Sub-Committee positively welcomed the DfT's proposal to prohibit QC/4 aircraft operating in the night period. It also supported the proposed new QC/0.25 band to strengthen incentives to airlines to use quieter aircraft, although it was recognised that a consequence of this would mean that the quotas and the movements limits would need to be increased to take account of the number of currently exempt aircraft that would then fall within the regime. It was also considered appropriate to retain the minus 9EPNdB adjustment for arrivals.

18. Detailed consideration was given to the need to strike a fair balance between economic, environmental and local community interests. Mrs. Street reported to the Sub-Committee that the BATA representative had already advised that BATA could not support a reduction in the current movements limits as night flights at Gatwick needed to be allowed to grow back to levels previously used if the airport was to prosper in the future after the recent difficult period. Members' attention was therefore drawn to the figures given in the DfT's consultation on the movements and quota usage over the both the winter and summer seasons since 1999/2000. It was noted that for the summer 2001 season 97.2% of the movements limit and 93.6% of the noise quota was used therefore indicating that, at that time, the movements limits were of the right scale for the summer season. Members commented however that since that time the traffic mix and the pattern of rotations for the different airline sectors had changed significantly with more operations now at the start of the day and late evening/early night. The limits and quotas for the winter season had however always been underused and this needed to be addressed.

19. It was also stressed that the night noise contours produced in the consultation document showed a significant worsening of the night noise climate if the movements limits and noise quotas were used to the full. Members recognised that it was essential for the right balance to be struck in the Committee's response and that an amendment

should be made to the suggested response to develop an appropriate balance between the requirements of the airlines and the improvements that could be made in the night noise climate for local communities.

20. Members considered whether the Committee should suggest that the length of the night quota period be extended and whether controls should be put in place to prevent the bunching of flights. Mr. Lockwood advised that if the night quota period was extended to cover the 0600 hour there would need to be very substantial increases in the noise quota and movements limits to facilitate the considerable number of movements occurring in that hour and to provide for maximum use. Introducing controls on movements limits over certain hours of the night period in the ways suggested by the consultation document would be extremely complex to operate, unmanageable to regulate and difficult for local people to understand. Also, if the night quota period were extended there would be a significant impact for those airlines that currently schedule QC/4 aircraft between 2300 and 2330, and between 0600 and 0700 - a ban on those aircraft would be inappropriate. Whilst members felt that the main aim of the consultation was to bear down on night noise, it was agreed that it be recommended to the Consultative Committee that the night quota period should not be extended as it was essential that, whatever regime is put in place, it was workable and effective for all concerned. Members also felt that introducing measures to prevent bunching at different times through the night period could result in a more concentrated period of movements in the early part of the day.

21. Reference was made to the suggested environmental objectives. The Sub-Committee asked if the suggestions put forward could be amended and made more purposeful.

22. Resolved - That the Honorary Secretary be asked to amend the suggested response to the DfT to reflect the views of the Sub-Committee set out above.

AIR NOISE AND TRACK KEEPING ISSUES

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

23. The Sub-Committee received and noted the minutes of the last meeting of NATMAG held on 10th September, 2004 (copy attached to the signed minutes). Members noted that the P-RNAV trials were still being developed. It was also noted that GATCOM representatives had raised the need for publicity about the trials.

Night Movements Summary

24. The Sub-Committee received and noted the summary of night movements for part of the summer 2004 season (copy attached to the signed minutes). It was noted that there had been a 10% increase in QC usage and an 8% increase in movements compared to the same period last Year. Members were also disappointed that there had been an increase in the number of aircraft arriving before 0601 hours, earlier than their scheduled time of arrival (i.e. between 0601 and 0630). Mr. Norman confirmed that the issue of early arrivals was being investigated with one of the airlines concerned.

Complaints Analysis

25. The Committee received and noted the complaints analysis for the period April to June, 2004 (copy attached to the signed minutes). Members noted a correction to the figures for the number of enquiries received in the quarter - the number should have read 455 enquiries instead of 207. Complaints in track keeping and low flying had increased compared to the same period last year.

AIRCRAFT NOISE AND MONITORING ADVISORY COMMITTEE (ANMAC)

26. The Sub-Committee received a report from the Vice-Chairman summarising the main topics of discussion at the last meeting of ANMAC held on 29th July, 2004 (copy attached to the signed minutes). Mrs. Sewill drew members' particular attention to ANMAC's discussion on the airlines' request for ANMAC to widen its remit to deal with land use planning around airports. Mrs. Sewill advised that ANMAC decided not to widen its remit although the problem of new developments being permitted close to airports, particularly where the noise contours had shrunk because of quieter aircraft being introduced to fleets, was understood. A representative from the Office of the Deputy Prime Minister would however be invited to attend the next meeting of ANMAC so that issues could be discussed.

GROUND NOISE COMMITTEE

27. The Sub-Committee received and noted the minutes of the recent meeting of the Ground Noise Committee held on 10th September, 2004 (copy attached to the signed minutes). The Sub-Committee thanked BAA Gatwick for the attention now being placed on ground noise issues and the work of the Ground Noise Committee was appreciated.

28. Members enquired on the progress being made by BAA Gatwick in taking forward the proposed ground run pen (GRP). Mr. Lockwood advised that additional options for the most appropriate siting of the GRP were still being studied.

BAA GATWICK REPORTS 2003/04

29. Members received and noted BAA Gatwick's Sustainability Report 2003/04 and the Report of Flight Evaluation Unit 2003/04 (copies attached to the signed minutes). Members noted that BAA Gatwick's sustainability targets for 2004/05 were much more challenging.

30. Mr. Lockwood informed the Sub-Committee that BAA Gatwick was looking at the possibility of using the website for much of its annual sustainability reporting, with any published report being shorter than in this and previous years' publications, and without a separate Flight Evaluation Unit Report. A shorter report would contain less data than has been customary and would potentially be available for wider distribution, with more substance than a purely public relations document. The Sub-Committee expressed caution in only producing the information on a website as both reports were working documents and should therefore also be available in hard copy. It was also stressed that many people did not wish to print off or download these types of documents as it was very costly and time consuming.

BAA GATWICK LOCAL AIR QUALITY MONITORING

31. The Sub-Committee considered the quarterly report from BAA Gatwick on local air quality monitoring covering the period 1st April to 30th June, 2004 (copy attached to the signed minutes). BAA Gatwick's report gave a summary and analysis of data from the air quality monitoring station located in a parking area beneath the eastern approach to the airport. Members were encouraged to note that with the exception of PM10, pollutant levels were well within levels set by the air quality standards. As regards PM10 levels, it was emphasised that only one exceedance occurred during the quarter.

BRIGHTON MAIN LINE ROUTE UTILISATION STRATEGY (RUS)

32. The Sub-Committee considered a report by the Honorary Secretary giving details of the key aspects of the RUS for the Brighton Main Line (copy attached to the signed minutes). It was acknowledged that overall the recommended approach had many benefits in improving performance for all passengers along the line and could help in encouraging more people to use rail transport. However, members had grave concerns

about the Strategic Rail Authority's (SRA) recommended option to restructure of the Gatwick Express Service which would involve the service being extended to locations on the south coast as well as a stop at East Croydon. Members felt that the recommended option was a retrograde step and did not adequately address the needs of and experience for airport passengers. In addition to the points raised in the Honorary Secretary's report, there were issues around:

- not having dedicated platforms at both Gatwick and London Victoria
- the ticket barriers at London Victoria/London Bridge being obstacles for airport passengers with luggage
- the ability for peak hour services to accommodate airport passengers and their luggage when the trains were already at capacity with passengers having to stand
- the need for additional dwell time at Gatwick to enable passengers to board and alight trains with luggage and young families
- the improvements needed at Gatwick station to facilitate passenger movements across the platforms

33. Some of the base case figures contained in consultation document relating to the usage of the Gatwick Express service were also questioned.

34. Mr. Lockwood advised that BAA plc. was currently giving detailed consideration to the full implications of the SRA's proposals and the impact on the airport passenger. The Sub-Committee asked if BAA plc had given consideration to the provision of a railway spur to overcome the need for the Gatwick Express service to cross the fast tracks. Mr. Lockwood advised that Network Rail together with the train operating companies were responsible for the tracks and the railway station. BAA plc did not currently believe that it had part to play in investing in the railways to accommodate existing demand. Even if there was a prospect in BAA's capital investment plans, it seemed likely that the SRA would wish to restructure the Brighton Main Line Services, eliminating the dedicated Gatwick Express service, even if major investment at Gatwick Station were to be in prospect.

35. It was noted that Mr. O'Loughlin from the SRA was to present the RUS to the next meeting of the Consultative Committee. Members recommended that the Consultative Committee continue to urge the SRA to sustain a quality dedicated Gatwick Express Service between London and Gatwick. The retention of this service was vital in contributing to BAA Gatwick's modal split target. There was also evidence that usage had gradually increased since the downturn in airport traffic in 2001.

ON-AIRPORT ROAD SYSTEM

36. Mr. Lockwood updated the Sub-Committee on the way in which BAA Gatwick was addressing the congestion problems experienced on the airport's approach roads. BAA Gatwick had seen an upsurge in the amount of traffic in the Gatwick area, which was causing disruption to the airport's road network. The approach roads at Gatwick were receiving an additional 20% more traffic due to the Fastway works in the Crawley area. Drivers were using Gatwick as a 'rat run' to miss the traffic jams in the local town areas and this had placed extra pressure on the welcome roundabout, causing problems for airport users exiting from the South Terminal. This, in turn, exacerbated the congestion on the South Terminal's forecourt.

37. Mr. Lockwood also reported that as part of the coach station/transport interchange project, the drop off points for taxis and car drivers would be moved to the lower forecourt with the coaches being moved to the upper forecourt. One of the benefits of this would enable pedestrian crossings to be installed at level 2 of the car parks.

38. Members noted that the Passenger Services Sub-Committee was being kept fully informed of the situation and was inputting to BAA Gatwick's action plans.

DfT CONSULTATION ON THE CRITERIA FOR THE PROTECTION OF REGIONAL AIR SERVICES TO LONDON

39. The Sub-Committee considered a report by the Honorary Secretary suggesting a response to the DfT's consultation on the criteria for the implementation of the policy to protect existing regional air services to London (copy attached to the signed minutes). Members noted that the Committee was not in a position to comment on the economics and costs of the imposition criteria. It was however concerned to ensure that adequate provision was made for the regions to continue to be served whilst at the same time ensuring that best use is made of the available capacity at Gatwick.

40. Resolved - That the comments set out in the Honorary Secretary's report be forwarded to the DfT as the Committee's response to the consultation paper.

GATWICK AIRPORT COMMUNITY TRUST

41. The Sub-Committee noted that following the departure of Mr. George Pixley, the Committee would need to find a replacement for him on the Gatwick Airport Community Trust. Members noted that the Gatwick local authorities were already able to nominate four persons to serve on the Trust. Members therefore agreed that, if possible, it was preferable to nominate a non-local authority member to the Trust. Expressions of interest had been sought at the last meeting of the Consultative Committee and members of the Passenger Services Sub-Committee had also been invited to express an interest.

CALENDAR OF MEETINGS FOR 2005/06

42. The Sub-Committee noted the calendar of meetings for the Consultative Committee and its Sub-Committees for 2005/2006.

DATE OF NEXT MEETING

43. Members noted that the next meeting of the Sub-Committee would be held on Thursday, 13th January 2005.

Chairman