

HEATHROW AIRPORT CONSULTATIVE COMMITTEE

Minutes of the meeting held on 23rd July 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. Ajmer Dhillon	-	LB of Hounslow
Cllr. Peter De Vic Carey	-	LB Hounslow
Cllr. Digby Jacks	-	LB Hounslow
Cllr. Ruth Cadbury (Deputy)	-	LB Hounslow
Cllr. David Bishop	-	LB Hillingdon
Cllr. Malcolm Beer	-	RB of Windsor & Maidenhead
Cllr. Christopher Knight	-	Runnymede BC
Cllr. Rodney Bennett	-	LB Richmond-upon-Thames
Cllr. James Maxwell	-	Surrey CC
Cllr. Peter Roberts	-	Bucks CC
Cllr. Gerry Ceaser	-	Spelthorne BC
Cllr. Mewa Mann	-	Slough BC
Peter Viggers	-	EANAG
John Gurney	-	TUC
Tony Lucking	-	AUC
Iain Hope	-	HASG
Roy Featherstone	-	ABTA
Roger Wiltshire	-	BATA
Paul Ellis	-	IATA
Virginia Godfrey	-	HACAN/Clearskies
Brian Yates	-	Consumers' Association
Andy Hull	-	Independent
Donald Gregory	-	Independent
Janet Brady	-	Independent

OTHERS:

Steve James	-	NATS
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PRESENTERS:

Paul Fox	-	T5 Integration Director
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HEATHROW AIRPORT LIMITED

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

APOLOGIES:

Apologies for absence were received from the following:-

Eryl Smith (BAA), Paul Reardon (DfT), Richard Walker (GLA),
Cllr. Sydney Kallar (ALG), Cllr. Mike Cox (LB Hillingdon),
Barry Humphreys (Virgin Atlantic Airways), Phillip Carlisle (GBTA),
Mark Balaam (LTB), Danny Brown (Independent)

2737 TERMINAL 5 PRESENTATION AND TOUR OF SITE

Paul Fox, T5 Integration Director, BAA gave an overview presentation on the T5 site
(Presentation available upon request to the Secretary).

1. Paul Fox addressed the Committee with a briefing on his role within T5, being that of the interface between the project and Heathrow Airport, ensuring that significant impact on the operations is carried out via communication and co-ordination through the duration of the construction process.

The vision for T5 was explained to members, the aim of which is to deliver the world's most successful airport development. As part of this a 'traveller delight' experience is required, of which 'clean, working, friendly' is the keynote, ensuring that passengers will want to re-visit when travelling and talk about the experience of which Heathrow can be proud.

It is also important the infrastructure supports the business aspirations of the airlines and its partners, being both an efficient and effective building in passenger processing. Funding has to be spent wisely, as the airlines are very sensitive to the charging regimes that have been put in place to build T5 and it is imperative that good value for money is apparent in the construction.

New standards of Health, Safety and Security will apply during both construction and operation. A vast amount of work is going into the design of the building to ensure safety and take out the risk element that had been recognised in the current operation and facilities.

Respect for neighbours is important to the local residents during the construction of T5. A great deal work had been carried out in this respect and every effort had been put into ensuring that people understand the challenges faced by BAA and the steps being taken to mitigate the impact of the construction programme on the community.

Minimal disruption to Heathrow Airport Limited is paramount, ensuring that the business of the airlines and BAA's business partners is not damaged in any way, although it is appreciated that works cannot be carried out between the two runways without some impact on the operation

The motto is **ON TIME, RIGHT QUALITY, WITHIN BUDGET, SAFE.**

Terminal 5 is being constructed in two phases. BAA are committed to deliver Phase I at the end of March 2008. The reason for two phases of construction is the issue on land that is not yet available as Thames Water are still using for sub-processing and will continue to do so for some time to come.

Phase I will comprise the core terminal building and the first satellite known as Concourse B.

There will be a huge amount of infrastructure to support T5 and as part of the project, 42 aircraft stands are being constructed and taxiways to serve same, in addition to taxiways that would feed from these stands onto the runways.

Within satellite one, it will be necessary to have a new Control Tower in place to actually see the aircraft off these stands, therefore a new Visual Control will be constructed.

Within the core terminal building there will be a rail station. Both Heathrow Express and the London Underground Piccadilly Line service will be extended out to T5 to provide a major station box and form part of a transport interchange.

Transport of passengers between Concourse A and B will be provided by a transit system which will be the principal means of getting to and from the satellite.

A multi-storey car park will adjoin the building and also a Hotel development, which will be timed to ensure that the main construction work of the Terminal will not be delayed, but it is hoped that this will be completed shortly after T5 opens.

Phase II of the work will commence as soon as Phase I is completed.

This will comprise Concourse C, the second satellite. The completion of the construction of stands will be completed by this time as Thames Water will have re-located their operation and BAA will have acquired the land.

Where the second satellite stands, the transit system will be extended out to meet this, safeguarding to further extend the satellite to the Central Terminal Area. The baggage systems and associated services will also be extended up the second satellite building.

The completion date for Phase II of the project is still under deliberation, although it is anticipated to be 2011-2012.

Diagrams were shown of the proposed layout for Terminal 5 encompassing the International Departure Lounge and Plaza.

The building will work in a 'toast rack' arrangement with satellite 1 and 2, followed by the core terminal building with underground links to give effective transportation for passengers. As the building is multi-stacked there will be a large dependency on vertical circulation. There will always be a choice between escalators and lifts. A centralised operation means that all processing of passengers will be carried out in the main terminal building not in the satellites. Segregation will be evident between Arrivals and Departures to meet the security requirements in place. Every departing passenger after central search would be classed as 'clean' whereas an arriving passenger would be 'dirty' as far as security is concerned. There will be two sets of search zones to shorten the length of the queues in Security, the target being a three minute wait for central search.

Both Domestic and International passengers will be able to use the same common integrated departure lounge as the security system in place will be able to verify the difference.

All taxiways will be set out for Airbus A380 clearances, a new generation large aircraft. Whilst setting out the stands, it is recognised that there is need to have flexibility about what sort of aircraft can be put in, so there would be the facility of putting smaller aircraft on these stands to make sure that the most efficient use of the system is gained for departing aircraft, known as MARS and multi-choice. MARS looks at putting the aircraft on two stands, looking at flexibility on a small scale, whereas multi-choice can take a vast number of stands and the way in which the sensor lines are used. The transit system track is safeguarded for extension to the Central Terminal Area to give optimum productivity between the facilities of T5 and the Central Terminal Area.

The project is on programme with the earthworks for Phase I due for completion in **2003**. Construction of the main terminal building can then commence.

In **2004**, the first four stands will be operational. The Twin Rivers will be diverted and the Fuel Farm will be relocated.

In **2005**, the Control Tower will be handed over to National Air Traffic Services who will then be fitting out same and putting staff insitu to train for operation in 2006. The M25 Spur and widening be completed late 2005.

In **2006**, the Terminal and Satellite will become weather-tight. Commissioning will then commence around the services like Heathrow Express and the Piccadilly Line and major pieces of baggage handling infrastructure after which will be handed over to the Business Unit that will run T5 by mid-**2007**, to get into a period of operational readiness, which is a practice run with all the 'kit' to ensure that on opening day in **March 2008**, all staff would be fully trained in operations and events run smoothly.

BAA are currently in talks with British Airways regarding the volume of passengers estimated to travel through T5 on Day 1 of opening. It is predicted that per annum, at the very minimum, it will be 20 million passengers passing through Phase I of T5, although it is hoped to be nearer 27 million

The members were then taken by BAA on a guided coach tour of the T5 site showing the construction to date. (*1.45 p.m. – 2.45 p.m.*)

2. Following this, the Chairman stated the tour was very informative and well explained.
3. The Chairman thanked Tony Lucking for the article submitted in relation to the subject of Birdstrikes and the pricking of eggs in relation to the culling of Canada Geese. The article intimated that the use of a Border Collie dog in curtailing flocks of the Geese is an effective method of operational control.
4. Cllr. Beer was concerned at the lack of provision for inclusion and access of Airtrack in the T5 development.

The Chairman confirmed there would be a Surface Access Sub-Committee meeting in August, *(date to be determined)*. The subject of Airtrack could be added to the Agenda for reporting by BAA at this time. John Gurney had already supplied four items for discussion. Roy Featherstone requested that the subject of Taxis also be included.

5. The Chairman welcomed Donald Gregory as an Independent member to the HACC. Donald already sits on the Passenger Services Sub-Committee and is therefore familiar with the issues discussed at HACC.
6. The Chairman advised Members there was also enough business available for discussion, to hold an Environment and Local Issues Sub-Committee meeting in August, if sufficient members would attend *(date to be determined)*.

2738 MINUTES OF THE PREVIOUS MEETING

The Minutes of the meeting held on 21st May 2003 were agreed.

ITEMS FOR DISCUSSION

2739 REPORT BY THE CHAIRMAN AND SECRETARIAT

- (a) **Committee Membership** – Cllr. Raymond D'Sa representing Spelthorne BC had been appointed to the Heathrow Airport Consultative Committee, with Cllr. George Trussler as Deputy, Cllr. Martine Hyams had been appointed Deputy to Cllr. Gerry Ceaser. Cllr. David Mackay had been appointed Deputy of RB Windsor & Maidenhead. Cllr. Mike Cox representing LB Hillingdon had been appointed, replacing Cllr. Frank Filgate. Mr. Dave Hopkins representing BATA had retired and his Deputy, Roger Wiltshire had taken his seat on the HACC.

2740 COMMENTARY FROM THE EXECUTIVE CHAIRMAN, BAA HEATHROW

1. The BAA Heathrow Update and Statistical Information for the month of July 2003 had been circulated with the Agenda and was noted.
2. The Executive Chairman advised the Committee that due to the BA 'wildcat' strike, which commenced on Friday 18th July 2003, BAA management had been involved in crisis management with the Central Business Recovery Team. BAA had to deal with frustrated passengers in congested terminals. At the Terminal 4 forecourt, two large marquees had been erected (which had now ceased to be necessary). Retail staff had provided the waiting passengers with free sandwiches and drinks, together with blankets in what were extremely trying circumstances. Enormous patience had been shown by the passengers who were grateful for the assistance provided by the airport workers. Discussions were still ongoing with the Unions to resolve the dispute and prevent further unofficial action.

However, due to the backlog of flights it had proved necessary to operate more night flights than usual for which BAA apologised, but it was appreciated by BAA that the local residents had been very understanding in this respect

3. With the Summer season underway, during the month of June, Heathrow's long-haul traffic continued to recover after the previous difficulty caused by the outbreak of SARS (Serious Acute Respiratory Syndrome) virus. An improvement was evident. BAA Heathrow handled nearly 5.5 million passengers in June 2003. This is a small percentage up on the same period in 2002.
4. **SERAS Debate** – although the deadline for the SERAS consultation has now passed, the debate regarding responsible growth continues. One of the developments is BAA's response to the Government discussion Paper on Aviation and the Environment and the Use of Economic Instruments. In the submission, it has been stated that aviation, like all industries should cover its known and verified external costs and that BAA support a range of physical economic regulatory planning and voluntary measures to achieve this, which is an important step forward.

BAA have requested the replacement of Air Passenger Duty in favour of introducing incentives which improve environmental performance. The Air Passenger Duty raises over £800 million per year, but actually does nothing to improve the environmental performance in the industry.

5. **Heathrow Car Share Scheme** – this is now in its third year and goes from strength to strength. Since its launch in April 2001, the car share scheme had enrolled over 2,000 members from 125 companies across the airport and it is succeeding in reducing congestion on the roads.
6. **BAA announces new £30 million investment on rail extension at Heathrow**
A huge step forward was taken at the end of June, when BAA Rail announced an investment of £30 million in its rolling stock for a new stopping service that will call at Ealing Broadway, West Ealing, Hanwell, Southall and Hayes which is anticipated to be in operation by the Winter of 2004. The interaction of this new service will not only provide improved access for Heathrow passengers living in the West London area, it will also provide, for the first time, a direct link for airport passengers and those in the Thames Valley via Hayes Station and the service will provide a new public transport option for 4,000 locally based airport workers. It will also provide economic regeneration opportunities for those areas around the Hayes and Ealing stations.
7. Following on from this report, Members asked questions.
 - 7.1 Ian Hope asked how the fares will be priced on the new rail system?

The Executive Chairman responded that in terms of the fare structure, it is still rather early to confirm. This matter will be investigated and reported back to the Committee.

- 7.2 Peter Viggers referred to the last paragraph of the News Release ‘this investment illustrates.....’ and read this to the Committee verbatim. He posed two questions:- Firstly, what would be happening with the Acton Main Line, presuming that the service would run on the local tracks as opposed to the main line tracks? Secondly, what would happen if a successful bidder was not found or proved not to be suitable?

Jon Phillips responded that the detailed questions would need to be referred to the Rail Team. However, the understanding is that the two companies that are competing for the franchise on the main line have both expressed a desire to run the service. A more detailed response to these questions would be reported back to the Committee.

- 7.3 Virginia Godfrey requested that the 12-month figures be incorporated in the traffic statistics for future reports. This was agreed.
- 7.8 John Gurney referred to Item 9 of the Commentary relating to bus services and stated that the curtailment of the early morning services on routes numbered 555/556/557 from the Chertsey and Walton areas, had caused a lot of problems to the airport staff, who now had to revert to the use of cars to get to and from work.

The Executive Chairman explained that these services had been re-tendered, but had come in at too high a cost. In order to be feasible, the service had been trimmed back in the early morning. However, a few early morning buses had been re-instated, although the fixing of the evening services had not yet been agreed.

Cllr. Maxwell informed the Committee that the services referred to had been taken over by the bus operator Tellings-Golden Miller, since the re-tendering process and the withdrawal of the original operator, London United. However, in order to make the routes financially viable, they have removed one of the services back in the early morning and two in the late evening. The question was asked if the new authorised operator received the same subsidy as per the original operator for the airport run?

Andrew Dryland explained that the previous service was re-tendered. In the course of that the sums of money involved became much higher than BAA and Surrey County Council could afford to spend. Alternatively, a contract was negotiated with Tellings-Golden Miller under which the subsidy from both BAA and Surrey County Council had been substantially increased over the previous arrangement, but a degree of frequency has been lost and some services, particularly in the early morning. Since the original announcement, small amendment had been made so as to bring back two early morning services within the route to Heathrow, specifically to help the airport shift workers.

- 7.5 The Chairman stated that at the PSSC meeting held earlier in the day, the members had again raised the subject of taxis. The Executive Chairman proposed that a strategic statement on the current situation be made by Andrew Dryland at the forthcoming Surface Access Sub-Committee meeting, when feedback issues would be available.

- 7.6 Roy Featherstone believed the ongoing subject of taxis needed to be taken to a higher level of management at BAA as the situation is not being resolved. The proposal of a local taxi rank had been suggested to Central London taxi drivers, who supported the idea but there had been no commitment from BAA to resolve the issue of the Heathrow drivers who had an aggressive attitude and were not prepared to travel outside the Metropolitan area. The situation needs to be thoroughly investigated and satisfactorily progressed.

The Executive Chairman requested a summary of key issues, which would be addressed by management and reported back to the Committee.

- 7.7 Cllr. Beer referred to the Minutes from the special SERAS meeting held on the 16th June 2003 when discussion had taken place on future investment at Heathrow and a point had been raised if there would be any forward funding for an off-site facility for the non-Metropolitan cabs. The Heathrow area only affects the Metropolitan cabs whereas a lot of passengers wish to travel out of this catchment area. Should a site just off the perimeter outside of the Metropolitan Police District be found, the problem of taxis may be taken forward.

The Minutes had referred to the possible use of the ground floor of a multi-storey car park on a Heathrow site as a waiting area for private hire vehicles which could be telephone booked to overcome the limitations of the Metropolitan cab legislation. It was further suggested that BAA own some properties in the Stanwell area and may be able to make use of that facility.

The Executive Chairman requested this be added to the list of key issues that would be addressed.

- 7.8 The Technical Adviser reminded the Committee members that the PSSC had addressed
a number of issues on taxis with BAA and also with the Civil Aviation Authority. As a result of one of the initiatives, BAA had published a flyer 'Taxi Fares' which gives details of illustrative passenger fares covering quite considerable distances which would lend some assistance to passengers, although it does not answer the question on travelling outside the Greater London boundary on a metered or negotiated fare.

The reference in Cllr. Beer's statement to the use of the ground floor multi-storey car park was on the basis that if some space could be set aside, it would enable mini-cabs or other public hire vehicles other than black cabs, to be located there and passengers would then be able to book via the telephone from the Terminals and the vehicle would turn up within a few minutes to take the passenger to their destination. This would end the monopoly of the black cab drivers at Heathrow. The Public Carriage Office, which licences taxis and governs what happens to them is now one of the Agencies of the Mayor of London, which is why he had been able to change some of the fares and that to which they relate, because the legislation gives the Public Carriage Office the opportunity to do so. However, the Mayor cannot change the monopoly situation. It needs to be changed by an Act of Parliament. Attempts had been made over a number of years by the Public Carriage Office to change the legislation, but no Parliamentary time had been allocated to it.

Members would also remember that the Public Interest Finding of the Civil Aviation Authority had found, upon reviewing BAA's financial regime for the next five years, that Heathrow were acting against the public interest in the way in which it charged taxis for using the airport and a proportion of that was used to provide Taxi Information Desks in the Terminals. The PSSC members had visited the Desks, together with the management staff dealing with this and agreement had been reached on a number of measures that could be worked on to improve the situation. The Public Interest Finding required BAA Heathrow to prove to the CAA over a period of six months (the end of which is up for review shortly), that the way in which they fund the taxi information services did not, in fact, operate against the public interest. The HACC were very much of the opinion that both the Civil Aviation Authority and the Competition Commission did not realise the situation with taxis at Heathrow and wrote to them objecting to the Public Interest Finding and stated that HACC supported what Heathrow Airport Limited is doing about this.

The Technical Adviser had written within the last week to the Civil Aviation Authority re-iterating all the background to this subject, pointing out that the Public Carriage Office had to operate this monopoly of legislation and that it needed to be changed and that the Committee was convinced that the present system of taxi information was, in principle, correct, because of the great difficulties, in particular for those passengers wishing to travel on short journeys or go across the Greater London boundary, and that the Committee supported BAA in this and that at any future meetings HACC should be in attendance.

- 7.9 The Chairman informed the Committee that in 2004, the Department for Transport were committed to three Consultation; one on night flights, one on Westerly Preference and one on the Cranford Agreement. Items would therefore be included on the HACC Agendas in 2004.

2741 NIGHT FLIGHTS – THE DECISION OF THE GRAND CHAMBER OF THE EUROPEAN COURT OF HUMAN RIGHTS

1. Report by the Technical Adviser (**HACC 377**) had been distributed with the Agenda.
2. Virginia Godfrey stated that the outcome of the Case had been disappointing to thousands of people. All Judges at both levels agreed that there was a problem; the Court "cannot follow the Government when they seem to suggest that the applicants were not considerably affected". The dissenting Judges asked what do Human Rights, pertaining to the privacy of the home mean, if day and night, it reverberates with the roar of aircraft engines?

It is important to look ahead to the publication of the White Paper and people must insist that the issues of night flights are addressed.

2742 SPECIAL MEETING OF HACC TO DISCUSS THE DRAFT RESPONSE TO THE SERAS CONSULTATION DOCUMENT

1. Minutes of the meeting held on 16th June 2003 had been distributed with the Agenda and were agreed.
2. Cllr. Maxwell reiterated that at the meeting on 16th June 2003, he had spoken on behalf of Spelthorne BC, as they were not represented confirming their opposition to the third runway. He now requested that Cllr. Ceaser of Spelthorne BC confirm this statement to be correct. This was agreed.
3. The Chairman confirmed that the response to SERAS Version 2 had been submitted to Government by the HACC and reminded members that it would be helpful if the Technical Adviser could receive copies of the member organisations' submissions.

2743 PASSENGER SERVICES SUB-COMMITTEE

1. Minutes of the meeting of the Passenger Services Sub-Committee meeting held on 21st May 2003 had been circulated with the Agenda and were agreed.
2. John Gurney referred to an item discussed at the PSSC meeting earlier that day, having received a presentation from Nathan Griffiths, Strategy Planner for the London Underground. There were real concerns regarding the proposals on modernisation and it was requested this subject be addressed at the forthcoming Surface Access Sub-Committee meeting.
3. Roy Featherstone added that it had been suggested to the London Underground presenter that the refurbishment of the Piccadilly Line should not start at the Loughton end and work their way west-wards to Heathrow, bearing in mind that these works would not commence until 2014, it was the general consensus that the works should start at the Heathrow end and work in the opposite direction to that proposed.

2744 ANNUAL MEETING OF CHAIRMEN AIRPORT CONSULTATIVE COMMITTEES

Report by the Technical Adviser (**HACC 380**) had been distributed with the Agenda. Guidelines for Airport Consultative Committees (**HACC 381**) had been distributed with the Agenda. Both were noted by members.

1. Virginia Godfrey made reference to (**HACC 380**) (**Item 11a**) and the major study that Government had undertaken on aircraft noise and requested when this document would be available.

The Technical Adviser confirmed this matter would be followed up and reported back to the Committee.

2. Cllr. Beer asked if it was a correct assumption that at present, noise was only monitored for aircraft taking-off. There had been representations that landing aircraft should also be monitored.

The Technical Adviser replied that there had been a study undertaken by the Aircraft Noise Monitoring Advisory Committee. The study had looked at the feasibility of both monitoring arriving aircraft and also prescribing noise levels for them, with a view to

fining them if they were to exceed it. In the end it had been decided this was not feasible

for a variety of operational reasons and also because of the extremely wide area over which arriving aircraft flew before making their final approaches and the large number of monitors which would be required.

In order to land the aircraft safely, the pilot has to do whatever is necessary and the only positive way to instigate a reduction in noise was to get the aircraft to operate on a Continuous Descent Approach (CDA), which BAA had been negotiating with the many airlines using Heathrow Airport, as can be seen from the improvement recorded in Noise Track Keeping Working Group reports.

3. Paul Ellis suggested that a presentation on noise and track-keeping be given on behalf of the Noise Track Keeping Working Group to the Members at the Seminar. This was agreed.

The Chairman requested that as British Airways had recently published their Environmental Report, that they present at the Seminar with same. This was agreed.

It was also requested that HACAN/Clearskies contribute to the Seminar from an environmental objective. This was agreed.

4. The Chairman made reference to **HACC 381 (Item 11b)** and confirmed the Guidelines were in the process of being revised.

One of the issues raised at the meeting on 4th July 2003, by a presenter for the Department for Transport, was that they were very keen to include in the Good Practice section, examples from Airport Consultative Committees who had procedures which were successful and could be copied elsewhere in the country.

It was therefore requested that should any HACC Members have any suggestion that they could contribute, please write in to the Secretary before the end of the month.

2745 BAA INVESTMENT IN NEW RAIL EXTENSION

Report by the Technical Adviser (**HACC 382**) had been distributed with the Agenda and was noted by members.

2746 CROSSRAIL – THE SECRETARY OF STATE’S MINISTERIAL STATEMENT

Report by the Technical Adviser (**HACC 383**) had been distributed with the Agenda and was noted by members.

Members were in agreement that a letter should be sent to Alistair Darling outlining the views of the HACC supporting this subject.

ITEMS FOR INFORMATION

2747 PLANNING APPLICATIONS

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

2748 NEWS RELEASES

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

2749 ANY OTHER BUSINESS

1. Ian Guy from the T5 project gave Members notification of works for the weekend of 26th-27th July 2003 when the placement of bridge beams would occur for the permanent bridge over the A3044, causing road closures. Also, the size of the crane was such that it would prevent BAA from allowing landings on the Northern runway in an easterly direction. Discussions with Hillingdon Council had ensued for many months and to get road closure approval required two months notice. It had now been confirmed that if BAA go onto easterly operations on Friday and Saturday nights, depending on the time that easterly operations come into effect, it may prove necessary to have some departures on the Northern runway. In effect, this would arise between 22.30 hrs. on the Friday night and 23.30 hrs. when the Northern runway closes and on the Saturday between 18.00 hrs until 23.30 hrs. The weekend of 2nd-3rd August 2003 would be a contingency case dependent on the weather. There would be a rolling escort to transport the steel girders to the west end of the airport.
2. The Technical Adviser referred to **HACC 384 (Item 16a)**. The recommendations made by the House of Commons Transport Committee were wide-ranging and directed to the Government who have to issue a response to it in due course. At such time, HACC members would be made aware in order to comment on same.
3. The Technical Adviser referred to the Statutory Instrument dealt with in **HACC 384 (Item 16b)**. The Committee had been consulted in 2002 by the Department for Transport regarding the implementation into UK law of the European Directive which would allow the banning of aircraft that are particularly noisy and only just scrape into the current Certification Standards of Chapter 3. There are many other aspects associated with this, which would all have implications for those concerned with operational and environmental matters, particularly HACAN/Clearskies.
(The Regulations referred to had not been published in time for distribution at the meeting).

At such time as the Regulations are published, a copy would be available to Members. Thereafter, Paul Reardon would be invited to comment and advise what the DfT intends to do, by way of implementing the provisions of the Statutory Instrument. As it stands, it extends the Secretary of States's control over aircraft noise matters at Heathrow Airport, so that he/she would be in a position to ban some of the offending aircraft, imposes new requirements on BAA Heathrow and recognises the duty of noise mapping being dealt with by the Mayor. There is a Procedure whereby notice would have to be given and there is a provision for Appeals against it to the Chartered Institute of Arbitrators.

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

DATE OF NEXT MEETING - WEDNESDAY 24th SEPTEMBER 2003 -

**(SEMINAR AT THE LONDON HEATHROW MARRIOTT HOTEL,
BUFFET LUNCH FROM 12.30 P.M. FOLLOWED BY THE BUSINESS
SESSION)**