

## HEATHROW AIRPORT CONSULTATIVE COMMITTEE

Minutes of the meeting held on 6<sup>th</sup> December 2000 at Heathrow Point West

### PRESENT:

Sam Jones, Chairman	-	HACC
Maurice Hudson, Technical Adviser	-	HACC
Sue Heeps, Secretary	-	HACC
Keith Abnett	-	FANG
Mark Balaam	-	LTB
Cllr Josephine Barrett	-	LB of Hillingdon
Cllr M Beer	-	RB of Windsor & Maidenhead
Nigel Beresford	-	Independent
Cllr P De Vic Carey	-	LB of Hounslow
Philip Carlisle	-	GBTA
Cllr Gerry Ceaser	-	Spelthorne BC
Don Coventry	-	TUC
Cllr S Dhaliwal	-	LB of Hounslow
Roy Featherstone	-	ABTA
Virginia Godfrey	-	HACAN/ClearSkies
Dave Hopkins	-	BATA
Andy Hull	-	Independent
Sir Peter Innes	-	LCCI
Tony Lucking	-	AUC
Cllr M Mann	-	Slough BC
Cllr James Maxwell	-	Surrey CC
John Oswell (Deputy)	-	LB of Hillingdon
Brian Sharp	-	EANAG
Cllr G Tomlin	-	LB of Hillingdon
Brian Yates	-	Consumers' Association

### HEATHROW AIRPORT LIMITED

Roger Cato	-	Managing Director
Andrew Dryland	-	Planning & Environment Director
Paul Fox	-	Safety & Security Director
Ian Witter	-	Airside Envir'ment & Compliance Mgr
Gerard Silverstone	-	Public Affairs Manager

### OTHERS

Paul Reardon	-	DETR
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**Apologies for absence** were received from the following :- Cllr G Blampied (Spelthorne BC), Janet Brady (Independent), Danny Brown (Independent), Cllr T Stubbs (LAANC), Col Jim Blake (Independent), Cllr M Majumdar (LB of Ealing), Cllr J Greer (South Bucks), Cllr S Kallar (ALG), Cllr M Khursheed (LB of Hillingdon), Cllr Kanwal (LB of Hounslow) and Iain Hope (HASG).

**Welcome** - The Chairman welcomed Group Captain Nigel Beresford (Independent) to the Committee.

## **2514 MINUTES OF THE PREVIOUS MEETING**

The Minutes of the meeting held on 13<sup>th</sup> September 2000 were agreed as a correct record.

## **2515 MATTERS ARISING**

2459 - DETR

There was no news about the case before the European Court of Human Rights.

2498 - Passenger Rights

Posters were now on display in the Terminals.

## **2516 REPORT BY THE CHAIRMAN AND SECRETARIAT**

### **.1 Membership**

Two new Independent Members have been appointed - Mr Danny Brown and Group Captain Nigel Beresford RAF.

### **.2 Membership of Sub-Committees**

The Chairman explained that the Noise & Track Keeping Working Group is not a HACC Sub-Committee but does have HACC representation as part of its membership. The number of HACC representatives at recent meetings had been low and the Chairman asked for volunteers to serve on the Working Group. Cllr Tom Stubbs (LAANC), Don Coventry (TUC), Keith Abnett (FANG), Cllr Dhaliwal (LB of Hounslow) confirmed their membership; the Chairman pointed out that their Deputies could attend when necessary.

.3 The Chairman said that he was still endeavouring to recruit members for the Environment & Local Issues, General Purposes and Surface Access Sub-Committees. Deputies could be appointed to serve on these sub-committees if Members had time constraints.

.4 He also again asked that all Members ensured that relevant papers from their organisations were sent to the Technical Adviser. Papers could be for information, or for inclusion on the agenda of a sub-committee, or on the main agenda for HACC, and were essential if an adequate coverage of Members' interests were to be achieved.

.5 The Air Track Forum had been launched by British Airways and had invited a representative from HACC to attend future meetings. Andy Hull (Independent) had attended the first meeting at short notice and would be happy to represent HACC in future. The Technical Adviser would also needed to attend the Forum and the Chairman suggested that enquiries should be made to see if two representatives could attend. A report would be brought back to the January meeting. Members agreed.

### **Chairman/Secretariat Report**

- .6 The Technical Adviser reported that the Government would be publishing an Air Transport Policy Consultation document shortly. *[Afternote: this was published on 12 December.]*

### **2517 REPORT BY THE MANAGING DIRECTOR, BAA HEATHROW**

- .1 The Managing Director's report had been circulated with the agenda. Roger Cato said that BAA had recently launched a Travel Plan which identifies options for staff travel. During the last eight years the numbers of staff using cars to travel to work had been reduced from 78% to 71.5%. This was a significant drop particularly when compared to what was happening in the rest of the UK.
- .2 BAA have invested £50,000 in a 12 month trial of pre-conditioned air to be available on stands at Terminal 4. The new equipment will mean APUs (Auxiliary Power Units) can be used less by aircraft whilst on the ground thus reducing noise and emissions.
- .3 On 30th October Stanwell Moor was flooded due to the River Colne bursting its banks. There had been rumours that the airport contributed to this flooding. This was not true and Roger Cato confirmed that no changes to the maintenance routine of reservoirs had taken place.
- .4 The fourth 'Meet the Buyers' event had taken place and had been very well attended. The event brings together local buyers and suppliers.
- .5 Roger Cato said that he had met with the Director for Commercial Services and the Public Carriage Office from Transport for London to discuss the taxi issue. Work was under way to put together a Strategy to deal with the issues and a meeting was being arranged with the taxi trade. Primary legislation would be required to put the situation right but every effort will be made to improve the position. He confirmed that he had been in touch with the Office of Fair Trading but they were not convinced there is a case to answer.
- .6 Resurfacing programmes for the two runways will begin next year. The northern runway will be first and this will mean the runways closing every night successively between the hours of 2230 and 0600. This will mean suspension of runway alternation at night from Spring to Autumn 2001.
- .7 In discussions, Cllr Tomlin said that the Meet the Buyers Event was very welcome. He raised the question of the Hayes Hub and asked if the train paths had been agreed and also if the capital expenditure funding was agreed - he was concerned about the SRB funding which will expire in April 2002. He also drew attention to a recent Press Release which said that BAA were giving £100,000 a year for nine years to community projects at Gatwick.

- .8 Roger Cato said that he understood that the Hayes Hub train paths had been agreed, at least for a two year period. The HEX team who were responsible for the project had come to the conclusion that it was not financially viable in business terms however BAA have agreed to subsidise the project as part of their commitment to public transport. Roger Cato said that there were a variety of schemes at Heathrow that, in total, exceeded the money being given at Gatwick. The Chairman thought that there was another aspect to this Gatwick donation. If local communities around a major airport are prepared to agree a Section 106 Agreement the savings in major legal fees to BAA could be available for this type of funding.
- .9 Cllr Tomlin said that just dealing with planning applications related to the airport cost the LB of Hillingdon a great deal of money and he could not see why BAA should not contribute to these costs. Roger Cato said that BAA were very aware of the pressures within the Borough caused by planning applications and discussions had taken place with the Chief Executive and the Leader of the Council about ways in which BAA might assist the Council. However legal advice was that a direct financial contribution to ease the burden would be illegal.
- .10 Cllr Maxwell said that he applauded BAA's Surface Access Strategy but asked if they were aware of the problems of recruiting bus drivers and providing affordable accommodation for them. Roger Cato said that this was a problem throughout London and pointed out that the BAA Chief Executive, Mike Hodgkinson is a Board Member of Transport for London.
- .11 In response to a question from Virginia Godfrey, Ian Witter said that the runway resurfacing should not affect day time runway alternation however, the ILS systems are also being changed and if conditions of poor visibility should occur it was possible there could be some disruption to alternation. Further details about the programme will be brought to HACC in 2001.
- .12 Cllr Beer asked if there were any proposals for a rail link to the Cargo area. Roger Cato said that there was a proposal to build a railhead to the west of the airport by Argent. Cllr Beer said that Argent had categorically said that the proposed development had no connection with Heathrow. Roger Cato confirmed that the development was not connected to the airport Cargo operation.
- .13 Cllr Ceaser thanked Roger Cato for BAA Heathrow's help in dealing with the recent floods in Stanwell Moor and looked forward to the public meeting planned to explain drainage in the area. He also pointed out that local authorities outside the Metropolitan area, adjoining the airport, would be licensing black cabs there and it might be possible to reach a resolution to the taxi fare problem by including these authorities in any discussions.
- .14 Cllr Ceaser said that were increasing complaints from members of the public about their ability to register noise complaints. Local Authorities are receiving complaints about the difficulties being experienced by people who do not consider they are being treated in a customer friendly way. Roger Cato was very concerned and asked for further information to be sent to him.

## **2518 CORPORATE SUSTAINABILITY REPORTING**

The Chairman congratulated BAA for being awarded the highest marks in an international bench marking survey of sustainability.

## **2519 BAA CAPITAL PROGRAMMES**

- .1 BAA recently updated its 10 year south-east airports capital investment programme and is seeking views on the proposals as part of its regular annual consultation process. The Technical Adviser will bring a report on the programme to the next meeting. *Copies of the full investment programme are available from the Secretariat on request.*
- .2 Tony Lucking queried the figures in the forecast which showed an increase over the next six years of 2 to 3 million passengers over the three London airports against a rise of 5 to 6 million over the last three years. The total increase was 28% compared to the national forecast being used for SERAS of between 44% and 66%. The national forecast shows business traffic increasing faster than leisure and Heathrow was, essentially, a business traffic based airport.
- .3 Roger Cato said that the BAA forecasts given to the T5 Inquiry were begun in 1991 and submitted in 1993. The forecast for this year was 459,000 movements in total and the actual will be in the region of 463,000 which was very close.

## **2520 DETR - AIRPORT COMPETITION**

A report from the Technical Adviser (HACC.239) had been circulated with the agenda. Members noted that the Deputy Prime Minister had announced that BAA should keep its three London airports and had coupled this with a statement that it favoured the auction of airport "slots". It was agreed to invite Peter Morrisroe of ACL to address the Committee about slots.

## **2521 SOUTH EAST AND EAST OF ENGLAND REGIONAL AIR SERVICES (SERAS)**

- .1 A report from the Technical Adviser (HACC.238) had been circulated with the agenda. This outlined the various Workshops which had taken place. *Copies of the presentations given to a series of Workshop Sessions were available from the Secretariat.*

- .2 Cllr Tomlin, referred to point 8 - Demand Management - of HACC.238 which reported that an airline representative had suggested that £800 million paid annually in Air Passenger Duty would go a long way towards covering the construction of a new airport. He asked if the Technical Adviser would suggest at the next meeting that some of this money be given to the LB of Hillingdon to cover the costs of administration caused by having Heathrow within its boundaries. The Technical Adviser said that if the Members of the Committee wished him to make this point he would.

## **2522 STANSTED GROWING**

BAA have issued a consultation document with proposals for increasing the passenger through put to 25 million passengers annually (HACC.234 refers). There was some discussion about the expansion and it was agreed that Members supported the proposals.

## **2523 COMPETITION FROM EUROPEAN AIRPORTS**

- .1 HACC.207 had been circulated with the agenda. The report had been deferred from HACC in May and it had been hoped that the Director of Airports for IATA would be able to attend the meeting to discuss the issues. Unfortunately he had been detained in Canada.
- .2 The Technical Adviser explained that there was a great deal of work going on at other European airports with the aim of taking traffic away from London. The growth rates at these airports, some of which now had 4 or 5 runways, was substantially in excess of the rate at Heathrow. The impact on the economy of the London area could be significant. The promised Government consultation on air transport will doubtless raise questions of this nature.
- .3 Brian Sharp said that France had the room to build airports since it had twice the area of the UK and a similar size population. He felt that some of the theories expounded were aimed at getting people to accept over-capacity at Heathrow. Cllr Tomlin thought that the south east economy was overheated and this was reflected by recruitment difficulties in many industries.
- .4 Tony Lucking said that one of the ways of dispersing the nation's economy was by regional air routes. The AUC supported protection of regional routes to places like Newcastle which was particularly reliant on air services. Ten European countries do protect their regional air services.
- .5 Roger Cato said that there was no question about the comprehensive development plans for airports in Europe. Night flight restrictions there are weighted in favour of their national carriers with different regulations for foreign carriers. About 25% of Europe's top 1000 companies have headquarters in the UK as a result of the communication link at Heathrow, the airport is undoubtedly crucial to the UK economy.

- .6 The Technical Adviser said that the vast majority of passengers travelling through Heathrow originate in the South East of England. One of the problems that would have to be faced is to how to ration air travel if capacity is restrained. Cllr Tomlin suggested that a rail system linking the London airports would give sufficient capacity to meet the challenge of foreign airports and several Members agreed.
- .7 In the general discussion some doubts were raised about the extent to which air transport activity does benefit London.

#### **2524 PASSENGER SERVICES SUB-COMMITTEE**

HACC.240 - Report of the Passenger Services Sub-Committee held on 20<sup>th</sup> September had been circulated with the agenda and was noted.

The Chairman of the PSSC, Philip Carlisle, said that Members of the Sub-Committee had been concerned about the Feltham Rail/Air Link. They had been making an effort to encourage South West Trains and Anglia Railways to publicise the service and although they recognised that the service would eventually have to be commercially viable, members were anxious to ensure that every avenue was explored to make the service successful. They were therefore very concerned to hear that the dedicated bus service may be replaced by a re-routed 285 service.

There was some discussion about the lack of publicity for the Feltham Rail/Air connection and Members urged the sponsoring authorities to take action to remedy the situation.

#### **2525 NOISE & TRACK KEEPING WORKING GROUP**

HACC.241 reported the meeting of the Working Group held on 27<sup>th</sup> September 2000. HACC.242 reported the meeting of the Working Group held on 8<sup>th</sup> November 2000. Both reports had been circulated with the agenda and were noted.

#### **2526 ENVIRONMENT & LOCAL ISSUES SUB-COMMITTEE**

- .1 HACC.243, which had been circulated with the agenda, reported the meeting of the Environment & Local Issues Sub Committee held on 21<sup>st</sup> November 2000. There was some discussion about the Air Quality and Icefall presentations given at the meeting which reflected the views expressed at the sub-committee meeting. Roger Cato confirmed that Air Quality Strategy is high on the agenda for BAA Heathrow.
- .2 Cllr Carey thought that there should be a scientific investigation into the effect on air quality by operations at Heathrow. Roger Cato said that research was going on in Europe which was being carefully followed and BAA Heathrow worked with expert guidance to reduce emissions wherever possible.

- .3 The sub-committee had considered responses to a preliminary questionnaire from the GLA about a draft London ambient noise strategy and Members agreed that those suggestions should be used in the response from HACC.
- .4 Cllr Tomlin asked if BAA Heathrow agreed with the Mayor that road traffic in London needed to be reduced by 15% to improve air quality. Roger Cato said that the various documents issued by the Mayor regarding air quality and traffic congestion were still being studied. However if everybody in London worked at home one day a fortnight the Mayor's targets would be achieved and BAA were working on a number of alternative work style strategies. Consideration was being given to introducing a 9 day working fortnight for administration staff to reduce road traffic on a Monday or a Friday.
- .5 The next meeting of the Environment & Local Issues Sub-Committee was arranged for **11am on Wednesday 7<sup>th</sup> February 2000**.

## **2527 GENERAL PURPOSES & ECONOMIC ISSUES SUB-COMMITTEE**

- .1 HACC.244 reported the meeting of the General Purposes & Economic Issues Sub-Committee held on 21<sup>st</sup> November 2000.
- .2 The subject of public communication was discussed at the meeting. The Chairman said that Members had felt that there was true independence from BAA Heathrow. There was concern about the venue although there was a strong feeling that the Committee should be airport based. There was agreement that a website should be set up and the Secretariat would take this forward. The Chairman also said that there had been a very important point made about the fact that the Committee was a two way process and that representatives should reflect the views of their organisations.
- .3 Members agreed that the venue for the meetings was not suitable and asked what was being done to find an alternative. Gerard Silverstone said that space at the airport was at a premium, various options have been considered but none were really suitable for HACC. He said that there was no immediate answer but the matter will be pursued.
- .4 A report from the Technical Adviser (HACC.232) outlined the CAA Review - Approach to economic regulation and work programme for the Airport Reviews. Members were asked if they had any comments under the various headings listed in the paper. There were no comments and the paper was noted.
- .5 A report from the Technical Adviser (HACC.236) about the Mayor's Draft Transport Strategy included an extract from the Strategy which dealt specifically with proposed policies for dealing with airport related activities. There was an opportunity to make comments on the Draft although there will be a full consultation once the document has been agreed by the GLA. Cllr Tomlin suggested that inter-mediate modes of transport should be looked at in view of traffic volumes rather than increasing frequency or the size of buses.

## **2528 SURFACE ACCESS SUB-COMMITTEE**

- .1 A report of the Surface Access Sub-Committee meeting held on 23<sup>rd</sup> November had been circulated with the agenda (HACC.245).
- .2 Cllr Beer drew attention to the concern about new rules set by the Traffic Commissioner about reliability on bus routes. This has led to the withdrawal of services in Surrey because they are unable to meet the criteria laid down by legislation. Congestion on the road network and difficulties in recruiting new drivers are causing bus and coach operators to reconsider the commercial viability of a number of routes feeding into the Heathrow area.
- .3 A number of services in the Windsor & Maidenhead area are being subsidised on an emergency basis by the local authority. The operators are withdrawing the services because of the fear of penalties. In view of the fact that 4% of Heathrow employees come from the area he had been mandated to ask for discussions about joint subsidies to ensure continuation of the services.

## **2529 THE ORBIT STUDY - M25 CORRIDOR**

A report from the Technical Adviser about the Orbit Study - Transport Solutions around London, had been circulated with the agenda (HACC.246). The Technical Adviser explained that the Study had been commissioned by the Government Offices for the South East, London and East of England to look at a 10 mile corridor centred on the M25 around London. Because of the high prevalence of freight vehicles on the M25 the Study would look at freight movements around the whole of the UK. The Study will look at an orbital railway which would link the south east airports and at highways out to Reading.

## **2530 NIGHT QUOTA USAGE REPORTS**

Reports on the Night Quota Usage for the period 26<sup>th</sup> March to 15<sup>th</sup> July 2000 and 16<sup>th</sup> July to 28<sup>th</sup> October 2000 had been circulated with the agenda.

Keith Abnett drew attention to Table 2 in both reports which showed BA295 as a continual delayed departure. Ian Witter explained that this flight had been discussed at the NTK Working Group. The flight was operated by BA for Nigeria Airways to Lagos and BA had experienced great difficulty in departing the flight on time. They had arranged for the flight to be rescheduled 30 minutes earlier and also changed the aircraft from a 747-200 to a 747-400 (a quieter aircraft). Paul Fox said that he understood BA were no longer going to operate the flight.

## **2531 AIRCRAFT NOISE COMPLAINTS REPORT**

BAA Heathrow's Noise Complaints Report and Borough Noise Line Figures for Q3 (Jul-Sep 2000) had been circulated with the agenda and was noted.

## **2532 PLANNING APPLICATIONS**

A list of Planning Applications for the Heathrow Ward of the London Borough of Hillingdon from July to November 2000 was circulated with the agenda and was noted.

## **2533 ANY OTHER BUSINESS**

The Technical Adviser reminded Members that the Committee had previously considered the changes proposed in Public Safety Zones. A number of Members had considerable concerns about the changes in the formula which considerably the length of the zones. The DETR had sent out a draft circular to local authorities about how the standards should be applied. The Public Safety Zone maps have now been finalised for 50 airports including Heathrow and will shortly be available. Some reduced scale copies are available for Heathrow from the Secretariat; the final versions for all UK airports are being printed and a DETR representative will be invited to present those for Heathrow to the Committee when the final Circular is promulgated.

**DATE OF NEXT MEETING: WEDNESDAY 24th JANUARY 2001**