

HEATHROW AIRPORT CONSULTATIVE COMMITTEE

Minutes of the meeting held on 21st May 2003 at Heathrow Point West

PRESENT:

Sam Jones, Chairman	-	HACC
Maurice Hudson, Technical Adviser	-	HACC
Carole Havercroft, Secretary	-	HACC
Cllr. Margaret Majundar	-	LB of Ealing
Cllr. John Oswell	-	LB of Hillingdon
Cllr. Ajmer Dhillon	-	LB of Hounslow
Cllr. Peter De Vic Carey	-	LB Hounslow
Cllr. Digby Jacks	-	LB Hounslow
Cllr. David Young	-	LB of Richmond
Cllr. Malcolm Beer	-	RB of Windsor & Maidenhead
Cllr. Christopher Knight	-	Runnymede BC
Cllr. James Maxwell	-	Surrey CC
Cllr. Peter Roberts	-	Bucks CC
Cllr. Gerry Ceaser	-	Spelthorne BC
Cllr. Mewa Mann	-	Slough BC
Richard Walker	-	GLA
Peter Viggers	-	EANAG
John Gurney	-	TUC
Tony Lucking	-	AUC
Iain Hope	-	HASG
Dave Hopkins	-	BATA
Roy Featherstone	-	ABTA
Paul Ellis	-	IATA
Philip Carlisle	-	GBTA
Virginia Godfrey	-	HACAN/Clearskies
Brian Yates	-	Consumers' Association
Andy Hull	-	Independent
Janet Brady	-	Independent
Danny Brown	-	Independent

OTHERS:

Paul Reardon	-	DfT
Steve James	-	NATS

PRESENTERS:

Anthony Ferguson	-	Department for Transport.
Mike Gwilliam	-	South East England Regional Assembly.
Alistair McDermid	-	BAA Corporate Office

HEATHROW AIRPORT LIMITED

Janis Kong	-	Executive Chairman
Andrew Dryland	-	Director of Planning & Environment
Jon Phillips	-	Director of Communications
Gerard Silverstone	-	Public Affairs Manager
Jane Dawes	-	Airside Environment Manager

APOLOGIES:

Apologies for absence were received from the following:-

Eryl Smith (BAA), Cllr Shorne Tilbey (South Bucks BC), Cllr. Mo Khursheed (LB Hillingdon), Cllr. David Bishop (LB Hillingdon), Cllr. Sydney Kallar (ALG), Cllr. Rodney Bennett (LB Richmond-upon-Thames), Cllr. Mary Ballam (Bracknell Forest BC)
Mark Balaam (LTB)

2722 MINUTES OF THE PREVIOUS MEETING

The Minutes of the meeting held on 26th March 2003 were agreed.

2723 MATTERS ARISING

Minute 2708 – The Mayor of London’s Draft Noise Strategy– a presentation by David Goode (GLA)

This subject is covered by Item 10 (b) on the Agenda.

Minute 2709 – Projected Committee Visits to Amsterdam, Frankfurt and Charles de Gaulle Airports

The Technical Adviser informed the Committee that problems had been experienced in the organisation of the trip. Having canvassed dates, it was expected that a deluge of applications would be received. However, the response from members to participate proved minimal, having received only 11 replies. From this response, it was derived that 7 members wish to go to Frankfurt, 3 to Paris and only 1 to Schipol.

It had also taken considerable time to obtain a contact name from British Airways who had agreed to donate the flights, in order to further advance the arrangements.

Having sourced this, the position stands that the most obvious excursion would be to Frankfurt on Wednesday 4th June 2003, with a possible overnight stay until 5th June 2003.

It was requested that members who had agreed to participate, would declare their interest again and availability to the Technical Adviser at the closure of the HACC meeting, in order that arrangements might be finalised.

The Technical Adviser had been in contact with the Frankfurt Airport Authority and the Local Authority to give the HACC their views on what had been happening at the airport

in order to make a comparison with the situation at UK airports, as they are a major competing airport to Heathrow.

Minute 2713 – Airports Voluntary Commitment on Air Passenger Rights

The Chairman requested that Philip Carlisle (Chairman of PSSC) up-date the HACC on the Passenger Services Sub-Committee’s consideration of this document.

Philip Carlisle stated that to date, no papers had been received from BAA confirming support to the Commitment, in order to report upon. An early copy had been requested for the PSSC to work with and thereafter consultation would take place by e-mail in order to get information back to HACC as soon as possible.

Minute 2717 – CAA Findings for the Airport – Taxis

The Chairman requested that Philip Carlisle (Chairman of PSSC) up-date the HACC on the public interest findings.

Philip Carlisle confirmed that at the PSSC meeting held on the morning of 21st May 2003, a presentation was made by Tabitha Stebbings from BAA's Corporate Office, which gave a further opportunity for the Committee to give views. However, there is no further progress to report, but further conversations would follow with BAA to try to develop what needs to be achieved and an acknowledgement that there is a problem with the legislation that needs to be addressed.

ITEMS FOR DISCUSSION

2724 REPORT BY THE CHAIRMAN AND SECRETARIAT

- (a) **Committee Membership** – Cllr. George Blampied representing Spelthorne BC had tendered his resignation from the Heathrow Airport Consultative Committee, as he did not stand for a further term of office as he had moved out of his constituency. Cllr. Gerry Ceaser had been re-elected at the Local Elections and therefore will serve for a further term with the HACC. Cllr. Shorne Tilbey representing South Bucks DC and Cllr. Frank Filgate representing LB Hillingdon were not re-elected at the Local Elections. Confirmation of appointment of new members to the Committee is awaited. BAA had invited the London Assembly to be represented on the HACC. The Member for Hillingdon and Ealing, Richard Barnes had been nominated for this role and is expected to attend future meetings. Mr. Dave Hopkins of BATA would be retiring in July and therefore the May meeting would be his last attendance. The Chairman thanked Mr. Hopkins for his past involvement in HACC. His successor would be Mr. Roger Wiltshire.
- (b) **Meeting of the DfT's Birdstrike Committee** to be held on 22nd May 2003. The Technical Adviser reminded the Committee of concern shown some two years previously and reports put before them regarding Birdstrikes at Heathrow when there had been a number of incidents where aircraft had hit grey herons and a flock of Canada geese, causing a potentially dangerous situation as far as the aircraft were concerned. The Department for Transport therefore decided to form a Working Group to see what could be done to control these large birds at habitats around Heathrow Airport and there had been a number of meetings held, the next one scheduled for the next day, 22nd May.

Progress is being made on this subject. The last meeting of the Birdstrike Committee was held six months previously. Canada geese are the main problem. Surveys had been carried out to establish their habitat and what could be done to persuade the birds to migrate elsewhere. They cannot be culled as they are protected birds. The only acceptable act is to 'prick their eggs', the season of which is imminent when this task could be carried out. Confirmation of a programme of 'egg-pricking' is awaited. The problem is recognised but there are no easy solutions in sight at present, although knowledgeable people are working on this subject with a firm of consultant experts on behalf of the Department for Transport to advise Heathrow Airport, which is actively working with local landowners to try to reduce the problem.

- (c) **DfT/Treasury Stakeholders meetings** – Aviation and the Environment held on 8th and 20th May 2003.

This subject is covered by Item 10 (d) on the Agenda.

- (d) **Steve James – NATS – BBC2 DocuDrama “The Day Britain Stopped”**

Steve James from NATS Heathrow addressed the Committee with a briefing on the BBC2 DocuDrama entitled “The Day Britain Stopped” that had been broadcast on 6th May 2003, which was completely inaccurate and alarmist, misrepresenting NATS operations. The proposed screening of the programme was discovered 2-3 months previously and in spite of the best endeavours by NATS, the BBC Producer was very reluctant to divulge the exact content of the programme before transmission. As the broadcasting date drew nearer, scenarios were revealed and time and effort was put into working with the BBC informing them that the facts they had were incorrect and the scenarios could not happen. Filming had taken place before it had been ascertained if the events portrayed were possible.

Rigid rules are applied to NATS, with Officers legally bound not to work more than 1½ hours at a time without an enforced break. If this is not adhered to, a notification has to be sent to the Regulators that the stipulation had been broken. If there is a shortage of staff to keep all the positions open, the traffic is slowed down or positions closed entirely.

If the ultimate scenario occurred, the Airport would be closed to air traffic.

On behalf of NATS, Mr. James apologised to members of the Committee and their constituents who may have found the programme distressing in any way.

Both Steve James and his colleagues found the programme professionally deeply offensive in that the BBC should use the DocuDrama media to portray a very unreal scenario. The BBC had broken their Charter with the making of a programme such as this and a formal complaint is being considered to the British Broadcasting Standards Commission. (*Press Release enclosed*).

2725 SOUTH EAST REGIONAL AIRPORTS STUDY

1. The Chairman announced that in order for the Committee to give further consideration to the HACC response to the SERAS Consultation, a special meeting would be held (now arranged for Monday 16th June 2003 commencing at 10.00 a.m. in the Conference Room at the Visitor Centre).
2. **Anthony Ferguson, Manager for South East Regional Airports** of the DfT gave a presentation on the Government’s Consultation “Future of Air Transport – SERAS Version 2” (*Presentation available upon request to the Secretary*).

The three fundamental questions asked nationally on SERAS are:-

- how much airport capacity should be provided?
- where to provide any extra capacity?
- managing the environmental impacts of airport growth.

The situation had not changed since 2002. To recap, last Summer, the Department for Transport's proposals were challenged in the High Court by Kent & Medway Council, which was subsequently supported by Essex County Council and two local residents at Stansted. The High Court Challenge was made on the basis that no options had been included in the Consultation for new runways at Gatwick Airport. The Court Case commenced in the Autumn and on 26th November 2002, the Department for Transport heard that their case had been lost on the grounds that they had excluded options for Gatwick, notwithstanding the fact that there is an Agreement between BAA and West Sussex in existence that no further expansion at Gatwick Airport would take place before 2019. On 28th November 2002, the Secretary of State announced in the House of Commons, that leave to Appeal had been granted, but this was not taken up and the Consultation would be extended nationally, revisiting the inclusion of Gatwick with an amended Paper.

A complete revision Second Edition of the Consultation documents were published, as opposed to a supplement on 27th February 2003, principally to include new runway options at Gatwick, but also to reflect criticisms that had been received on the Questionnaire. However, no options had been removed or other new proposals or variants included. Since the publication of the Second Edition, 100,000 responses had been received nationally, with 35,000 from the South East region including broadsheets. The Consultation period runs for four months until 30th June 2003. After this date, analysis and reporting will take place, followed by collective decision-making, from which a White Paper will be issued at the end of 2003.

3. **Mike Gwilliam, Director of Planning & Transport, South East England Regional Assembly** gave a presentation on the work of the Assembly and its Draft Transport Strategy, together with its views on SERAS (*Presentation available upon request to the Secretary*).

The Regional Assembly was established in January 1999. The composition of membership of the Plenary Assembly is 77 Councils, 17 Economic partners and 7 Social/Environmental partners (111 people). Its role is that of a voluntary chamber, a forum for sharing views, developing policies and building consensus meeting 3-4 times per year. There are several Committees they work to which carry out the underlying work.

It is anticipated that if the legislation that is currently in the House of Commons goes through and the Bill is passed, the role of Regional Planning and Transport would become statutory and a new Regional Spatial Strategy needed, to be put in place from April 2004.

A Transport Strategy had already been produced relevant to the SERAS debate and submitted to Government. A public examination commences in July 2003, which will attempt to pull all of the regions together, looking 20 years ahead as a long-term strategic goal, focusing on reinforcing and improving surface access and road corridors, rather than funnelling everything through the London system.

SERAS Key Questions that need to be addressed by the Regional Assembly are:-

- how much new airport capacity?
- one or more major hubs?
- Where should capacity be located, looking at Heathrow in particular?

The way the issues raised by Government are approached by the Assembly is to compare options with the regional policies in existence and draw overall conclusions.

- Regional Planning Guidance
- Regional Transport Strategy
- Regional Economic Strategy
- Sustainable Development Framework

In essence, the consultants derive that there is doubt about the top end of forecasts on SERAS and that it would be more reasonable to take a lower forecast as a basis for actual action. Results recommend that 20% below the SERAS middle course had merit.

The Hub issue is still under debate but the Assembly do not believe that having one Hub at Heathrow is the way forward.

Options assessed showed that:-

Cliffe was flawed.

Heathrow performed poorly on the grounds of environmental, social, regional economies and traffic/transport issues.

- At Stansted, the impact would prove a good deal less.
- Gatwick had not been evaluated.

The impact grows as more runways are built.

The Assembly felt that the predictions on air traffic were over optimistic in the SERAS document, and the roles of other regions had not been given sufficient emphasis. However, it is acknowledged that there is a requirement for additional runway capacity in the South East, the issue being where.

It is therefore believed that the Cliffe and Heathrow options should be strongly resisted and by re-assessing the second Consultation, primarily concentrate on the options at Stansted and Gatwick.

Consultants' views on this would be discussed and the task established, being put before the Planning Committee in June 2003 and the full Assembly on 23rd July 2003 for a final debate, having been granted an extension of time. A Draft position to the Department for Transport would be submitted by 30th June 2003.

The Chairman informed the Committee that the Executive Chairman wished to give a preamble to BAA's submission before introducing Alistair McDermid.

The Executive Chairman recapped on the SERAS debate since its inception, reminding members that BAA requested that Heathrow be ruled out for a third runway at the T5 Inquiry. However, Government chose not to do this. A technical assessment on the options had been made and BAA were obliged to include Heathrow. An objective view had been taken on all the issues, with BAA being up-front all along, in saying that no recommendation would be given to Government for any particular option, but would set out very clearly what the impacts would be on the positive and negative side for all to see. Currently, BAA are still not recommending any favoured options, despite the Press coverage to the contrary.

The Executive Chairman said that a lot of members had requested that the scale of the impacts be made very clear and that is what BAA are trying to do, so that there is no uncertainty by anybody, on the scale of the challenges to make the Heathrow option possible, if that is what the Government ultimately decides to do. Mrs. Kong did not want there to be any misunderstanding as to what it would take to make the Heathrow option work if that is chosen.

Particular attention had been given to the request of members to publish the details of the submission early in order that everyone had the opportunity to understand the BAA assessments, so that views could then be expressed to Government. This request had been acknowledged by publishing the BAA response seven weeks ahead of the deadline.

4. **Alistair McDermid, Group Planning & Environment Director, BAA Corporate Office** gave a presentation on the BAA plc view of the "SERAS Version 2" proposals (*Presentation available upon request to the Secretary*).

A summary of the BAA submission was outlined for Heathrow, Gatwick and Stansted Airports.

Projection figures on expansion in aviation from the Government were forecast at:-

SERAS - 177 million today, 300 million in 2030

Scotland - 16 million today, 50 million in 2030

With the maximum use capacity of the existing Heathrow Airport, once Terminal 5 has been built equates to approximately 200 million.

BAA believe that these figures of just over 3% growth per annum are realistic compared with 5%-6% per annum growth over the last 20 years or so.

Although it is appreciated that environmental issues are important in the SERAS study, it is also important to recognise that positive aspects of air transport are paramount too.

BAA would not be able to make the final decision on SERAS. BAA had offered advice in their submission on financial viability, aeronautical effectiveness and the environmental/social benefits/impacts. No judgements had been drawn. The final outcome would be a Government decision after balancing all the issues put before them.

At the end of the process, the Government should be very clear on three fronts in the White Paper, to be published by the end of 2003.

1. Where expansion will not take place.
2. Most urgent location.
3. Other possible locations.

BAA believe there is a case for up to three new runways to be provided in the South East. Maps were shown to depict all options.

Given the criteria supplied, with twelve options, there are four possible sites for the runways that are workable on technical feasibility:-

- Heathrow - 2000m short runway
- Gatwick - one runway
- Stansted - two runways

BAA stated that:-

Cliffe - is not a good option because it is felt that it would not be used by many passengers due to its location and the cost of its construction had been understated. There is a significant potential for birdstrikes.

Stansted - in rail access terms, BAA cannot see an engineering solution that could support the provision of two or three new runways.

Gatwick - one new runway is feasible, although rail access to accommodate more than one new runway would be a problem and between 20 million cu. m. and 45 million cu. m of earth would have to be moved to make this option work.

The 1979 S106 Agreement in existence between BAA and West Sussex County Council not to build another runway at Gatwick before 2019. BAA stand by this Agreement and do not wish to breach it. However, it is recognised that the Government could overrule this Agreement if they so chose. All the Gatwick options put forward in the Department for Transport's Consultation document would require more land-take than that estimated.

Heathrow - in the original Consultation document, BAA found that the Heathrow option designed in that way would not provide the extra capacity of 26 million passengers envisaged. The reason being that all movements from that runway would have to cross the existing Northern runway, thus reducing the capacity at the airport. Work to illustrate what sort of terminal facilities might have to be provided North of the Bath Road to support a runway of that size and in that location had been undertaken and put forward in BAA's evaluation to the Government. Significant studies on the environmental aspects on noise and air quality had also been carried out, using the Department for Transport's own consultants. On surface access, BAA have stated in their submission that the roads around the Heathrow area would have to be under an effective man-management scheme with a congestion charging scheme in place.

BAA believe that if the Government is going to decide on providing more runways in the South East, each of the following aspects need to be carried out more effectively in future:-

- More efficient and inclusive planning
- Mitigation and compensation
- Aviation to pay external costs e.g. emissions trading
- Stakeholder dialogue, particularly local communities
- A Government decision

The Chairman thanked the three presenters and asked Members to submit to HACC a written copy of their respective organisations' proposed response to the SERAS Consultation document, in advance of the special HACC meeting on 16th June 2003. This would assist in the drafting of the main response that will go forward to the Government from HACC.

2726 COMMENTARY FROM THE EXECUTIVE CHAIRMAN, BAA HEATHROW

1. The BAA Heathrow Update and Statistical Information had been circulated with the Agenda and was noted.
2. The Executive Chairman stated that despite the situation with the war in Iraq, and the outbreak of SARS (Serious Acute Respiratory Syndrome) virus and the uncertain economic climate, BAA Heathrow handled nearly 4.9 million passengers in April 2003. Given the circumstances BAA are operating in, this was a reasonable performance.
3. **Safety and Security** – this is always a top priority for BAA. As a result of stricter security requirements imposed by the Government at all airports, Heathrow had recruited approximately 600 new security staff since the tragic events September 11th 2001 and are in the process of recruiting 300 more over the Summer period, although the process of clearing and training new staff does take some considerable time. It is understood that passengers are frustrated by the queues that may be experienced at the terminals, but BAA will not compromise on security in order to get the queues down quickly.
The process will be carried out correctly.

BAA continues to break new ground on security measures. Two new security systems are currently on trial in Terminal 1 for passengers and their hand baggage. There is an enhanced detection portal and a 3D x-ray machine. Both represent strong preventative barriers to any possibility of explosives and weapons being taken on-board aircraft. Both trials are proving successful.

4. **T5** – work continues to progress on schedule. As part of the commitment at the T5 Inquiry, work is being carried out at the Colnbrook Logistics Centre. Support is ongoing to provide apprenticeship placements for construction workers on the T5 programme.
It is hoped that at the July meeting, HACC members will have the opportunity to go out on a tour of the T5 site before the main meeting, preceded by presentations and lunch.

5. Following on from this report, Members asked questions.

5.1 Cllr. Majundar asked the Executive Chairman if a document had been published on the easterly working for those living under the easterly flight path, as had been indicated by Paul Reardon (DfT) under the current Agreement?

The Executive Chairman responded that a watch had been put on the easterly operations and BAA are aware of the impacts on the communities.

Paul Reardon added to this point that the document referred to is unlikely to appear in 2003, because of the delays to the 'Future of Air Transport Consultation'.

5.2 Roy Featherstone referred to the general philosophy of I.D. cards at the airport and asked if the workers employed by outside agencies and contractors on behalf of BAA i.e. cleaning staff and drivers, many of whom are foreign nationals, are subject to the strict Regulations imposed on other BAA staff. Is BAA satisfied that the strict regime is being adhered to by the outside bodies?

The Executive Chairman replied that a lot of time is spent on this subject.

The Regulations are not those of BAA, by that of the Department for Transport and outside bodies are obliged to adhere to these. BAA work in conjunction with these outside bodies, double-checking the applications and carry out a cross- functional risk assessment on all employees with cleaning and security agencies to look at the risk profile. Regulations are becoming stricter.

2727 CONSIDERATION OF THE HACC RESPONSE

1. Report by the Technical Adviser (**HACC 371**) had been distributed with the Agenda. (*Deferred until the 16th June 2003 meeting*).

2728 ENVIRONMENT & LOCAL ISSUES SUB-COMMITTEE

1. (a) Minutes of the meeting held on 24th January 2003 had been distributed with the Agenda (**HACC 369**) and were agreed with the following amendments proposed by Paul Reardon (DfT):-

Policy 38. It is agreed that this could attract criticism, but it is worth recording why; which was because some HACC members (and others outside of HACC) considered that aviation did not fully meet the environmental costs it imposes on the community, and the suggestion that Government should help fund research and development, instead of the industry meeting such costs, would amount to subsidy of the industry and attract criticism.

Policy 46. The second sentence omits a vital element being:-"....However, to date a clear

correlation had not been established between aircraft noise - presented in terms of worst mode - and the onset of community annoyance."

Policy 47. The first sentence to read as follows:-

"....of Heathrow, which was based on the 1986 equivalent of the 66dBA Leq daytime noise contour and the composite of night noise footprints for representative aircraft operating at night."

In the fourth para of 5.7, the runway alternation trial data was not lost, but the computer program had been overwhelmed by too much data and could not process it. Also, the computer was not disrupted by the runways resurfacing project, but the runway alternation trial had been disrupted by the resurfacing project.

Reports by the Technical Adviser had been distributed with the Agenda

- (b) The Mayor of London's Draft Noise Strategy (**HACC 370**)
- (c) Extension of the Night Flight Controls for one year (**HACC 365**)
- (d) Aviation and the Environment – Use of Economic Instruments (**HACC 367**)

The Chairman referred to (b) and asked the Committee if they agreed to the wording of the policies.

Paul Ellis referred to Policy 42 on night flights and that the wording does not take into account the economic benefits to Heathrow. On Policy 44, it is not clear if congestion charging is stated as being supported by HACC as it had not been previously discussed.

Dave Hopkins referred to Policy 42 and stated that the wording 'the quotas are designed to **encourage**' should not be used as this is not correct.

Cllr. Majundar referred to Policy 42 and believed that the wording does not reflect the consensus of the Committee.

Paul Reardon commented that the consultation on Night Flights is running at the present time, proposing an extension of the current regime for a further year. What follows on from that depends on the responses received to this Consultation. On the basis of the scheme that is envisaged in making that one-year extension, there would be a further full Consultation in due course on the regime that would follow that. A Consultation would commence early 2004 to consider the regime from 2005 onwards.

Comments were noted by the Technical Adviser for consideration in amendments to the response to be submitted.

The Chairman asked for approval of the one-year extension and that HACC await the Consultation that would follow. This was agreed.

The Technical Adviser up-dated the Committee on (d) having attended a stakeholders meeting on 8th and 20th May 2003 hosted by the Department for Transport and the Treasury for stakeholders from a wide range of interests concerned with and about the air transport industry to exchange views on the subject. The Consultation document is not intended for specific responses but is a background for the SERAS responses.

The aviation industry contributes £1bn annually in Air Passenger Duty to the Treasury and there is no VAT imposed upon any form of transport in this country, contrary to some of the objections that have been made claiming that air transport not taxed.

He felt it was clear that the forthcoming White Paper Air Transport Policy is going to include proposals for some form of charging on air transport activities related to their environmental impact.

2729 NOISE PREFERENTIAL ROUTES (NPR's) – FINES ON AIRCRAFT WHICH TRANSGRESS

Report by the Technical Adviser (**HACC 375**) had been distributed with the Agenda. BAA Stansted had agreed to fine aircraft that stray from the recognised routes and the same principle would apply to Heathrow, but as the NTK procedures in place are robust, it is unlikely fines would be justified as the Flight Evaluation Office has worked with the airlines to ensure this practice would not occur.

2730 THE LONDON AIRPORTS – BAA CAPITAL INVESTMENT PROGRAMME – PROPOSALS FOR CONSULTATION MAY 2003

Report by the Technical Adviser (**HACC 373**) had been distributed with the Agenda. (*Deferred until 16th June 2003 meeting*).

2731 EUROPEAN UNION – LEGISLATIVE INITIATIVES IN THE AIR TRANSPORT INDUSTRY

Report by the Technical Adviser (**HACC 374**) had been distributed with the Agenda and was noted by members.

2732 PASSENGER SERVICES SUB-COMMITTEE

1. Minutes of the meeting of the Passenger Services Sub-Committee meeting held on 26th March 2003 had been circulated with the Agenda and were agreed.
2. Philip Carlisle (Chairman of PSSC) stated that the PSSC members undertook to support BAA in relation to the current system whereby Heathrow Airport Licensed Taxis Limited (HALT) provides an information service on behalf of the trade but are not convinced that the quality of the information provided is appropriate and question the organisation of the service. There may be a case for BAA Heathrow to undertake the responsibility for provision of the information at the Taxi Desks.

ITEMS FOR INFORMATION

2733 AIRCRAFT NOISE COMPLAINTS REPORT

BAA Heathrow Noise Complaints Report and Borough Noise Line Figures for Quarter 1 (January to March 2003) and Richmond-upon-Thames Noise Line Figures for October to December 2002 and January to March 2003 had been circulated with the Agenda and were noted.

2734 PLANNING APPLICATIONS

Planning Applications for the Heathrow Ward of the London Borough of Hillingdon for April and May 2003 had been circulated with the Agenda and were noted.

2735 NEWS RELEASES

News Releases were circulated with the Agenda for information and were noted.

2736 ANY OTHER BUSINESS

As there was no other business to discuss, the Chairman closed the meeting.

DATE OF NEXT MEETING - WEDNESDAY 23rd JULY 2003