

HEATHROW AIRPORT CONSULTATIVE COMMITTEE

Minutes of the meeting held on 5th December 2001 at the Renaissance Hotel

PRESENT:

Sam Jones, Chairman	-	HACC
Maurice Hudson, Technical Adviser	-	HACC
Sue Heeps, Secretary	-	HACC
Cllr J Barrett	-	LB of Hillingdon
Cllr M Beer	-	RB of Windsor & Maidenhead
Nigel Beresford	-	Independent
Cllr G Blampied	-	Spelthorne BC
Janet Brady	-	Independent
Cllr P Carey	-	LB of Hounslow
Cllr G Ceaser	-	Spelthorne BC
Cllr K J Clark	-	Runnymede BC
Don Coventry	-	TUC
Cllr S Dhaliwal	-	LB of Hounslow
Paul Ellis	-	IATA
Roy Featherstone	-	ABTA
Cllr K Gent	-	LB of Richmond
Virginia Godfrey	-	HACAN/ClearSkies
Cllr J Greer	-	South Bucks DC
Iain Hope	-	HASG
Dave Hopkins	-	BATA
Andy Hull	-	Independent
Sir Peter Innes	-	LCCI
Cllr S Kallar	-	ALG
Cllr Kanwal	-	LB of Hounslow
Cllr M Khursheed	-	LB of Hillingdon
Tony Lucking	-	AUC
Cllr M Majumdar	-	LB of Ealing
Cllr M Mann	-	Slough BC
Cllr James Maxwell	-	Surrey CC
Cllr Peter Roberts	-	Bucks CC
Brian Sharp	-	EANAG
Colin Stanbury (Deputy)	-	LAANC
Cllr G Tomlin	-	LB of Hillingdon
Brian Yates	-	Consumers' Association

HEATHROW AIRPORT LIMITED

Janis Kong	-	Executive Chairman
Andrew Dryland	-	Planning & Environment
Director		
Paul Fox	-	Safety & Security Director
Ian Witter	-	Environment & Compliance Mgr
Jon Phillips	-	Director of Communications
Gerard Silverstone	-	Public Affairs Manager

OTHERS

Paul Reardon	-	DTLR
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Apologies for absence were received from the following :- Cllr Tom Stubbs (LAANC), Danny Brown (Independent), Cllr M Cartwright (LB of Hammersmith & Fulham), Cllr M Ballin (Bracknell Forest BC) and Mark Balaam (LTB)

The Chairman welcomed Janis Kong to the meeting.

2607 MINUTES OF THE PREVIOUS MEETING

The address of the HACC Website had been incorrectly reported. The address was www.lhr-acc.org. With this amendment the Minutes of the meeting held on 3rd October 2001 were agreed as a correct record.

2608 MATTERS ARISING

.1 2575.6/2597 – DTLR Meeting

Following comments at the previous meeting, the Chairman had written to the DTLR outlining Members concerns at the cancellation of the SERAS strategy team meeting with the stakeholders around Heathrow. This letter dated 30th October 2001 and the response from the DTLR dated 20th November 2001 had been circulated with the agenda. Paul Reardon said that it was likely that a consultation paper on SERAS options would be issued at the same time as the Regional Studies in the first quarter of 2002.

.2 2565.4 - Piccadilly Line

It had been established that LUL only produced retrospective passenger figures but the modal share for Heathrow Air Passengers was available and would be reported to the Surface Access Sub-Committee.

.3 2593.3 – ALG Meeting on Aircraft Noise Matters 29/11/01

A report from the Technical Adviser (HACC.315) ‘An Update on Aircraft Noise Matters’ had been circulated prior to the meeting and was noted. Cllr Kallar said that the majority of people appeared to be satisfied with the information provided at the meeting but those that were not satisfied wanted all night flights to be stopped.

.4 2594.6 – MDs Report – Piccadilly Line

Following concerns of Members at the last meeting, the Chairman had written to the Secretary of State for Transport. The letter dated 19th November 2001 had been circulated with the agenda.

.5 2596 – Taxi Trade Consultation

The Technical Adviser had written to the London Assembly outlining Members concerns about taxis at Heathrow. The letter dated 13th November 2001 had been circulated with the agenda.

2609 TERMINAL FIVE ANNOUNCEMENT

.1 A report from the Technical Adviser (HACC.308) had been circulated with the agenda. He explained that there were a great many conditions to be

studied but there was an opportunity now for the Committee to become involved with the project.

Annex F to the decision letter (which had also been circulated) dealt with 'Applications for Orders under the Transport and Works Act 1992'. This explained that the Minister was minded to make two Orders, applied for under the Act, relating to proposed extensions to the Heathrow Express and Piccadilly Line. The Minister noted that no discussion appeared to have taken place at the inquiry about the need for conditions, other than a cap on passenger numbers, and considered there should be an opportunity for comment on the matter by interested parties.

- .2 The Chairman said that he thought more time was needed to look at the detail and asked Members if they would like a special meeting to be arranged for January 2002. There was general agreement to this proposal but it was pointed out that there were some matters that needed a response within a very short time.
- .3 Cllr Tomlin said that he thought the decision conditions did not reflect the amount of discussion about surface access matters that had taken place during the inquiry. He was also very concerned about car parking issues. Cllr Maxwell said that Surrey County Council would like to see full consultation with the Local Authorities, particularly with Spelthorne BC and the LB of Hillingdon so that the conditions could be enforced. Brian Sharp said the consultation aspect was only about surface access and agreed that the decision in no way reflected the amount of concern shown at the inquiry.
- .4 Virginia Godfrey said she agreed a special meeting was necessary but wished to point out that the conditions were not a matter for negotiation. Cllr Mann said that Slough BC thought the main issue was public transport to the west of the airport. Cllr Roberts said that he had been told that there would be no major investment from Europe in the UK in the next 10 years and he could not see any investment in railways taking place. The Technical Adviser said that the Surface Access Sub-Committee had recently debated the initiative to promote CrossRail. The Mayor of London, assuming congestion charging was established, would have approximately £300m per annum which could, in part, be put towards the project. There was an intention to include Heathrow within the project. Cllr Kallar said that the Mayor had arranged a seminar on transport recently at which Bob Kiley spoke, he could not recall anything being said about Heathrow access, and suggested he be invited to speak to HACC.
- .5 Other Members spoke about surface access issues to the west and the AirTrack project. The Technical Adviser said that he had recently attended a meeting about the AirTrack project which was being supported by Transport authorities in Surrey, Berkshire, Hampshire, the GLA and the SWELTRAC partnership as well as British Airways. The project was progressing although it was contentious as it crossed Staines Moor (a SSSI) and there was local opposition.
- .6 Cllr Ceaser said that there were considerable concerns in Spelthorne about AirTrack, not only about Staines Moor but also about residential areas and

Staines Town Centre. There was a more expensive alternative that was environmentally friendly.

- .7 Cllr Gent was concerned about flight numbers and suggested that if a percentage increase was allowed now, by the time T5 was completed there would be a zero increase in flight numbers because of the cap. She asked if the terminal was viable under these conditions. Janis Kong said that there was a 480,000 ATM limit and BAA would work within this condition. BAA had always said that T5 was required to maintain international quality standards. Cllr Tomlin said the cap would be increased if a third runway was constructed. Cllr Majumdar was disappointed that there was no immediate denial of any intention to build a third runway but the Chairman said that this would be picked up by the SERAS study.
- .8 The Chairman asked if Members were content to support the conditions set out in paragraph 13 of HACC.308. There was considerable discussion about the proposed cap on HEX passengers. Members agreed to note the proposed conditions but not to reply to the Secretary of State's invitation to comment on the conditions which he proposed to apply to two T.W.A. Orders so as to ensure that both Heathrow Express and the Piccadilly Line could be extended to the west of the airport.
- .9 The Chairman summed up by saying the Secretariat would endeavour to set up a presentation day with some appropriate speakers. The date, time and accommodation would be dependent upon availability.

2610 REPORT BY THE CHAIRMAN AND SECRETARIAT

South Buckinghamshire District Council and The Royal Borough of Windsor & Maidenhead had been informed that no Member or Deputy had attended on their behalf for the previous three meetings and invited to nominate new Members. Cllr Greer (South Bucks DC) and Cllr Beer (RB of Windsor & Maidenhead) were in attendance and would remain as the nominated Members.

Buckinghamshire County Council had appointed Cllr R Royston as Deputy.

Sir Peter Innes was retiring as the Member representing the LCCI but would continue as the Deputy. The Chairman thanked him for his contributions to the PSSC and HACC.

2611 COMMENTARY FROM THE EXECUTIVE CHAIRMAN, BAA HEATHROW

- .1 The Commentary had been circulated with the agenda. Janis Kong said that she previously had a good and effective relationship with the Gatwick Consultative Committee and looked forward to developing a similar relationship with Members of HACC.

- .2 Janis Kong said that the approval for T5 had been a huge boost for the aviation industry at a very difficult time and BAA Heathrow were confident that it would have a positive effect on the local economy and provide much needed state-of-the-art facilities.
There were nearly 700 conditions attached to the planning permission which would have to be studied before the project went forward. They had a responsibility to work constructively with their neighbours and the stakeholders to ensure that the terminal was designed to minimise the impact on surrounding areas.
- .3 London Underground would be running a service to the central terminal area while the extension to T5 was being built. However, there would be no direct service to T4 for about 18 months.
- .4 The effects of 11th September were still being felt at Heathrow. Traffic figures for October had dropped by 20% compared to the same month last year. Across the whole BAA Group, figures had dropped by 12%.
- .5 Resurfacing work to the northern runway had been completed on time and plans for the southern runway resurfacing during 2002 were well under way.
- .6 BAA Heathrow's 'Airport Carshare' scheme which was launched in April 2001 had registered its 1,000th member in November. A new bus service from the airport to Windsor had been launched. With some 2000 airport employees living along the corridor served by the new bus route or in Windsor itself, it was hoped the service would be very popular. On 1st December the Feltham RailAir link was re-launched with new enhanced buses on the 285 route, providing connections every 10 minutes in each direction.
- .7 Cllr Tomlin was disappointed that the 50A service to Windsor had not been announced at the recent Surface Access Sub-Committee. He would like to know the ridership figures and details of the sponsorship as there was no point in launching services if they could not be maintained. Cllr Beer said he had mentioned the service at the sub-committee and the Chairman agreed that such matters should be reported regularly.
- .8 Don Coventry said that the new 285 service had a problem as it had only been allocated a 4 minute stand time while the timetable called for a 7 minute layover. The buses were driving round in circles looking for somewhere to park. There was also a problem at the Terminal 3 stop where the drivers were being told to move the buses as there was no room.
- .9 Cllr Maxwell asked if the 700 T5 Conditions would be enforceable by a Section 106 legal agreement. He realised that this could not be discussed immediately but would like a response at a future meeting.

2612 CAA – PRICE REVIEWS OF BAA'S LONDON AIRPORTS

- .1 A report from the Technical Adviser (HACC.305) had been circulated with the agenda. The Chairman said that this was a complicated subject but one principle that the Committee had consistently advocated was that BAA

London airports should continue to operate as one system under a single ownership and this received general support.

- .2 Virginia Godfrey said that a bizarre situation had arisen where the Secretary of State had announced a vital ATM limit, meanwhile the CAA proposed to reward the industry when it exceeded the same limit. She suggested that the Committee wrote to the CAA asking for the proposal to be withdrawn. She also asked when the limit came into effect and what would happen in the meantime if ATMs rose – what mechanism would be used to control the number of movements?
- .3 The Technical Adviser said that he understood that the CAA had, fortuitously, settled on the figure of 480,000 without any knowledge of what the Secretary of State had been contemplating. The decision would mean the CAA proposal would have no effect. Janis Kong said that she understood the regulators comment predated the Secretary of State's decision. There was some discussion about when the limit would come into effect. The Technical Adviser referred to the Secretary of State's decision letter Annex G(i) A4 1. "..., from the date that the Core Terminal Building opens for public use, there shall be at Heathrow Airport a limit on the number of occasions on which aircraft may take-off or land at Heathrow Airport of 480,000 during any period of one year." He understood that this would probably be in 2007.
- .4 Cllr Maxwell said Surrey County Council would not support any break up of the BAA London airports. Brian Sharp said that he found it impossible to reconcile the regulation of a private company. Members were all aware of the need for more capacity but BAA had no incentive for building new facilities in a new location. Cllr Tomlin thought that BAA should have been broken up, it had operated predatory pricing to the dis-benefit of Luton airport and had no incentive to invest except where it owned. As a result there was no real competition between major UK airports. From abroad this was seen as one company controlling all the major slots into the UK. He thought that if there were more competition there would be less of a capacity problem at Heathrow.
- .5 Dave Hopkins said that, from the airlines point of view, the issue of ownership of the London airports was something that had not been debated. BATA would not wish to express a view. Cllr Roberts raised the question of safety now that NATS was 49% owned by an airline consortium. He understood that a number of engineering and other positions were being cut within NATS. The Technical Adviser said that the CAA Review did not directly refer to safety, although safety did depend upon sufficient funding being available. Janis Kong said she wanted to reassure the Committee that safety was an absolute priority for BAA Heathrow. She had already met with NATS and would be watching the position closely. The airline consortium which owned 49% of NATS were also very concerned with safety.
- .6 Paul Ellis said that IATA was not persuaded that the proposal to split the income stream between commercial and aeronautical revenues would be of benefit. It could lead to excessive emphasis on the retail side of the business leaving insufficient funds for aeronautical interests which generated the retail

business in the first place. In principle IATA supported the single till. Dave Hopkins said that BATA were definitely against a dual till.

- .7 Tony Lucking said that the AUC felt that the return on capital employed on the aeronautical assets had been insufficient to persuade the airports to get ahead quickly enough. They considered that the move to the dual till would only cost passengers £2/£3 and would be a good thing.
- .8 The Chairman asked if Members had a view on proposals to contract out the management of terminals or to dispose of ownership. Cllr Tomlin asked what would happen to the car parking cap if the ownership of a car park was transferred to another owner. The Chairman suggested that this was a complex situation.

2613 MAYOR'S QUESTION TIME – THE LONDON ASSEMBLY

A report from the Technical Adviser (HACC.314) containing replies to questions on air transport related matters had been circulated with the agenda. The Technical Adviser explained that the London Assembly was composed half of elected members and half of political appointments and were charged with questioning the Mayor's policies and activities. He thought Members would be interested in recent discussions about policies which may well impact upon operations at Heathrow. He intended to present further reports conveying such information when appropriate.

2614 PASSENGER SERVICES SUB-COMMITTEE

A Report of the Passenger Services Sub-Committee meeting held on 3rd October 2001 (HACC.309) had been circulated with the agenda and was noted.

2615 ENVIRONMENT & LOCAL ISSUES SUB-COMMITTEE

- .1 The Minutes of the Environment & Local Issues Sub-Committee held on 15th November 2001 (HACC.310) had been circulated with the agenda. It had been agreed at the meeting that the full House of Commons Debate should be circulated and this had also been included with the agenda. The Mayor's Draft Air Quality Strategy had been discussed at the meeting and the Report from the Technical Adviser (HACC.300) was also circulated with the agenda.
- .2 The Chairman said that Members who had attended the meeting found the presentation about Illegal and Controlled Imports frightening. It was alarming how much illegal meat was being imported and there appeared to be a lack of enforcement powers to deal with the situation. Members had asked that HACC should write to the Food Standards Agency and to the Department for Environment, Food and Rural Affairs (DEFRA) expressing concern at the legislative provision in the area.
- .3 The Technical Adviser informed Members that the PSSC had received a letter from HM Customs drawing attention to their Frontier Control team. There did not appear to be any Customs Officers on duty in the terminals although he

was assured that there was a covert presence. However they did not seem to be concerned with the large quantities of meat that were being brought in by passengers.

Cllr Maxwell said that he had been so appalled at the presentation that he had sought advice. He agreed that HACC should write to HM Customs asking for a uniformed presence to be present, at least for selected flight arrivals. Brian Sharp said that he understood that there were only 3 sniffer dogs available at Heathrow, although these were proven to be effective.

- .4 Cllr Maxwell raised the question of birdstrikes. The Technical Adviser reported that the Bird Strike Working Group had met recently and the Surrey County Council representative had given a presentation. BAA Heathrow had commissioned consultants to identify movement routes. Paul Fox said that while it seemed there was a conflict between wildfowl habitats and safety, there were solutions which allowed bio-diversity without significantly increasing the risk of birdstrike. Treatments could be applied to sites to prevent large waterfowl taking up residence. The issue of netting was only related to waste sites. Cllr Roberts was concerned about birds breeding in Buckinghamshire and Cllr Beer about birds in Windsor & Maidenhead.
- .5 Cllr Tomlin referred to the Mayor's Draft Air Quality Strategy. The Policy records that "the Mayor and Transport for London will work with BAA Heathrow and the government to improve public transport to and around Heathrow". To his knowledge there was no proposed investment in public transport in the 'western wedge'. He asked if there was more detail about Proposal 45 which said that the Mayor would urge the Government to do more to reduce emissions at airports – particularly at Heathrow – by all means available. The Chairman agreed to seek clarity on these issues.

2616 NOISE & TRACK KEEPING WORKING GROUP

- .1 A report from the Noise & Track Keeping Working Group meeting held on 14th November 2001 had been circulated with the agenda (HACC.311) and was noted.
- .2 Cllr Khursheed asked if there was any progress on a new noise insulation scheme. Cllr Majumdar said that she understood that the whole scheme was being reviewed and pointed out that there were areas outside the 57Leq limit which suffered considerably from aircraft noise which should be included in the new scheme. Cllr Tomlin said Hillingdon had a planning blight on family houses in some areas because of noise and pollution and yet the residents were not included in the insulation scheme. There needed to be a consistent approach. Cllr Majumdar said that rather than giving a token £10,000 to the local authority there ought to be a major school insulation project from time to time. Andrew Dryland said a report on the review would come to a future meeting.

2617 SURFACE ACCESS SUB-COMMITTEE

- .1 The Minutes of the Surface Access Sub-Committee held on 27th November 2001 (HACC.312) had been circulated with the agenda and were noted. Two

further reports, Progress with Crossrail/SuperMetro (HACC.307) and the DTLR Code of Practice 'Access to Air Travel for Disabled People' (HACC.306) were also circulated with the agenda.

- .2 The Chairman said that there had been an interesting presentation about the South Heathrow Orbital Rapid Transit (SHORT). Members had asked for the trial service to be extended to Hayes & Harlington. Cllr Blampied asked that air freight be discussed, possibly at a seminar. While public transport and passenger issues were frequently discussed by the Committee the amount of freight traffic on the roads was largely ignored. Cllr Tomlin agreed saying that Heathrow was the largest freight terminal in the UK.
- .3 Tony Lucking clarified that the American van system operated from airports to a specific address, not just to town centres. He had studied the Hackney Carriage Act 1831 which showed that up to 8 persons could be carried in a Hackney Carriage. They could be charged separate fees provided an agreement was reached beforehand. It appeared that if a taxi-van was licensed in both local authorities the system could work at Heathrow. The Technical Adviser said that the Committee had made representations through several avenues that the legislation needed to be amended and updated.
- .4 Members agreed that, in principle, airports should not charge for handling disabled passengers separately; BAA does not make such a charge at Heathrow.

2618 AIRCRAFT NOISE COMPLAINTS REPORT

BAA Heathrow's Noise Complaints Report and Borough Noise Line Figures for Q3 (Jul-Sep 2001) were circulated with the agenda and were noted.

Virginia Godfrey said that a number of people had informed her that the Noise Complaints Line service had deteriorated and asked if BAA Heathrow would investigate. Janis Kong asked if the complaint was about the response rate or the tone of the response. Virginia Godfrey said she thought it was both, where people used to get a helpful and detailed response this was no longer the case.

Cllr Maxwell said that the Line was not advertised widely enough. Adverts should be displayed in local Libraries and on Public Noticeboards. Roy Featherstone said that the Richmond & Twickenham Times ran a regular column of information about aircraft noise which published the noise line number. [Secretariat Note:- Heathrow Airport is not listed in the "London Business and Services" Phone Book – 2001 Edition.]

2619 PLANNING APPLICATIONS

A list of Planning Applications for the Heathrow Ward of the London Borough of Hillingdon for October and November 2001 was circulated with the agenda and was noted.

2620 ANY OTHER BUSINESS

There was no other business.

DATE OF NEXT MEETING: WEDNESDAY 30TH JANUARY 2002