

## HEATHROW AIRPORT CONSULTATIVE COMMITTEE

### Minutes of the Meeting held on 4th August 2010 at the Heathrow Academy

#### PRESENT:

Sam Jones, Chairman	-	HACC
Philip Carlisle, HACC Adviser	-	HACC
Carole Havercroft, Secretary	-	HACC
Cllr. Anita MacDonald	-	LB Hillingdon
Cllr. Dominic Gilham	-	LB Hillingdon
Cllr. Ruth Cadbury	-	LB Hounslow
Cllr. Corinna Smart	-	LB Hounslow
Cllr. Barbara Reid	-	LB Hounslow
Cllr. Martin Elengorn	-	LB Richmond upon Thames
Cllr. Chris Turrell	-	Bracknell Forest BC
Cllr. David Rowlands	-	Bucks CC
Cllr. Malcolm Beer (Deputy)	-	RB Windsor & Maidenhead
Cllr. Moreton Moore	-	Runnymede BC
Cllr. James Walsh (Deputy)	-	Slough BC
Cllr. George Trussler	-	Spelthorne BC
Murad Qureshi	-	London Assembly
John Stewart (Deputy)	-	HACAN/Clearskies
Susan Parsons	-	ABTA
James Fremantle	-	AUC
Margaret Majumdar	-	EANAG
Steve Ronald	-	IATA
Rob Gibson	-	LAANC
Iain Hope	-	LCCI
John Gurney	-	TUC
Andy Hull	-	Independent
Keith Harlow	-	Independent
Lara Reed	-	Independent
Richard Taylor	-	Independent
Ian Ramsay	-	Independent

#### HEATHROW AIRPORT LIMITED

Nick Cullen	-	Chief Operating Officer
Mike Forster	-	Infrastructure & Sustainability Director
Nigel Milton	-	Director of Aviation Policy and Political Relations
Colin Wood	-	Director of Airside Operations
Jane Dawes	-	BAA Operational Noise & Air Quality Manager

#### PRESENTERS

Rick Norman	-	BAA Head of Noise & Air Quality
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#### OTHERS

Frank Evans	-	DfT
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## **APOLOGIES FOR ABSENCE:**

### **1. Apologies for absence were received from the following:-**

Virginia Godfrey (HACAN/Clearskies), Cheryl Monk (BAA), Brian Yates (Consumers' Association), Cllr. Jim Maddan (LB Wandsworth), Cllr. Denise Grant (Spelthorne BC), Cllr. Balvinder Bains (Slough BC), Frank Wingate (Future Heathrow), Susan Laurie (Independent), Anne Godfrey (GTMC).

### **4374 MINUTES OF THE PREVIOUS MEETING**

1. Minutes of the meeting held on 2nd June 2010 were agreed as an accurate record with the following amendment:-
2. Rob Gibson referred to Minute 4363, paragraph 7. This should read 'empty' aeroplanes flying over the Boroughs.

### **4375 MATTERS ARISING**

**(a) Minute 4357 – Provide Virginia Godfrey with a copy of DEFRA policy document - 'Air Pollution: Action in a Changing Climate' (Frank Evans).**

1. This had been actioned.

**(b) Minute 4359 – Arrange a presentation on TEAM (Tactically Enhanced Arrivals Mode) (Simon Baugh).**

1. This matter was addressed under Agenda Item 6.

**(c) Minute 4361 – Establish when AEA Technology Report on Air Quality during closure of airport due to volcanic ash available (Simon Baugh).**

1. **(Secretary's Note):** The study into the impacts of the volcanic eruption at BAA and other UK airports is an AEA report and was not commissioned by BAA. The publication date will therefore be determined by AEA.

**(d) Minute 4361 – Arrange a presentation on Quarter 2 2010 Air Quality figures (Simon Baugh).**

1. This matter was addressed under Agenda Item 7.

**(e) Minute 4362 – Declare at UKACCS meeting on 3rd June 2010 that the findings of ANASE should be taken into account, when the noise limits were set around the airport (Chairman).**

1. The Chairman reported that it was made clear at the UKACCS meeting held at London City Airport on 3rd June 2010 that the ANASE report was in effect 'dead'. The experts involved in the peer review were so divided in their opinions, it was felt not to be reliable.

Frank Evans commented since that report was published, issues on low level noise had been considered and work was ongoing on this.

2. Margaret Majumdar said that it would be interesting to learn what constituted low level noise and asked what is being done for high level noise.

Frank Evans agreed to send a copy of the relevant report on this to the Secretary.

**ACTION:**  
**FRANK**  
**EVANS**

**(Secretary's Note):** The CAA study is still ongoing with a report being developed for publication in due course. This study is in response to a request from the DfT and will cover the results of some initial investigation by ERCD on the feasibility of measuring and modelling aircraft at low levels (in the region of the 48-54 dBA Leq contours). Based on research, the Government has used 57 dBA Leq as the level of daytime noise marking the approximate onset of significant community annoyance. However, it is recognised that the relationship between noise and annoyance is of course not an exact one, and varies according to individuals and locations. The study is expected to try to draw some broad lessons rather than provide a comprehensive study.

Members may also be interested to be aware of a recent study by the DfT on public attitudes towards air travel. This is available on the DfT website at:

<http://www.dft.gov.uk/aaadobepdf/162469/221412/221513/attitudestoairtravel/attitudestowardsairtravell.pdf>

- (f) **Minute 4369 – Provide text summary in the future, should an unusually large number of late departures occur (Movements and Quota Summary Report) (Simon Baugh).**

1. This would be actioned as required.

- (g) **Minute 4369 – Investigate increased incoming flights on easterlies at 1.30 a.m. in the Windsor area (Simon Baugh).**

1. Nigel Milton stated that the night flight arrivals between 23.30 hrs. and 06.00 hrs. for April, May and June had been studied. The analysis showed no significant difference in the number or times of flights than previously. However, there had been an increase in easterly operations this year, as winds from the east had occurred more often than normal, but there had been no overall increase in arriving flights.
2. Cllr. Beer commented that his query had referred to departing flights in an easterly direction and not arrivals.

Colin Wood responded that the analysis would show the same results for both incoming and departing flights on easterlies.

Jane Dawes gave assurance that there were minimum flights operating during the night-time period, the number of which had been down since the start of the year.

There had been a few departing flights between the hours of 1.00 a.m. - 1.30 a.m. earlier in the year. This was mainly due to the volcanic ash and snow conditions.

**(h) Noise Action Plans (NAP)**

1. The Chairman reported that notification had been received from Defra stating their intention to hold events in the Autumn, enabling the next stage of implementation to be discussed with the relevant authorities and other stakeholders. Defra wished to use these workshops to listen to views. The NAP Guidance would not be published until after these stakeholder events had taken place.
2. Margaret Majundar asked if prior to these stakeholder events, the Committee members would be able to see a copy of the BAA NAP submitted to Defra, as previously requested some months ago.

Frank Evans responded that the notification received from Defra was relevant to major roads and railways and not airports. Currently, there were no planned stakeholder events for airport NAPs.

However, once all of the work had been completed, if the members thought that an airport stakeholder event would be beneficial, this matter could be taken back for further discussion between the DfT and Defra. This was agreed.

**ACTION:**  
**FRANK**  
**EVANS**

3. Cllr. Beer commented that the Committee had been told that the NAPs would be published in July, and yet it was now August with no indication of its availability.

The Chairman reminded the meeting that Defra held direct responsibility for its publication and not the DfT. Defra had decided to hold further stakeholder events and therefore no NAPs would be available in the near future.

**4376 REPORT BY THE CHAIRMAN AND SECRETARIAT**

**1. Committee Membership**

- (a) Following the local Elections in May 2010, letters had been received from:-
- London Borough of Hillingdon** confirming the appointment of Cllr. Dominic Gilham, Cllr. Scott Seaman-Digby and Cllr. Anita MacDonald as the HACC Members with Cllr. Mohammed Khursheed as Deputy, **London Borough of Hounslow** confirming the re-appointment of Cllr. Ruth Cadbury as the HACC Member and appointment of Cllr. Peter de Vic Carey as Deputy, Cllr. Barbara Reid as the HACC Member and Cllr. Alan Barber as Deputy, Cllr. Corinna Smart as the HACC Member and Cllr. Mohinder Gill as Deputy, **London Borough of Ealing** confirming the appointment of Cllr. Bassam Mahfouz as the HACC Member and Cllr. Surinder Varma as Deputy, **Runnymede Borough Council** confirming the appointment of Cllr. Moreton Moore as the HACC Member and Cllr. Christopher Knight as Deputy, **LB Richmond upon Thames** confirming the re-appointment of Cllr. Martin Elengorn as the HACC Member and the re-appointment of Cllr. Geoff Acton as Deputy, **Bracknell Forest Council** confirming the re-appointment of Cllr. Christopher Turrell as the HACC Member and appointment of Cllr. Mary Ballin as Deputy, **Slough Borough Council**

confirming the re-appointment of Cllr. Balvinder Bains as the HACC Member and Cllr. James Walsh as Deputy, **Spelthorne Borough Council** confirming the re-appointment of Cllr. Denise Grant as the HACC Member and Cllr. Gerald Forsbrey as Deputy and Cllr. George Trussler as the HACC Member and Cllr. Jack Pinkerton as Deputy.

#### **4377 HEATHROW MANAGEMENT MATTERS**

1. (a) Introduction and dialogue with Mr. Nick Cullen, Chief Operating Officer of Heathrow Airport.
- (b) BAA Heathrow Update and Statistical Information had been circulated with the Agenda and was noted.

Mr. Cullen presented his Heathrow Update report with Mike Forster.

2. Cllr. Corinna Smart referred to the BAA Community Noise Insulation Programme. The LB Hounslow were aware that this was due for the required five year review later this year and wished to know more about this review. For example, when would this take place, what were the Terms of Reference and would this be a public review, subject to consultation.

Mike Forster confirmed that a public consultation would be held late Autumn 2010/ early 2011. The dates could be provided at the next HACC meeting.

**ACTION:**  
**MIKE**  
**FORSTER**

**(Secretary's Note):** BAA do not yet have a date(s) for the consultation related to Heathrow's mitigation schemes. HACC members will be advised as soon as confirmed date(s) are known.

3. Cllr. Cadbury asked if the same funding would be set aside and made available for schools or if there would be cutbacks.

Mike Forster stated that there was no intention to reduce the expenditure on the scheme. It was acknowledged that there were anomalies in the scheme, which BAA had addressed to make it more accessible to others who might be eligible.

4. Iain Hope referred to Radiation Detection Equipment at Heathrow. He asked if radioactive seeds in a person's body caused the equipment to 'ring bells' if activated, and if so, should a person continue to carry their radiation card as required, beyond the normal two years after treatment.

Nick Cullen responded that the radiation equipment was operated by the UK Borders Agency and not BAA. It measured emitted radiation. If a person had a legitimate reason to be using radiation and possessed a medical card, it would be advisable to carry this.

Iain Hope said that, with regard to the High Speed Rail report, the London Chamber of Commerce were very supportive of the extension of the rail link. However, it was obvious from the report that it would be 25-30 years before Heathrow was actually linked to the high speed rail network.

He asked what was being done by BAA to push this ahead, as it was a hopeless situation if Heathrow was not on a loop and had poor connectivity.

Mike Forster responded that in terms of the actions from BAA on the high speed rail link, relevant to the policy from the Minister, their view was the hub interchange connection to Heathrow via Old Oak Common was not viable. A connection at or near to Heathrow should be part of the recommendation. Air to rail substitution was possible if provided by a loop. This should be discussed by the rail company working on the proposed rail scheme.

Iain Hope continued that he believed the majority of HACC members supported a high speed rail link to Heathrow. He asked if it would be beneficial if the Committee supported BAA by writing to the Minister in favour of the scheme.

Mike Forster responded that he could see no harm in a response being sent from the HACC to Lord Mawhinney on the recommendation in his report.

5. Rob Gibson said that he would not wish to see Heathrow expanded as a result of high speed rail. Therefore, on behalf of those people he represented he could not agree to be included in a letter that HACC might send to the Minister supporting the scheme.

6. The Chairman asked at what stage consultation had reached on high speed rail.

Mike Forster responded that the HS2 company had been asked to carry out further work and would publish their findings by the end of this month. Again, this would be relevant to the HS1 connectivity link to Heathrow. (HS1 was the new name for the existing high speed railway from London St. Pancras to the Channel Tunnel and HS2 was the name for the high speed rail link between London and the Midlands). In terms of what happens after HS2 Ltd publish their report, clearly it would need the backing of Government support. If HACC also wished to support BAA in the scheme, the letter should be sent to the Minister as soon as possible.

7. John Stewart spoke on behalf of HACAN/Clearskies and said that he agreed with Rob Gibson in that he would be unable to endorse a letter in support of the scheme.
8. Cllr. Rowlands commented that he understood the public consultation on the high speed rail scheme would be published in the Autumn. As stated in the 2nd June 2010 HACC Minutes (against Minute 4359, paragraph 8), Bucks CC were not opposed to the HS2 scheme, but to the current proposed route.
9. Susan Parsons stated that ABTA supported high speed rail, but not as a substitute for airport expansion. It was understood that a public consultation would be published next year on high speed rail. This would provide an adequate opportunity for everybody to think what their positions were for their respective organisations and respond to that consultation accordingly.

The Chairman agreed with this suggestion.

10. Cllr. Gilham representing the LB Hillingdon also agreed with the statements made by Rob Gibson and John Stewart.

11. Cllr. Reid referred to the 'new record set for Heathrow flights', which stated that on an average day 1,300 flights operated in and out of the airport, but on Tuesday 29th June 2010, this reached 1,385 flights. The question was asked where did the additional 85 flights come from, and if this was a catch up situation or one which might occur again.

Colin Wood responded that no two days were exactly the same on flights. There was an average of 1,340 flights per day in and out of Heathrow, the airline schedule might change but the ATM cap of 480,000 per annum was not exceeded.

12. The Chairman asked if progress had been made on the suggestion, that Security staff should display a numbered badge on their uniform, which would enable them to be identified if necessary, but not by name.

Nick Cullen advised that if a passenger had a query they wished to raise with a Security officer, a Security team leader, who in turn reported to the service manager could be involved very quickly. The Security team leader would give people their name, likewise the Service manager. Therefore, for that reason, BAA did not always insist that the Security officers gave their name.

13. Philip Carlisle commented that the suggestion was relevant to written complaints received from passengers at the attitude of Security officers. It was unlikely that Supervisors were called into the debate. It was understood that the reason staff did not wear name badges was due to the possibility of individuals being targeted, should their addresses be found from the Internet. Therefore, such people should have numbered badges displayed to enable the complainant to quote this number, and management to subsequently trace who the officer was in question.

It was suspected that if on every occasion there was a complaint or problem, a Supervisor became involved, it would solve the situation. However, it was thought that partly due to the pressure of circumstances, time and attitude, that has not always happened in the past.

Nick Cullen responded that BAA had a very strong protocol that either at the request of a Security officer or a passenger, a Security team leader would be called.

14. Margaret Majumdar referred to the report on the UK's first 'perfect flight' which did not mention the level of noise from the aeroplane. Was it known how this compared to the average noise of an aeroplane.

Chris Wood responded that the level of noise was not recorded.

Margaret Majumdar asked how it could be a 'perfect flight' if the noise was not measured.

Colin Wood responded that the purpose of the trial was to measure the fuel, to save on Co2 emissions, not noise.

15. Cllr. Cadbury queried why it was called 'the perfect flight'.

Colin Wood responded that this was the title of the trial, rather than the outcome.

16. Cllr. Beer stated that it had been estimated that projects at Heathrow were already saving 100,000 tonnes of Co2 per year. He asked if information could be obtained as to the actual percentage this equated to.

Mike Forster agreed to action this.

**ACTION:**  
**MIKE**  
**FORSTER**

**(Secretary's Note):** The 100,000 tonnes saving of Co2 per year equates to approximately 20% of emissions from aircraft on the ground e.g. taxiing and use of their APUs. A useful context is the mini report entitled 'A Focus on Climate Change' which illustrates carbon footprint (*enclosed*).

**4378 TACTICALLY ENHANCED ARRIVALS MODE (TEAM) AT HEATHROW AND SUMMER RUNWAY WORKS**

1. Presentation by Colin Wood, BAA Director of Airside Operations on TEAM which is the procedure where aircraft are allowed to land to both runways, with the aircraft in a staggered formation, when inbound congestion occurs (*enclosed*).  
An update on proposed Summer Runway Works (**Works on Block 21 Outer**) was also given (*enclosed*).
2. Update from BAA on the current state of taxiway works at the western end of the Northern Runway and when it is planned to introduce TED (Tactically Enhanced Departures).

Colin Wood stated that the taxiway works were electrical and cabling which had now been completed.

With regard to TED (Tactically Enhanced Departures), BAA Heathrow were not in the process of introducing TED.

Following on from the presentation members asked questions/responded.

3. The Chairman said that, prior to the meeting, John Stewart had advised that the main question of interest to HACAN/Clearskies with regard to TEAM was how much of the day this would actually operate, the average number of flights and the statistics to prove that. It would also be of benefit to learn of the timetable for the introduction of this. The residents believed that 'mixed mode' was being introduced by the back door.

The Chairman had recently read that 'mixed mode' would not be approved by the Coalition Government.

Colin Wood responded that the statistics were included in the presentation. TEAM had been in operation at Heathrow for a number of years and was not 'mixed mode' by the back door.

4. Cllr. Beer asked if in future, the statistics that the Committee received could include 'true' TEAM figures. This was agreed.

**ACTION:**  
**PUBLIC**  
**AFFAIRS**

5. Murad Qureshi asked what guarantee were BAA able to give that the Summer Runway Works would not lapse over the six-week period.

Colin Wood responded that in all of the contracts that had been awarded there was a five-week delivery frame and as the works had been scheduled after the busiest period at the beginning of September and protected from Winter, this gave the best opportunity to complete the works.

6. Cllr. Reid asked when would people be advised of the proposed works.

Jane Dawes confirmed that the HACC, Noise Track Keeping Working Group (NTKWG) and Local Focus Forum (LFF) members had now been told. The information would shortly be placed on the BAA Heathrow noise website.

7. Cllr. Smart asked when it was the intention to advise local residents.

Nigel Milton confirmed that all members of HACC, NTKWG and LFF had been sent letters to inform them of the proposed works. Telephone calls had been made to all the MPs of the areas that would be affected. Conversations had also been held with the Chief Executives of the local borough authorities that would be affected.

Newspaper advertisements would be published week commencing 9th August 2010. The BAA Heathrow noise website would also be updated at this time and flyers would be sent to all residents in the affected areas. During weeks commencing 16th and 23rd August 2010, BAA would organise face-to-face briefings with local journalists. BAA had also offered to send flyers and letters to members of Committees during week commencing 16th August 2010. During week commencing 31st August 2010, a Press Release would be issued to those Press Offices in the affected areas and newspaper advertisements would be taken out in the local media areas of Richmond, Hounslow and Slough. Over the next six weeks, BAA would provide the ability for everyone who would be affected to be informed.

8. Cllr. Cadbury asked how far out would BAA send flyers to residents of the proposed works. If going out as far as Kew, that would be acceptable. The area of the 63 Leq contour should be used at the very least.

Nigel Milton confirmed that BAA had identified people living in the north of Feltham, the south of Hounslow, Isleworth, Richmond and the north of St. Margarets, together with people living in Colnbrook, south of Slough, Datchet, Windsor and also Staines and Egham when certain departure routes are used.

9. Cllr. Reid asked how long had BAA been aware of the proposed works and why people were not previously informed.

Colin Wood responded that BAA had known for three months that it would be necessary to carry out these works during the Summer period. Earlier maintenance checks of the asphalt taxiways had shown that this additional, more substantive work was required. However, on this occasion it was decided to inform people nearer to the event of the works being carried out.

#### **4379 AIR QUALITY AT HEATHROW**

1. Presentation by Rick Norman, BAA Head of Noise & Air Quality on the Quarter 2 2010 figures for Air Quality at Heathrow (*enclosed*).
2. BAA Air Quality Monitoring Report at Heathrow - Quarter 2 2010 had been circulated with the Agenda and was noted
3. Cllr. Moore asked if BAA did not think it wrong that there was an EU limit and yet they seemed to exceed this. BAA had a duty of care to the residents and should do better.

Rick Norman responded that at Heathrow, BAA did work hard to drive compliance in this regard. They had their part to bring emission sources down, but so did home and car owners.

4. Mike Forster agreed that BAA were absolutely committed to this. In terms of what needed to be done across London to achieve good air quality, BAA were part of those groups working to this aim. At Heathrow the annual mean reading was 55, whilst in the London Marylebone Road, the annual mean reading was 102. BAA would do all they could to continue to clean up on emissions at the airport.
5. Nick Cullen stated that BAA did set out to be very active in this and worked with their partners and the airlines to make the components work on emissions.
6. Cllr. MacDonald understood that the air quality monitor in Oxford Avenue, Hillingdon was broken and therefore how could figures be established as shown in the presentation.

Rick Norman said that he was unaware that the Oxford Avenue air quality monitor was out of action. This may have occurred after the period for which he had provided figures. The dispersion figures were correlated, applied and matched up. There was still work to do in this regard.

7. Iain Hope made reference to the pollution at peak times on the M25. When motorists were held up in traffic jams, they did not switch off their vehicle engines. He asked if the Highways Agency were conducting a study into this to encourage motorists to switch vehicle engines off.

Rick Norman responded that he was not aware of any such culture to encourage motorists to switch vehicle engines off whilst in traffic jams.

8. The Chairman asked Frank Evans what part the DfT were playing in this respect.

Frank Evans offered to look into this matter and report back on his findings.

**ACTION:**  
**FRANK**  
**EVANS**

9. Murad Qureshi agreed that London was a 'hot-spot' for the problem of emissions. He asked if BAA were working with the Mayor's Office, apart from the airlines.

Rick Norman confirmed that BAA had responded to the Air Quality Strategy which came from the Mayor's Office, relevant to emissions on transport.

10. Mike Forster stated that if the Committee thought a stronger link or collaboration with the Mayor's Office was needed, BAA were in agreement with this.
11. Murad Qureshi stated that there was a problem with PM10's. He did think that BAA could improve on surface transport issues, to give people an incentive to travel into the airport on public transport, rather than use their own vehicles.
12. Andy Hull referred to the point which had previously been made to BAA on the issue relating to airside bus drivers leaving their vehicles with the engines running and the keys in the ignition, whilst they had vacated the bus.

The Committee had been advised that this practice of leaving the engine running was more environmentally friendly than switching it off.

13. Cllr. Gilham referred to the graph (spike on blue) showing the pollution measurements for 2003, which looked to be high.

Rick Norman acknowledged that the weather conditions at the time caused the heightened pollution, showing the 'spike on blue' in the graph.

14. Rob Gibson also explained that it was dependent on whether inversion conditions were experienced. In 2003, there was a lid on the London Bowl which caused a problem. Instead of the gases rising out through the London Bowl, they were trapped inside. The readings were therefore a combination of this and the wind conditions during that Summer.
15. John Gurney thought that Transport for London should sort out the problem of pollution from the black cabs. Also, when the bus services were reduced to the airport, people reverted to using their cars which contributed to the emissions problem.

#### **4380 ABOLITION OF THE CRANFORD AGREEMENT**

1. Further to the presentation made to the Committee at the 29th July 2009 meeting, on the abolition of the Cranford Agreement, as announced by the Secretary of State in January 2009, an update on this was provided by Colin Wood, BAA Director of Airside Operations (*enclosed*).
2. The Chairman asked when it was estimated that this abolition would be fully operational.

Colin Wood responded that given the complexities of the matter, this has not as yet been determined.

3. Cllr. Reid asked what the abolition of the Cranford Agreement actually meant.

Colin Wood confirmed that this meant that flights on easterlies could depart and continue from the Northern Runway, effectively allowing alternation on the western end of the airport.

4. Margaret Majumdar said that at the HACC meeting on 2nd June 2010, BAA had stated that it was uncertain if the abolition stood, following the decision made by the Coalition Government to scrap the third runway.

Colin Wood responded that BAA were looking to honour the previous announcement made by the Secretary of State, Geoff Hoon MP in January 2009, and were working to that in anticipation of the abolition of the Cranford Agreement. They had received no further information that his decision had been overruled. If challenged by the Government as to how this would operate, BAA would need to show the work they had done.

5. Frank Evans stated that the decision to abolish the Cranford Agreement was part of the original work on Heathrow. An announcement would be made in the Autumn on the endorsement of the abolition of the Cranford Agreement.
6. Margaret Majumdar asked if this would be subject to consultation and when could the implementation of the abolition of the Cranford Agreement be expected.

Colin Wood confirmed that BAA would look to consult with local residents as they would normally do with any change to procedures. At present, no indication had been given from the Government as to when the implementation would go ahead. Clearly, at this stage BAA would not wish to consult with residents until further notification had been received.

7. Cllr. Reid asked if this would be subject to planning permission.

Colin Wood responded that with any infrastructure change, this would be subject to the normal planning permission.

#### **4381 ANNUAL MEETING OF CHAIRMEN OF AIRPORT CONSULTATIVE COMMITTEES**

1. Report of meeting by the HACC Adviser (**HACC.568**) had been circulated with the Agenda and was noted.
2. Philip Carlisle stated that information was received at the meeting regarding the South-East Airports Task Force, with the CAA and Governmental concentration on making life better for passengers and how important that was at designated airports.

#### **4382 GREAT BRITAIN LAUNCHES SOUTH EAST AIRPORTS TASKFORCE**

1. A new group tasked with improving operations in the major South East airports has been unveiled by Transport Secretary, Philip Hammond, with a drive to reduce long queues and the number of delayed flights. The group will be made up of key players from the aviation world and chaired by Aviation Minister, Theresa Villiers, with the initial focus on Heathrow, Gatwick and Stansted.

The Airport Consultative Committees were quite astounded that not one single representative from any Consultative Committee had been invited to sit on the Task Force. This was another example of how the work that the Committees undertake and could do, had seemingly been ignored in terms of this process.

The UKACCS Secretariat would write to Theresa Villiers MP on behalf of the delegation of Consultative Committees to request representation on the Task Force. A letter sent to Theresa Villiers MP on behalf of those members of the UKACCS who asked to seek participation in the Task Force was (*enclosed*).

**4383 IMPROVING BRITAIN'S AIRPORTS (ECONOMIC REGULATION OF AIRPORTS)**

1. Ministerial Statement by Transport Secretary, Philip Hammond on proposals designed to improve Britain's major airports had been circulated with the Agenda. From this statement it will be noted, that after careful consideration, the Government has decided not to give a new remit to Passenger Focus to represent air passengers, as had previously been proposed.
2. BAA response to Department for Transport Economic Regulation proposals had been circulated with the Agenda and was noted.
3. Frank Evans stated that with regard to Regulation, the CAA themselves would be looking at how passengers could be represented. In the Autumn, they would be talking to airport passenger services committees to see how this matter could be taken forward.

**4384 AIR PASSENGER DUTY AND PROPOSED REPLACEMENT OF APD BY A NEW PER PLANE DUTY**

1. At the Annual Meeting of the UKACCS held on 2nd-3rd June 2010 at London City Airport, amongst the papers discussed was the subject of Air Passenger Duty. Arising from that debate, letters which been sent on behalf of the UKACCS to Justine Greening MP and the Rt. Hon. George Osborne MP to reflect the concerns of the members had been circulated with the Agenda and were noted.
2. ABTN Press Release: Osborne postpones action on APD members' had been circulated with the Agenda and was noted.

**4385 SPEECH BY THE RT. HON PHILIP HAMMOND MP, SECRETARY OF STATE MADE TO LONDON FIRST ON THE GOVERNMENT'S AGENDA**

1. Speech made to London First on 15th June 2010 covering the key components of the Government's wider agenda and transport had been circulated with the Agenda and was noted.

**4386 HIGH SPEED RAIL ACCESS TO HEATHROW: A REPORT BY LORD MAWHINNEY**

1. This independent report by Rt. Hon. the Lord Mawhinney makes recommendations to the Secretary of State for Transport about access to Heathrow Airport by rail, in particular high speed rail - both the proposed High Speed 2 line from London to the Midlands and the North, and the existing High Speed 1 line from London to St. Pancras to the Channel Tunnel. It also makes recommendations about the location of a high speed rail station to serve Heathrow and about related matters. Summary of Recommendations and The Report was circulated with the Agenda and were noted. A copy of the full report with Appendices is available at: <http://www.dft.gov.uk/pgr/rail/pi/highspeedrail/lordmawhinneyreport/>

2. Philip Carlisle commented that he was somewhat astounded at the obvious concern if not objections, from the local authorities relating to enhanced rail connection to Heathrow. He knew that regional airports, particularly Inverness and Aberdeen would never see rail as a substitute. They would always require access, whether or not this was commercially available to Heathrow, and assuming Heathrow stayed the premier hub airport in the UK.

It could not be seen how better rail access, which had to be fast to encourage passengers to use a train service instead of an aeroplane, might encourage growth at Heathrow. If the number of movements were limited and continued to be capped at 480,000, how could the substitute of a good rail service for air cause the airport to grow.

It was hoped the Committee members would be united in their opinion to assist BAA in achieving better connections to the airport.

Rob Gibson responded that the local authorities had been under the shadow of expansion at the airport for such a long time now and look at Heathrow and see it as ever growing. To BAA, the Coalition Government's decision to abolish the third runway was seen as a barrier to the situation. From the report, it could be seen that BAA still believed that the third runway would be the preferred option. The 480,000 ATM cap could be overturned. The local authorities were not going to support expansion at Heathrow.

#### **4387 BAA HEATHROW CAPITAL INVESTMENT PLAN**

1. BAA has published its capital investment plan ('CIP') for Heathrow Airport which sets out the airport's current plans for investment over the ten-year period to 31st March 2020. A copy of the 427 page document is available at [www.baa.com/investor](http://www.baa.com/investor) Report by the HACC Adviser (**HACC. 569**) had been circulated with the Agenda and was noted.

#### **4388 PASSENGER SERVICES SUB-COMMITTEE**

1. Minutes of the meeting of the Passenger Services Sub-Committee meeting held on 2<sup>nd</sup> June 2010 had been circulated with the Agenda and were noted.
2. Andy Hull had chaired the PSSC meeting on the morning of 4th August 2010. He reported that an excellent presentation had been given by Mark Hicks, BAA Flight Connections & PRM Manager and Jeremy Pennington, BAA Commercial Manager on Passengers with Reduced Mobility (PRMs). This outlined the changes that had been made to the re-branded service which had been launched on 1st August 2010. There would be stricter standards and audits. Heathrow was ahead of other European airports in this regard.

#### **4389 NTK WORKING GROUP**

1. Minutes of the meeting of the Noise & Track Keeping Working Group held on 18<sup>th</sup> May 2010 had been circulated with the Agenda and were noted.

#### **4390 NIGHT QUOTA USAGE REPORT**

1. Report from the Heathrow Flight Evaluation Team for the period Mid-Season Summer 2010 had been circulated with the Agenda and were noted.

**4391 AIRCRAFT NOISE COMPLAINTS REPORT**

1. BAA Heathrow Noise Complaints Report and Borough Noise Line Figures for Quarter 2 (April-June 2010) and LB Richmond upon Thames Noise Line Figures for Quarter 2 (April-June 2010) had been circulated with the Agenda and were noted.

**4392 PLANNING APPLICATIONS**

1. Planning Applications for the Heathrow Ward of the London Borough of Hillingdon for July and August 2010 had been circulated with the Agenda and were noted.
2. John Gurney asked for an update on the derelict petrol station in the Central Terminal Area.

Mike Forster said that as part of the exercises ongoing in the whole of the Central Terminal area, consideration was being given to see if the site could be put to short-term use.

**4393 NEWS RELEASES**

1. New Releases had been circulated with the Agenda and were noted.

**4394 ANY OTHER BUSINESS**

1. There were no further items to discuss and the Chairman closed the meeting at 3.50 p.m.

**DATE OF NEXT MEETING:**

**WEDNESDAY 29<sup>th</sup> SEPTEMBER 2010**