



Agenda Item:	Reference: HACC. 555
Date : May 20 2009	
ANMAC Meeting of 14 May and the ending of the Cranford Agreement	

Report by the Technical Adviser

- 1 As Members will be aware, the Secretary of State for Transport has announced that the so-called "Cranford Agreement" is to be ended.
2. At the last meeting of the Committee when the Manager of the NATS unit responsible for Heathrow was asked to comment upon the implications of this decision, he was unable to give an answer due to the need to for a detailed investigation into what would be necessary to cope with the changed circumstances.
3. However, at the meeting of the Aircraft Noise Monitoring Advisory Committee held at the Department's offices on 14 May, a lengthy paper outlining the problems and possible alternatives for the monitoring of aircraft on easterly departures from the northern runway at Heathrow (09L) was considered .
4. The paper considered what flights would be picked up by existing monitors and which additional monitors would be required to be installed and their possible locations, particularly those departing to the north east.
5. Papers presented to ANMAC are restricted in their distribution as they are working papers and subject to change. DfT now produces a summary of the discussion at ANMAC meetings for public distribution and a copy of that for the 14 May meeting is at Attachment A to this report.
6. Also, at Attachment B, is an extract from the UK AIP for the information of Members which sets out the arrangements for the existing monitoring of flights departing from Heathrow Airport.



Report by the Technical Adviser

Agenda Item:	Reference: HACC. 556
Date : May 22 2009	
BAA Corporate Responsibility Report 2008	

1. Members should have received individually, through the post, a copy of this report. If you did not, please ask the Secretariat for a copy.
2. The report is largely about Heathrow Airport and records the fact that BAA is a member of Sustainable Aviation , a body representing a wide spectrum of the aviation industry. It is also a member of another organisation , FLYING matters, a coalition promoting sustainable aviation growth.
3. Both the Corporate Responsibility and another from the Sustainable Aviation groups were distributed at a conference jointly sponsored by BAA and the Transport Times magazine about climate change, which was held at the British Library on May 6 last.
4. The Corporate Responsibility report deals with a number of matters about which Members have expressed interest in the past and the inclusion of this as an item on the Committee's agenda will give them an opportunity of raising points from it in discussion with the representatives of BAA present at the meeting.
5. Please remember to bring your copy of this report to the meeting with you.
6. Arrangements are being made to secure copies of the Sustainable Aviation report for distribution to Members , hopefully at the Committee meeting.

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Agenda Item:	Reference: HACC.558
Date: May 23 2009	
Airport Safeguarding Maps for Heathrow Airport	

1. In 2003, the responsibility for safeguarding airports against incompatible development was transferred, under the terms of Joint Circular 1/2003, from the Civil Aviation Authority to the operators of aerodromes.
2. This should not be confused with the Public Safety Zones which are established to limit the numbers of people living or working under the approach areas to each of the four runway directions at Heathrow although, of course, this is reflected in the Safeguarded Areas.
3. BAA Airports has established an Aerodrome Safeguarding Team to exercise it's safeguarding responsibilities that it inherited from the CAA. The Team has written to the HACC to forward a copy of a revision of the "Aerodrome Safeguarding Map" and also a "Safeguarding Map for Wind Turbine Developments for Heathrow Airport".
4. The revised maps are valid for use from the end of April 2009, and similar maps have been distributed to all relevant planning authorities.
5. The maps are very large and it would be impractical to provide copies for each Member., they will be displayed in the Committee Room so that they can be inspected prior to the meeting.
6. On the "Safeguarding" Map , restrictions on the heights of buildings is shown by blocks of colour for structures between 15 metres (49.2 feet) and those exceeding 150 metres (492.1 feet) in height. Additionally, on one of the areas of concern closest to the runway approaches, all development except construction, extension or alteration of up to 3 No. residential dwellings not exceeding two storeys in height, has to be considered.
7. On that same map is inscribed a circle within which all developments likely to attract birds has to be considered. The perimeter of this joins Esher, Richmond Park, Chiswick, Ealing, Ruislip, Gerrards Cross, Slough, Windsor Runnymede and Weybridge.

8. There is increasing pressure to establish wind farms for electricity generation and they can have very adverse consequences for flight operations and radar used by air traffic control. Although wind Farms are usually in much more exposed and undeveloped areas than those around Heathrow Airport, as a precaution against development of such a proposal, a map showing a Consultation Zone has had to be drawn up.

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Agenda Item:	Reference: HACC.559
Date May 31 2009	
Expansion of Heathrow Airport	

Report by the Technical Adviser

1. Members will be aware that there is in existence a Freedom of Information Act which allows members of the public to request information from governmental sources of an extremely wide range of information which might otherwise not see the light of day.
2. The Department for Transport receives many requests for information on subjects within it's purview and publishes monthly details of those which it accedes to.
3. On May 28 2009, the Department released the response it had made to a request for information regarding details of all meetings held between Department officials and British Airways and BAA, between February 2008 and the present, to discuss the expansion of Heathrow and for copies of the Minutes of those meetings.
4. Attached to this report is a copy of the Department's response and of the notes of the meetings which were requested. Members will see that a number of items of interest to them were discussed.
5. The Committee was briefed by the Department' liaison representative (David Gray) over a period of several years about the work then being undertaken to develop proposals for the development of Heathrow Airport but these terminated after the decision announced by the Secretary of State on this subject in January 2009.
6. The information now released brings the situation more up to date, particularly in regard to the stated intention to establish a Heathrow Delivery Project Board to progress matters internally.
7. As is usual in such information releases, the names of the enquirer and those who participated in the meetings minuted are blacked out



Report by the Technical Adviser

Agenda Item:	Reference: HACC.560
Date May 31 2009	
European Airport Competition with the London Airports	

1. As Members have discussed on a number of occasions in the past several years, the dominance in Europe of the London airports system has been under threat for some years from several of the main European hub airports as they seek to increase their capacity, the number of destinations they serve and increase the contribution they make to their regional and national economies.
2. The principal airports competing with London are Paris (Charles de Gaulle and Orly, France) Frankfurt and Munich (Germany) together with Amsterdam (The Netherlands) which latter already has more services from regional airports in the UK than does Heathrow Airport, a move encouraged by the system of Air Passenger Duty imposed in Dutch Government has recently decided to scrap such taxes in a move designed to assist the air transport and travel industries in the present very difficult economic circumstances.
3. The operator of Frankfurt Airport (Fraport) has been engaged for some ten years seeking to obtain authorisation to expand it's capacity by construction of a new runway but this has been delayed by the intricacies of the German planning system and opposition from environmental interests.
- 4 Finally, however, those concerns have been satisfied and construction of a new runway, to be known as Runway North, was started at the beginning of May 2009. It is expected that it will be operational at the beginning of the Winter 2011 schedule of airline services.
5. Currently, the airports is slot constrained and cannot meet a latent demand for 90 to 95 slots per hour. The new runway will allow the current handling capacity to increase from some 80 per hour now to 126 in daytime operations. Night time capacity will be curtailed below true capacity due to environmental restrictions imposed as a part of the conditions for approval of the construction and operation of the runway.
6. A copy of the Press Release from Fraport is attached to this report.

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