

HEATHROW AIRPORT CONSULTATIVE COMMITTEE

Minutes of the Seminar held on 8th December 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. Peter De Vic Carey (Deputy)	-	LB Hounslow
Cllr. Gemma Stockley	-	LB Richmond upon Thames
Cllr. Jim Maddan	-	LB Wandsworth
Cllr. Leslie McDonnell	-	LB Wandsworth
Cllr. Malcolm Beer (Deputy)	-	RB Windsor & Maidenhead
Cllr. Chris Turrell	-	Bracknell Forest BC
Cllr. David Rowlands	-	Bucks CC
Cllr. Moreton Moore	-	Runnymede BC
Cllr. Dev Dhillon	-	South Bucks DC
Cllr. Balvinder Bains	-	Slough BC
Cllr. George Trussler	-	Spelthorne BC
Cllr. Denise Grant	-	Spelthorne BC
Virginia Godfrey	-	HACAN/Clearskies
Susan Parsons	-	ABTA
James Fremantle	-	AUC
Margaret Majumdar	-	EANAG
Brian Sharp (Deputy)	-	EANAG
Steve Ronald	-	IATA
Isobel Knox (Deputy)	-	IATA
John Gurney	-	TUC
Rob Gibson	-	LAANC
Murad Qureshi	-	London Assembly
Frank Wingate	-	Future Heathrow
Brian Yates	-	Consumers' Association
Andy Hull	-	Independent
Keith Harlow	-	Independent
Susan Laurie	-	Independent

HEATHROW AIRPORT LIMITED

Colin Matthews	-	Chief Executive
Nick Cullen	-	Chief Operating Officer
Nigel Milton	-	Director of Aviation Policy and Political Relations
Colin Wood	-	BAA Director of Airside Operations
Cheryl Monk	-	BAA Head of Community Relations & Policy
Jane Dawes	-	BAA Operational Noise & Air Quality Manager

PRESENTERS

Clinton Leeks	-	Corporate Affairs Director - Crossrail
Paul Nickson	-	Head of Organising Committee – London 2012
Danny Sloan	-	BAA Director of Olympic Games 2012
Nick Cole	-	BAA Head of Olympic Games 2012

APOLOGIES FOR ABSENCE:

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

Iain Hope (LCCI), Anne Godfrey (GTMC), Richard Taylor (Independent), Lara Reed (Independent), Ian Ramsay (Independent), Cllr. Barbara Reid (LB Hounslow), Cllr. Dominic Gilham (LB Hillingdon), Cllr. Scott Seaman-Digby (LB Hillingdon), Cllr. Mohammed Khursheed (LB Hillingdon), Cllr. Martin Elengorn (LB Richmond on Thames), Cllr. Peter Cartwright (Bucks CC), Cllr. Christopher Knight (Runnymede BC), Cllr. Ian Lake (Surrey CC), Frank Evans (DfT).

4412 OPENING REMARKS

1. The Chairman thanked BAA Heathrow for providing the Christmas Lunch for the Committee at the Renaissance London Heathrow Hotel and Carole Havercroft, for making all the arrangements.
2. Prior to the Lunch, an address had been made to the Committee by BAA Chief Executive Officer, Colin Matthews.

Mr. Matthews reflected firstly, that since taking up his role at Heathrow 2 1/2 years ago, there had been considerable change, both in the operations and his management team.

Secondly, BAA has invested nearly £2 billion as part of its airport programme in the building of T5B and the progress being made on the new structure of Terminal 2.

Thirdly, the ASQ scores, which measured customer security queues at Heathrow had improved overall, although further progress still needed to be made.

A final key change was the favourable decision around the third runway being made by the Labour Government and then reversed by the new Coalition Government. This was not a decision that BAA welcomed, but it had accepted and respected the Government decision. Looking at the positive side of that, it had potentially removed a source of much of the antagonistic emotion from the local residents, and should improve all the relationships between BAA and people locally. By having that decision on the table, it should be the basis for a more constructive, less tense relationship with the communities surrounding the airport.

Clearly, there were hugely important issues, some positive and some negative. Travel was positive, but congestion was negative. Employment was positive but noise was negative, It was the aim to make most of the good and to minimise the bad, and BAA did this better by meeting people locally. Therefore, it was hoped without the third runway issue in the background, matters could be tackled with more energy and less tension.

Trust needed to be re-built with the communities, for mistakes that had been made and BAA had started to spend more time meeting people locally from the Councils to hold dialogue.

Following on from this address, Members asked questions/responded.

2. Cllr. Rowlands stated that he was impressed to note that £2 billion would be invested at the airport on new infrastructure.

Also, during the recent bad weather, it was noted that a great effort had been put in at the airport to clear the snow. He asked if it was known how much had BAA actually spent on snow plough equipment.

Cllr. Rowlands also referred to High Speed Rail 2 and asked if there was potential for this to connect and operate to join the airport railway tracks.

Colin Matthews responded that a significant investment of several hundred thousand pounds had been made on snow ploughs. Heathrow was able to cope with the snowfall and continued to operate, and did not endure as much snow as Edinburgh Airport or Gatwick Airport which had to close.

With regard to High Speed Rail 2, Heathrow was about joining people to long-haul and short-haul flights. A High Speed Rail 2 connection would be excellent, which should be fast, frequent and comfortable.

3. Cllr. Maddan stated that the third runway project had been referred to, but what of runway alternation.

Colin Matthews responded that he was not a politician. However, he had gained the impression from politicians that, if the third runway was a controversial topic, the subject of alternation was more controversial. Technically, it would give BAA more capacity, but practically speaking, mixed-mode was likely to be within a range of matters that people might put at the top of a list of unpopular issues that they did not like. On that basis, alternation was rather unlikely to happen.

BAA needed to make it clear to people what the benefits of having a large capacity were, both economically and for society as a whole.

4. The Chairman referred to Agenda Item 12 – ‘Heathrow Airport Structure of Aeronautical Charges Proposals’. From the published consultation and decision documentation it was noted that bmi were taking BAA to court on this.

Colin Matthews responded that there was an established route in place whereby airlines could challenge the decision that BAA had recommended, through the CAA, to which this probably referred..

The Chairman asked if this meant that BAA could not impose the charges until this was clarified.

Colin Matthews replied that he was unsure of how quickly the process would be and if it was found against BAA, it would be changed retrospectively.

He explained why BAA had changed the structure of aeronautical charges. As previously stated, Heathrow had a particular role, which was associated with long-haul. The challenge was that short-haul was required too in order to be able to fill the aircraft. This was therefore a unique characteristic of what was known as a 'hub' airport.

There was arguably only one hub airport in the UK, and there was ever only likely to be one, or even zero in the long-term, but that there would not be two hub airports. It was thought to be the job of BAA to do their best to defend the fact that Heathrow was an effective hub.

One of the key objectives of the change in the structure was to encourage airlines to use Heathrow as a hub, for which it had a particular role, and not as a point-to-point centre, like many other airports throughout the world.

Secondly, BAA wished to strengthen the use of quieter, less emitting aircraft. On noise particularly, most of the aircraft migrated into Category 'B' and so there was little incentive for airlines to improve as they were in the best category. Therefore, BAA opened up the category as a progressive incentive for airlines to use their most modern, efficient, quietest aircraft.

These were the two key objectives; to encourage airlines to use Heathrow as a hub and encourage 'Greener', quieter aircraft.

The influence of BAA was modest. With companies such as bmi, British Airways and Virgin, people decided where to fly and on which schedule for very powerful reasons, but insofar as BAA had an influence, they wished to use this in the right direction.

5. Philip Carlisle stated that he had gained the impression that the number of domestic short-haul routes had been reduced into Heathrow Airport. Certainly, it was known to be a concern of regional airports that there was not enough routes for their business, which in turn would help the Heathrow business in terms of a hub airport.

It was thought that most of the flights were travelling from near Europe rather than domestically and High Speed Rail 2 was a long way off.

Philip Carlisle asked if this was not doing a disservice to Heathrow and making it even less attractive to provide domestic feed into the airport, rather than European.

Colin Matthews responded that this was a good question. If other hub airports were looked at for direct and transfer traffic, Heathrow were ranked third. This was due to the fact that the airport was at full capacity and the destinations which get squeezed out were the shortest haul. Ten years ago, Heathrow had twice as many connections to domestic routes. Amsterdam, Paris and Frankfurt all had more destinations in the UK served from their airports than Heathrow did. That was the consequence of not having the capacity.

Whilst this point was accepted, if the Government had decided that there was to be no expansion at Heathrow with a third runway, which would give extra capacity, but just a hub, there will be progressively less short-haul routes to the UK, and the regions would complain, but it was not possible to alter this fact.

More specifically, if BAA were allowed to distinguish between the charges for a passenger flying from Scotland or a passenger flying from Paris, this would be the case, if there was a significant difference in the cost of providing those services. However, there was not, particularly from April, when the Airport Charges Directive became enacted, with spaces for most European services.

6. Cllr. Bains referred to the subject of public transport. He said that four or five years ago, BAA used to subsidise connections from Slough or Windsor into Heathrow Airport. However, the concessions were not now being paid as previously, and the buses were running empty of passengers, as people were not encouraged to use the service. A request was made that this topic be re-visited.

Colin Matthews responded that generally, the better connected that Heathrow was would benefit everyone. It was preferable to be connected by a better rail service to Slough. This was one of four big challenges, the others being how could the South-West be connected by rail to the South-West of London, how could a High Speed train be connected, with Crossrail being the most imminent, which it was pleasing to note was progressing.

Although BAA would like to see a better connection from Slough to the West, preferably by train, as to whether this would be the right use of their financial resources to have specific incentives in that direction, was another question.

7. Nigel Milton said that BAA were looking at their Surface Access Strategy. There was a budget in place to spend on subsidising public transport links to the airport. At present, the decision on how far that extends and how that budget was spent was under review.

The specific comment made on Slough and improving the link to the West in time, was a matter that needed to be addressed, as looking at the current strategy it did seem as if BAA had focused more on links to the East.

8. Cllr. Moreton Moore commented that Bus Route 71 was a very good service that travelled through Slough.

As a representative of the Runnymede residents, he knew there was always concern on air quality. However, it was pleasing to note from the graphs distributed by BAA that this was improving and becoming closer to the EU limit for nitrogen dioxide.

Colin Matthews commented that Marylebone High Street had twice the level of nitrogen dioxide than Heathrow. Aviation was a part of the answer, but not nearly enough of the answer. Earlier this year, when the eruption of the volcano stopped all movement of aviation, it was true that the levels of nitrogen dioxide on the airport itself were down by 30%, but outside of the airport they did not move at all.

To improve air quality, it was more about reducing congestion and getting rid of the older diesel vehicles, particularly on the M4 and M25. Heathrow had a role in that, as surface access had a key part. However, to say that aviation could ‘fix’ air quality was wrong.

9. Andy Hull said that he was disturbed to read of the potential consequences of the change in Air Passenger Duty (APD), as he felt that this would drive even more business away from Heathrow to European hubs.

Colin Matthews replied that he sometimes wondered if people thought of air travel as for the businessman on British Airways and other airlines and would therefore be sensitive to the price, but attack other traffic flows. For example if a Chinese family decided whether to visit France or England as tourists, it would cost three times more to visit London than Paris, with the cost of the Visa plus APD. Consequently, there were also six times more Chinese people visiting France than England, because of the connections.

If we were interested in our economic development, should the country be taxing inbound tourists, to the obvious advantage of France, but with an obvious disadvantage to ourselves. It was not smart. It was a revenue measure as set by the Secretary of State. It was not a transport measure. More constructive means should be looked at like emissions trading, that when introduced would replace and reduce the other taxes.

10. Keith Harlow referred to Schipol Airport, which had in the last few years developed a proper terminal facility for low-cost carrier airlines. He asked if it had been considered for Heathrow to provide such a facility to reverse the trend of losing carriers from former destinations, as Heathrow had slipped down to fifth in the European League.

Colin Matthews responded that, if airports such as Paris and Amsterdam were looked at, they had more capacity than London and had an economic reason to look for more carriers. Even if they were paying money to have the carriers and even if an airline paid £1, it would be worth the benefit.

Heathrow did not have that space and there was already insufficient space for all of the new network carriers. It would therefore be peculiar for BAA to seek to do what other regional airports such as Stansted and formerly Gatwick did very well to serve that particular market. It was not thought that BAA Heathrow should do their best to make it the best possible place to for any airline who wished to use it as a network.

A network airline such as British Airways, American Airlines and United Airlines optimised all of the connections to make best use of the facilities. Out of that, came a mix of short-haul and long-haul flights.

11. Margaret Majumdar stated the attendance of Colin Matthews at the HACC meeting was appreciated as it was useful to hold dialogue with the Members.
12. Brian Yates spoke as Chairman of the Passenger Services Sub-Committee (PSSC). He felt that the BAA management were now much more engaged with the members than in previous years. Attendance was good at the meetings and questions raised received an investigation and response from BAA.

13. The Chairman asked about the current financial status of BAA.

Colin Matthews responded that the BAA debt was publicly traded. If talking to creditors, the people who had lent BAA money, he could be confident in that only little more than a year ago, to buy insurance against the risk of BAA going bankrupt due to the credit crisis measured 1200 basis points. However, this was now 170 basis points, which was about the normal level for a company such as BAA.

The Chairman thanked Colin Matthews for his attendance at the Seminar and answering the questions of the Members.

4413 MINUTES OF THE PREVIOUS MEETING

1. Minutes of the meeting held on 29th September 2010 were agreed as an accurate record with the following amendment:-
2. Iain Hope referred to Minute 4398, point 7, where Steve Ronald had been quoted as saying that 'the quickest method to travel between T1 and T3 was to take the train'. This should read T5 and not T1.

4414 MATTERS ARISING

(a) Minute 4398 – In terms of coaching between the different Terminals, check the timetables (Nick Cullen). (Following a discussion outside of the HACC meeting, Iain Hope - LCCI Member of HACC to write to Nick Cullen with further information on the bad Heathrow Hub experience of a Party of elderly passengers - Actioned).

1. This had been actioned.

(b) Minute 4402 – Arrange a presentation on the Cranford Agreement and Noise Insulation Scheme consultations at the January 2011 meeting (Nigel Milton).

1. This had been actioned.

(c) Minute 4411 – Establish information on bus route 51 (Addlestone, Surrey - Heathrow) (Nigel Milton).

1. Nigel Milton stated that, following investigation, it was established that under the Bus Regulations, eight weeks notice should be given to BAA on the introduction of a new service in order to promote it, but this did not happen.

Bus route 51 was introduced as a commercial service and now that BAA were aware of its existence, they intended to provide promotional material and run advertising campaigns in the New Year.

(d) Minute 4411 – Hold dialogue with Metropolitan Police re: closure of Welcome Roundabout on the morning of 29th September 2010 (Nick Cullen).

1. Nick Cullen stated that the issue had been generated because the Metropolitan Police, on the advice of the London Fire Brigade, took the decision that as the vehicle was on fire, there was a risk of its battery being contaminated. When the nominated recovery vehicle arrived after 17 minutes, it was decided that specialist recovery equipment was required.
2. John Gurney commented that, as a person who had been in the gridlocked traffic on that morning, it would have been preferable for the Highways Agency to pre-warn motorists with a notice displayed before the roundabout to enable people to travel on a diversion route. However, the Highways Agency or DfT appeared to be reluctant to place a laser message on the overhead gantry.

Nick Cullen commented that the overhead gantry was the property of the Highways Agency, and as such, they had protocols on what information they permitted to be displayed on this. However, he would follow this suggestion up with the Highways Agency.

ACTION:
NICK
CULLEN

4415 REPORT BY THE CHAIRMAN AND SECRETARIAT

1. There was no verbal report made against this item.

4416 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.
- (c) A DVD was shown of the latest T-Mobile commercial hosted by Terminal 5 on 27th October 2010.
- (d) The Service Quality Report for October 2010 was circulated to the Members.

4417 CROSSRAIL & HEATHROW

1. Presentation by Mr. Clinton Leeks, Corporate Affairs Director of Crossrail on the latest developments of the project (*enclosed*).
2. Murad Qureshi referred to the Western end of the project and the middle tunnelling section of the project and sequence of works. Whilst some tunnelling could already be seen, he asked what action had been taken on the Paddington track to Heathrow.

Clinton Leeks explained that, obviously, without the completion of the central tunnel, there would be no Crossrail. Clearly, without the extensions going out the demand in Outer London would not be captured to make it into part of the Crossrail project.

When funding was agreed by Government in 2007/2008 and they issued a programme, it was stated that the central section should be ready to open by the end of 2017. However, it was recognised that this would be opened in stages, as it was one matter to deliver the elements of a project, it was another to integrate them in a way that the actual users were comfortable with from Day 1 and felt that the system actually worked.

The challenge that would exist with Crossrail, would be to not just deliver the tunnel on the external sections, but integrating the very different historical legacies with different design frames to have a through train passenger experience.

It was always the intention to open in phases in 2017.

Crossrail had told the Government that to mitigate risk and therefore to bring the price down in terms of releasing some of the contingency, a further year would be required for some of the central tunnelling and allow a discussion with the owners Mayor Boris Johnson and Central Government, Philip Hammond MP to talk through the most cost effective and least risky in terms of impact on existing rail operations for opening Crossrail to a timetable in stages thereafter.

At the Press Conference held on 20th October 2010 by Mayor Boris Johnson, he said that the central section would operate by the end of 2018 and the various surface sections would open thereafter in stages, within a matter of months.

Both Crossrail and the DfT were very conscious of the importance of Heathrow being connected into as much of the Crossrail service as early as possible. However, it has not yet been finalised with the two project sponsors what the remaining commissioning timetable should be for the central section. To this end, Crossrail, the DfT and TfL would be looking at the best way to do this, in terms of commissioning of rolling stock, the progress of works, demand and the most sensible way to operate the railway in stages.

Murad Qureshi asked which stations in West London would have works carried out on them to upgrade e.g. Southall.

Clinton Leeks responded that Network Rail had been part of the cost review exercise. Their share of the Crossrail budget was £2.3 billion. They had to go through a value management process to ensure they kept within this budget. From that, certain stations, e.g. Ealing Broadway, Romford and Ilford were hoping for a substantial station reconstruction, including forecourts. They would receive upgrades with new facilities, but not major works. Southall, would again receive many improvements, but not a total reconstruction. Network Rail were progressing the detailed design of this.

Network Rail had already visited the LB Ealing to explain the plan. Ealing would receive five Crossrail stations, some of which would receive more substantial upgrades than others, depending on the anticipated generation of Crossrail traffic.

Murad Qureshi asked what impact Crossrail would have on the Heathrow Express Service.

Clinton Leeks replied that there was an agreement made with BAA and British Airways, that there would be no effect on the Heathrow Express service. That would continue as now. However, Heathrow Connect was envisaged as a different service. The advantage being offered was complete connectability from Heathrow through deep underground Paddington and on to the City.

The number of trains per hour would be as followed. From the East, there would be 12 trains down from Essex and 12 trains up from the borders of Kent. These would operate at peak- time through to Paddington. At Paddington, 14 of those 24 trains would turn back, whilst of the remaining 12, 10 would continue the journey. Of those 10, 4 would become in effect Heathrow Connect and turn South for Heathrow, with the remaining 6 trains travelling to Maidenhead. Two trains would turn back at West Drayton and the other 4 trains would also continue to Maidenhead.

This was the track access option approved by the Office of Rail Regulation who had looked at what could be scheduled on the western side of the rail network, which was much busier and had a heavier impact than the eastern side.

If the growth of Crossrail had been looked at since the 1980's, it had always been the western end which had been the real challenge in planning terms and provoked all the debates about where the western arms and links should go.

3. Brian Sharp asked what the traction would be for Crossrail and if it was on an overhead line.

Clinton Leeks confirmed that it was 25 Kv alternating current. It was the existing system on the Great Eastern Main Line. The rolling stock would use an overhead line, with a provision for adding third rail if Crossrail were to be extended further in the East and West, subject to a future Government decision on funding.

4. Cllr. Malcolm Beer commented that Reading in Berkshire was considered as regional in the South-East for Crossrail.

Clinton Leeks said that the route had been safeguarded for this.

4418 LONDON 2012 AND BAA ARRANGEMENTS AT HEATHROW DURING THE OLYMPIC GAMES 2012

1. Joint presentation by Mr. Paul Nickson, Head of Organising Committee London 2012 and Nick Cole, BAA Head of Olympic Games 2012 on the arrangements during the Olympic Games and Heathrow (*enclosed*).
2. Murad Qureshi stated it was understood that 90% of spectators and dignatories would require airspace for charter flights.

Nick Cole confirmed that the 125,000 members of the Olympic Family would not need additional aircraft.

Paul Nickson commented that London 2012 had been forewarned that only scheduled flights would be used for dignatories using Heathrow.

Murad Qureshi asked how would people arriving at Heathrow, travel onward to Stratford, as there could be congestion on the Piccadilly Line with so many people. Also, the luggage area was restricted.

Paul Nickson said that the Heathrow Express service would be used for certain people e.g. the Press.

The event would also be held over a 12-day holiday period, where it would pick up the slack from the diluted traffic.

3. Virginia Godfrey asked why was not more positive use being made of traffic through Stansted Airport.

Paul Nickson stated that a full chartered service would be used into Stansted. London 2012 were working with the airport in this regard.

Danny Sloan added that for airports in controlled space, Stansted did not receive as much traffic as Heathrow.

120-150 Heads of State might visit the Olympic Games and be encouraged to arrive by scheduled flights.

4. Frank Wingate referred to the use of road lanes during the Olympics.

Nick Cole confirmed that it would be 'business as usual' at Heathrow. Discussions were ongoing with LOCOG in this regard. It is a requirement that the traffic should continue as normal.

5. John Gurney advised that not all of the Olympic Team would be travelling to the Village directly. The UKBA Service were currently in discussions at Heathrow about this.

Nick Cole agreed that BAA were working with the UKBA, to ensure that manpower requirements match the demand of the passengers.

6. Steve Ronald pointed out that the Queen's Diamond Jubilee Celebrations would be held at the same time, for which Heads of State would also be arriving.

The Queen's Service had been moved to after the Opening Ceremony of the Olympic Games.

The forthcoming Royal Wedding of Prince William to Kate Middleton would give the opportunity to test out the plans in April 2011.

Brochures were being prepared for those using charter flights.

7. Cllr. Beer said that he was pleased to note that there would be no night flights during the period that the Olympic Games would be held and that the taxi lane service on the M4 was now gone.

4419 COMMUNITY FUNDING

1. Presentation by Caroline Nicholls, BAA Director (Communities Trust) and Cheryl Monk, BAA Head of Community Relations on the community funding for local authorities (*enclosed*).
2. Cheryl Monk advised that BAA invested most funding in Hillingdon, Slough, Ealing, Hounslow and Spelthorne. Every year £2m was distributed to local projects.

Through the Retail Academy, 3,000 people had been offered employment.

3. Caroline Nicholls stated that she was a Director of the BAA Communities Trust, a registered charity, set up by BAA in 1996, to promote community relations activities at all airports. This was run independently. £6 million of grants had been invested since its inception. In 2010, a Trust Fund of £170,000 for Heathrow had been set aside and again for 2011 for the chosen projects.

The focus was on education, environment and economic regulation.

The Heathrow Sustainability Partnership was chaired by Colin Matthews.

4. John Gurney asked if funding was available to other boroughs apart from the five surrounding areas.

Caroline Nicholls confirmed that this could be applied for through the Noise Fines Fund.

4420 AIR QUALITY AT HEATHROW

1. BAA Air Quality Monitoring Report at Heathrow - Quarter 3 2010 had been circulated with the Agenda and was noted.

4421 GREAT BRITAIN LAUNCHES SOUTH EAST AIRPORTS TASKFORCE

1. On 13th August 2010, a letter was sent to Theresa Villiers MP (*previously circulated*) on behalf of those members of the UKACCS who asked to seek participation in the Taskforce. A response letter had been circulated with the Agenda and was noted.

4422 NATS CONSULTATION - TERMINAL CONTROL NORTH - AIRSPACE CHANGES

1. A letter received from NATS relevant to the progress regarding the airspace change proposals in the area known as Terminal Control North (TCN) on which they originally consulted in 2008 had been circulated with the Agenda and was noted.

An airspace presentation would be made to the Committee at the 26th January 2011 meeting.

4423 HEATHROW AIRPORT STRUCTURE OF AERONAUTICAL CHARGES PROPOSALS

1. Briefing Summary Note by the HACC Adviser (**HACC. 572**) together with copies of the consultation had been circulated with the Agenda and were noted.
2. Philip Carlisle outlined the contents of the report.

3. The Chairman commented that Colin Matthews, in his address to the Committee, had stated that the two main principles behind the charging was encouraging the development of a hub at Heathrow and the use of cleaner aircraft.
4. Rob Gibson said that he was curious to know why this subject was not previously brought to the attention of the Committee at the consultation stage, as he had felt its contents were relevant to HACC.
The Chairman explained that the Committee had never looked at charges.
5. Philip Carlisle continued that historically HACC had not studied consultations on charges. He had received this particular document at the consultation stage. He understood that as it was a matter chiefly between the airlines and the airport who would address their own causes.

For future consultations, the information could be relayed to HACC Members.

6. Rob Gibson stated that if charges had an environmental bias, LAANC would have an interest in this matter.

4424 PASSENGER SERVICES SUB-COMMITTEE

1. Minutes of the meeting of the Passenger Services Sub-Committee meeting held On 29th September 2010 had been circulated with the Agenda and were noted.
2. Andy Hull advised that the Committee had received a 'Welcome' presentation from Nick Adderley, BAA Marketing and Insight Director.

4425 NTK WORKING GROUP

1. Minutes of the meeting of the Noise & Track Keeping Working Group held on 14th September 2010 had been circulated with the Agenda and were noted.
2. Margaret Majumdar referred to Item 6 on Noise Action Plans. It was understood that these would be published by the end of November 2010, but this had not been the case.

The Chairman responded that the DfT were hoping that the Noise Action Plan would either be published at this time, or an update available to give to HACC Members, but this had not yet been possible.

This subject would be carried forward to the 26th January 2011 meeting as a main item.

3. Nigel Milton stated that it might be the case that the same position would remain in January 2011, as there were processes to work through. BAA were still awaiting approval from the Government.
4. Virginia Godfrey referred to Minute 8 relevant to the ending of the Cranford Agreement assessment and asked if this was yet ready for publication.

Nigel Milton responded that this assessment and mitigation study was not yet ready for publication. BAA hoped that this would be available for distribution in January 2011. As explained at the last HACC meeting, the ending of the Cranford Agreement consultation would be going out in parallel with the review of Noise Mitigation Measures consultation.

The delay of the Noise Action Plans had therefore also delayed the work of BAA on the Noise Mitigation Measures consultation. However, there would still be a 12-week consultation with roadshows and presentations in Town Halls.

A presentation would also be made to the HACC at the 26th January 2011 meeting.

5. Margaret Majumdar stated that EANAG felt that there was insufficient information from BAA about delayed departures which kept residents awake in West London at night. In future, could a schedule be produced, indicating the reason for the late departures during the week, showing the latest departure time, how many were due to weather conditions and technical problems. Also, whether there was a particular airline that had more than its share of technical problems.

Colin Wood agreed that this information would be made available to the HACC.

ACTION:
COLIN
WOOD

4426 AIRCRAFT NOISE COMPLAINTS REPORT

1. BAA Heathrow Noise Complaints Report and Borough Noise Line Figures for Quarter 3 (July-September 2010) (*enclosed*) and LB Richmond upon Thames Noise Line Figures for Quarter 3 (July - September 2010) had been circulated with the Agenda and were noted.

4427 NIGHT QUOTA USAGE

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

4428 PLANNING APPLICATIONS

1. Planning Applications for the Heathrow Ward of the London Borough of Hillingdon for September and October 2010 had been circulated with the Agenda and were noted.

4429 NEWS RELEASES

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

4430 ANY OTHER BUSINESS

1. There were no further items to discuss and the Chairman closed the Seminar at 4.45 p.m.

DATE OF NEXT MEETING:

WEDNESDAY 26th JANUARY 2011

DATES OF 2011 MEETINGS:

WEDNESDAY 26th JANUARY 2011

WEDNESDAY 30th MARCH 2011

WEDNESDAY 25th MAY 2011

WEDNESDAY 27th JULY 2011

WEDNESDAY 28th SEPTEMBER 2011

WEDNESDAY 7th DECEMBER 2011 (SEMINAR)