

HEATHROW AIRPORT CONSULTATIVE COMMITTEE

Minutes of the meeting held on 29^h January 2003 at Heathrow Point West

PRESENT:

Sam Jones, Chairman	-	HACC
Maurice Hudson, Technical Adviser	-	HACC
Carole Havercroft, Secretary	-	HACC
Cllr. Margaret Majundar	-	LB of Ealing
Cllr. Mo Khursheed	-	LB of Hillingdon
Cllr. David Bishop	-	LB Hillingdon
Cllr. Frank Filgate	-	LB Hillingdon
Cllr. Digby Jacks	-	LB Hounslow
Cllr. Malcolm Beer	-	RB of Windsor & Maidenhead
Cllr. Christopher Knight	-	Runnymede BC
Cllr. James Maxwell	-	Surrey CC
Cllr. Peter Roberts	-	Bucks CC
Cllr. George Blampied	-	Spelthorne BC
Peter Viggers	-	EANAG
John Gurney	-	TUC
Tony Lucking	-	AUC
Iain Hope	-	HASG
Roger Wiltshire (Deputy)	-	BATA
Cllr. Tom Stubbs	-	LAANC
Roy Featherstone	-	ABTA
Trudy Drake (Deputy)	-	IATA
Mark Balaam	-	LTB
Richard Hendin	-	HACAN/Clearskies
Brian Yates	-	Consumers' Association
Andy Hull	-	Independent
Danny Brown	-	Independent

OTHERS:

Paul Reardon	-	DFT
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HEATHROW AIRPORT LIMITED

Janis Kong	-	Executive Chairman
Jon Phillips	-	Director of Communications
Andrew Dryland	-	Director of Planning & Environment
Gerard Silverstone	-	Public Affairs Manager
Nita Easey	-	Airside Manager (Flight Evaluation)
Paula Stevens	-	Flight Evaluation Officer

APOLOGIES:

Apologies for absence were received from the following:-

Philip Carlisle (GBTA), Janet Brady (Independent), Richard Walker (GLA), Cllr. Sydney Kallar (ALG), Cllr. Peter De Vic Carey (LB Hounslow), Cllr. Mike Cartwright (LB Hammersmith & Fulham), Cllr. Shorne Tilbey (South Bucks BC), Cllr. Virginia Morris (LB Richmond), Cllr. Mewa Mann (Slough BC), Cllr. Gerry Ceaser (Spelthorne BC), Barry Humphreys (London Chamber of Commerce)

2689 MINUTES OF THE PREVIOUS MEETING

The Minutes of the meeting held on 27th November 2002 were agreed.

2690 MATTERS ARISING

- a) **Minute 2674** – The Future Development of Air Transport in the United Kingdom – extension of Consultation to include Gatwick.

A Paper giving the latest news on the revised Consultation arrangements for SERAS, which are expected to continue until mid-year.

Paul Reardon added that the revised main Consultation document on SERAS is imminent and will be available during the course of February 2003. The draft is currently going through the closing stages with proof-checking and any remaining issues before being fitted into the Government timetable.

The Consultation, as last time, will run for four months. Importantly, the document will be self-contained and there will be no need to refer back to previous documents for comparison with other options. All the options will be set out within this one document.

Copies will be despatched to everyone who received the previous Consultation and also those who originally responded.

As previously, it was requested that the Secretary provide the DfT with an up-dated list of names and addresses of Members in order that the Consultation documents can be despatched directly.

The Chairman asked in accordance with the Data Protection Act if any Member objected to this procedure? There were no objections.

- 9 **Minute 2679** – Air Quality Strategy for London – an account of a presentation by the GLA and BAA to the meeting of the Environment and Local Issues Sub-Committee on 24th January 2003 was given under Item 9. Minute 2696.

ITEMS FOR DISCUSSION

2691 REPORT BY THE CHAIRMAN AND SECRETARIAT

1. The Chairman read from letters to the Committee confirming the re-appointment of Cllr. Mary Ballin from Bracknell Forest Borough Council as their representative and Cllr. Michael Sargeant as Deputy and the nomination of Richard Walker as the HACC representative from the Greater London Authority with Henry Abraham as Deputy.

2. The Chairman referred to the letter he had received from Cllr. Digby Jacks on his trip to Frankfurt in November 2002 and his proposal to visit other airports for a similar exercise

The Technical Adviser referred to the letter and the latest Press Release from Frankfurt Airport giving details of growth in current traffic and the progress being made on the development of the airport in its quest to challenge Heathrow Airport.

The subject of familiarisation trips to competing European airports for Members had been broached with certain airline representatives and it is hoped that some HACC members will be given the opportunity to travel in small groups as their guests to witness first-hand the progress being made and receive a briefing at one or two of the major European airports set to compete with London.

Cllr. Digby Jacks believed this to be a useful exercise to undertake, as his findings at Frankfurt were important. All the information passed to the Chairman had been gleaned from the officials that he had spoken with. Overall, the impression of Frankfurt Airport is that it is spacious and being very accessible to the City centre with good surface access.

2692 COMMENTARY FROM THE EXECUTIVE CHAIRMAN, BAA HEATHROW

1. The BAA Heathrow Update and Statistical Information had been circulated with the Agenda and was noted.
2. Janis Kong confirmed that during the past twelve months to December 2002, Heathrow had 63 million passengers. Post September 11th 2001, proved difficult times and the figure dropped to approximately 60 million passengers. Although this latest return shows an increase of 4.3% on 2001, we are still 2% down on two years ago for the whole year. However, in December 2002, we came back into growth. For the coming year, the projections will remain very uncertain, given the situation on Iraq and the fight against terrorism.
3. It was reported that since the last meeting of HACC, an agreement had been reached with the Union of the airport workers on rates of pay and the threatened strike was called off. Dialogue between management and members of staff during the negotiations, has created an improved understanding of issues and concerns and as a result the management will be re-doubling efforts to improve on communication and responding to issues raised in the future.
4. The T5 Employment Forum met for their second meeting on 28th January 2003. The Forum was set up to enable the various Contractors and Agencies to plan together for the employment and skill requirements for both Heathrow as a whole and Terminal 5. There is also a freephone Hotline to enquire about vacancies and this has proved to be very successful.

5. Despite adverse weather conditions prior to Christmas, the T5 project continues to make good progress. Formal planning approval has been given by the London Borough of Hillingdon and the Government Office for London for the core terminal building and facilities.
6. An extensive programme of dialogue is underway with BAA Stakeholders. A Stakeholder Survey research project is also currently being carried out. Some Members may have already been contacted to make suggestions on how the programme may be improved. Members of BAA's market research team will be contacting up to 1000 people to explore questions on sustainability issues and on the quality of communication to Stakeholders.

Mrs. Kong requested that should HACC Members be contacted, it would be appreciated that a short time be given to carry out the Survey, which will then help BAA in collating the necessary data.

7. SERAS – As indicated, the Consultation documents will be published shortly. In the meantime, BAA will continue to meet with many of the local Stakeholders to understand the issues and concerns that surround Heathrow. Janis Kong reiterated that time will be spent gathering material and feeding back to the planners, seeking to address as many of the issues as possible in the response.

As explained by the Executive Chairman in her letter to the HACC Chairman
in

October 2002, in order to prevent aircraft crossing the existing Northern runway, it would be necessary to provide some sort of facilities North of the A4. These facilities could take the form of either a satellite building, consisting of aircraft stands and passenger gateways, connected to the existing Terminals by some form of transit, or ideally, it could be a new Terminal building in its own right. At present BAA are still working on the options. Once developed these will be included in the response to the Government's proposals.

BAA's remains of the view that further runway capacity is needed in the South East, but the decision of the location of one or more new runways, is one that only the Government can make. BAA do not intend to make specific recommendations, but continue to look at the technical details of all the options presented by Government and to provide all the information as necessary to assist it in making the most informed decision.

8. Janis Kong stated that BAA have decided to extend the Noise Insulation Scheme to include nine primary schools within the 69 leq noise contour. A pilot scheme is currently underway at Hounslow Heath Primary School. It is hoped to roll-out the whole scheme over the next few years at a cost of an extra £1 million. Over the coming months, BAA will be inviting local schools and community groups to apply for a grant towards noise insulation projects, those being closest to the M4, where the disturbance is the greatest.

9. Following on from this report, Members asked questions.

9.1 Richard Hendin asked how the mechanism would work in implementing the 480,000 limit set by the Inspectors for Terminal 5?

Janis Kong responded that the mechanism will be very similar to the way BAA operate the night time quota, planning a year in advance. The first stage with the airlines on how it will work is complete and there is now a process to do this. Secondly, a programme as to when this will commence needs to be set up, as it is worked on Winter and Summer schedules. It is envisaged that there is a couple of years headroom on the 480,000 limit.

9.2 Cllr. Majundar commented that the statistical information provided in the Executive Chairman's report was very useful.

Attention was drawn to the westerly/easterly split and the fact that there has been more easterly flights than westerly preference.

A request was made for information on how many flights, when on easterly, take offs turn to the south, turn to the north or go straight ahead to the east and how these are determined.

The question of noise insulation was raised with regard to Ealing schools, which are directly under an easterly flight path and where noise is very disturbing. A request had previously been made to include Ealing schools in the Noise Insulation Scheme. Had this been looked into as BAA had promised? If not, could this be done?

Janis Kong responded that she would take the point on easterly/westerly split away and if the information requested could be shared, this would be provided.

With regard to Ealing schools, considerable work has been carried out on schools which is mainly driven by contours in which they are located.

Cllr. Majundar was of the opinion that basing these studies on contours was not working, as the schools in Ealing are very badly affected by noise when flights are on easterlies.

Janis Kong undertook to take this point away and investigate the matter further.

9.3 The Chairman stated that it is acknowledged that BAA put a lot of funding into the community, on different aspects, but the Committee has not had sight of a composite picture of total BAA funding for Committee schemes.

Janis Kong undertook to do this and report back to the Committee.

- 9.4 Cllr. Maxwell referred to the letter sent to the Chairman from Mrs. Kong in October 2002, regarding the possible third runway at Heathrow and the facilities that *may* be required in order to prevent the interruption of operations on the existing northern runway. The MP for Surrey has taken issue with this, to say that clarification would be required to confirm that facilities *would* of necessity be required, because of the indications given, or whether in fact this is a smokescreen for a Terminal 6?

With regard to the Local Labour Strategy for T5, is there a website available? Also, a figure of £60,000 has been quoted in the Press as being injected into the refugee community in Slough. The question is asked, what amount of funding, if any, has been reserved for the surrounding areas of Heathrow, particularly Surrey, with the same sort of employment prospects as Slough?

Janis Kong responded that she assured the Committee that the reason the letter was written to the Chairman in advance of BAA submitting their response to the Government on the SERAS Consultation, was to be totally honest with the findings and there were no hidden agendas. It is not a smokescreen for a Terminal 6.

There would be little point in building a third runway if the capacity of the Northern runway was reduced.

- 9.5 Andrew Dryland stated that the website referred to was on the BAA Company Website page, marked Terminal 5.

He added that at the onset of the T5 Public Inquiry, BAA made a commitment to put out £150,000 per year, for ten years to support training, particularly in the local area. One of the products of this was to set up the Heathrow Employment Forum, which brings together, not only local Contractors, but also the three local adjacent Skills Councils, the Connections Service and the Job Centre, with a view to having a direct link to a specific set of action plans, to allow BAA to not only spend the £150,000 wisely, but also to lever the Government public monies to support this local skills training and upgrading set of actions. BAA are devising apprenticeship schemes as it is acknowledged there is a requirement for skilled tradesmen.

The situation at Heathrow is being concentrated on and the surrounding Boroughs and although there is nothing specific for Surrey itself, it is possible from Surrey to access the Training Colleges BAA are working with.

With regard to the funding for Slough, this is in response to a particular request from that region and its particular difficulties in dealing with a large refugee population.

- 9.6 Cllr. Bishop drew attention to the fact that there are no Ladies toilets in Terminal 3 Arrivals area. More investment is needed for that, apart from flooring and lighting.

Janis Kong responded that BAA are aware of the serious shortage of toilets and a programme of improvements for toilets is underway.

- 9.7 Cllr. Khursheed felt that the 401 bus service to and from Heathrow should be publicised.

With regard to noise insulation, it was pointed out that some time ago, BAA said they would extend the scheme to include the five villages. No positive response or up-date has been given by BAA.

Janis Kong replied that the people most affected, living in the vicinity of each end of the runways would be entitled to apply for the noise insulation grant.

- 9.8 Roy Featherstone asked if the salaries advertised in the Press for workers on Terminal 5 were correct?

Janis Kong replied that the salary figures quoted in the Press were speculative and exaggerated. The rates for workers are as normal for Heathrow as for other big contracts in the South East of England.

2693 ‘TOWARDS SUSTAINABILITY’ – HEATHROW’S ENVIRONMENT, SOCIAL AND ECONOMIC PERFORMANCE REPORT” 2001-2002
(deferred from 27/11/02 meeting)

1. BAA Heathrow distributed a copy of their report to each Member of the Committee in September 2002. Members noted the contents.

2694 “MAYOR OF LONDON’S DRAFT CONSOLIDATED BUDGET 2003/2004”

1. Report by the Technical Adviser about funding for Transport for London (HACC 355) had been distributed with the Agenda.
2. The Policy Advisor for Air Quality at the GLA gave a presentation to the Environmental & Local Issues Sub-Committee on 24th January 2003. Item 9 Minute 2696.

The GLA are doing many other things of interest to the Committee, such as Highways, traffic management and transport systems for the Heathrow area.

The Chairman of HACC has sent a letter to John Biggs, the Chairman of the Transport Committee at the GLA declaring our interest and that HACC would be willing to assist in any way they feel would be beneficial.

3. Iain Hope referred to HACC 355 and asked the Technical Adviser to give an up-date on the position of construction of Crossrail at Heathrow.

The Technical Adviser said that a decision was to have been taken in November 2002 but has been delayed.

4. Cllr. Digby Jacks also referred to HACC 355 on the congestion charge and what possibility is there of this being imposed in the Heathrow area?

The Technical Adviser stated that it had been reported in the Press that the Mayor of London, Ken Livingstone had said that if the congestion charging scheme which comes into effect on 17th February 2003, is in fact successful, he will wish to extend it firstly into Kensington on the west side and to Tower Hamlets on the east side. However, if further monies are needed to be raised for Transport for London, the options are included in the Public Report as alternatives, it is not a suggestion that they are being actively pursued.

The recently publicised Orbit and Thames Valley Multi-Modal Studies, the subject of a presentation to the Surface Access sub-Committee on 24th January 2003, both make strong recommendations for the imposition of area wide charging schemes, which would affect Heathrow. These are being considered by the Mayor and the South East Region authorities.

5. Cllr. Maxwell asked the Technical Adviser if he believed that Crossrail had less benefits than Air Track in promoting sustainable transport access?

It was also suggested that HACC appears to be concerned about the problems in the financing of cross border bus services between areas outside London and Heathrow. The Committee wishes to promote public transport, yet the bus network costs are increasing faster than the rate of inflation, therefore resulting in a funding shortfall when it is attempted to support the bus services. Transport for London suggested it was having to bear the increased costs of this.

The Technical Adviser indicated that reference in the report was not from a HACC viewpoint, but merely to draw to the attention of the Committee what Transport for London are stating.

The benefits of Airtrack as opposed to Crossrail is that Airtrack is a rail tracking service intended to serve people South-West of London, whereas Crossrail is a central service from main stations, e.g. Paddington. They will fulfil different functions so are not really comparable.

2695 “QUINQUENNIAL REVIEW – HEATHROW, GATWICK AND STANSTED AIRPORTS – CAA’s PROPOSALS FOR CONSULTATION”.

1. Response of the HACC to draft proposals (**HACC 356**) had been distributed with the Agenda.
2. The Chairman asked Members for their approval of the response letter to the CAA dated 14th January 2003. The submitted response was agreed.

2696 ENVIRONMENT & LOCAL ISSUES SUB-COMMITTEE

1. Report of the meeting held on 24th January 2003 (**HACC 357**).
2. The Technical Adviser stated that the purpose of the meeting was to receive a presentation from Lucy Sadler, Air Quality Policy Adviser for the GLA.

The GLA acknowledge that the greatest contributor to air pollution is road transport and not the aircraft at Heathrow.

3. A BAA presentation was also given by Carrie Harris, Environmental Project Manager, with a copy of the Air Quality Strategy and Action Plan 2001-2006 being distributed.
4. A third presentation was given by Kevin Morris, Environment Affairs Manager from British Airways on modelling and monitoring at Heathrow, informing that there is a Steering Group in existence studying environmental issues, of which BAA are a member, together with the Borough Officers.

2697 SURFACE ACCESS SUB-COMMITTEE

1. (a) Report of the meeting held on 24th January 2003 (**HACC 358**).
(b) “Orbit - Transport Solutions around London” – copy of final report summary with the Technical Adviser’s report (**HACC 359**) had been distributed with the Agenda.
2. A presentation on the ‘Multi Modal Study’ was given at the Sub-Committee meeting by Peter Rohr of Atkins Transport. Briefing results which had only been released one week prior to the meeting were shared.

The Study has an eastern finishing point of Heathrow Airport, but it is largely to the north, west and south of Heathrow that it refers. However, the subject covered in the presentation is of great concern to the managers of the public transport system to Heathrow Airport.

3. The Technical Adviser informed Members that an invite had been extended to Mike Gwilliam, the Director of Transport Planning for the South East England Regional Authority, to give a presentation to the Committee on the work of the agency, which had just recently published their draft Transport Strategy, which although focusing on Gatwick as opposed to Heathrow, would still be of some relevance..
4. A Paper on ‘Tube Lines’ was distributed to the Members, together with a copy of the ‘Thames Valley Multi-Modal Study Report’ Press Release.

5. Iain Hope made reference to the Press reports that the Strategic Rail Authority do not have the funding available to up-grade the Great Western mainline, i.e. Reading Station in the foreseeable future.

Janis Kong said that it is believed that the reference from the Strategic Rail Authority is not to track operations, but track optimisation.

6. John Gurney made reference to the report regarding works that will take place up to 2011. London Underground and in particular Terminal 5 are not mentioned. Is this connected to investment? What will happen with stoppage of Terminal 4 Underground services whilst Terminal 5 is being built?

Andrew Dryland explained that in effect, what will happen when the new line is being built extending the Piccadilly line out of the Central area to Terminal 5, is that the part that goes onto Terminal 4 will have to be closed and this will occur in January 2005 and last for the duration of twenty months. During the course of this period, a substitute bus replacement service will be in operation.

When the Terminal 5 link is in place, Terminal 4 will be served by a split of the two destinations and the overall frequency will increase.

As a result, Terminal 4 will be less well served than at present, but only marginally so. The proposition is 6-7 services an hour for Terminal 4. These figures will be checked on and reported back to the Committee.

7. The Technical Adviser made reference to a meeting he had attended at which John Spellar, Transport Minister and Terry Morgan, Managing Director of Tubelines made presentations.

The question was raised of the modernisation of the Underground station in the Central area.

No information was available as negotiations were still underway with BAA. No timescale could be given on either the timescale or refurbishment of the works.

The Chairman said an invite would be given to Mr. Morgan of Tubelines to attend a HACC meeting to give a presentation and answer Members' questions.

8. Cllr. Maxwell raised the concern of congestion charging on motorways.
9. Cllr. Beer said that the Thames Valley will no longer be an attractive place to do business if charging is introduced.

The implications are that the Local Authorities should pay for improvements on the roads, but they already have no funding available as Central Government are making cutbacks.

On the subject of taxis, a breakthrough in the extravagant charges may be possible if a pick-up point could be made available just out of the perimeter of the Metropolitan Police area. The restrictions and the associated problems, which the Metropolitan Regulations apply, may be circumvented for the benefit of all.

2698 UP-DATE ON CONSULTATION MATTERS

Paul Reardon, DfT Liaison Officer, up-dated the Committee regarding recent and expected Consultation documents.

1. Due to the delay to the 'Future of Air Transport' Consultation, the orderly timetable of other Consultations has to be re-considered. The DfT are still very keen to proceed with the Consultation on 'Night Restrictions' shortly, but at this stage an exact timetable for both this and other Consultations is not available.

The revised SERAS Consultation is imminent for distribution and will include all the options in one self-contained document, including Gatwick, in order that referral is not necessary to the original document.

Paul Reardon will report back to the Committee as soon as a timetable is available.

2. Cllr. Maxwell asked Paul Reardon where the Government stands in overruling the prohibition of an additional runway at Gatwick.

Paul Reardon confirmed there is very little prospect of a consensus between the main parties to overturn that Agreement and that, in effect, means it could only be overturned by Parliament with primary legislation and there is no certainty what Parliament would decide.

3. Richard Hendin asked if Government is happy to proceed with the 'Night Flights' Consultation before a decision is reached from Strasbourg?

Paul Reardon responded that he did not expect the Consultation to be complete before there is a Judgement in that case.

2699 PASSENGER SERVICES SUB-COMMITTEE

1. Minutes of the meeting of the Passenger Services Sub-Committee meeting held on 27th November 2002 had been circulated with the Agenda and were agreed.
2. Brian Yates had Chaired the PSSC meeting on the morning of 29th January 2003 and made comment that the London Underground had ceased to make regular presentations to the Members.

It was felt that pressure should be put on London Underground to reconnect with the Committee and give regular up-dates, as was there a lot going on, not only in terms of the operation front of the London Underground, but also from the infrastructure aspect with Tubelines.

The Technical Adviser confirmed this matter would be followed up.

3. A presentation has been given to the Members of PSSC from Alicia Hamilton, Group Accessibility Manger for BAA on the Disability Discrimination Act. At future meetings it was suggested that a representative attend regularly to represent the disabled. The presentation revealed that in the next 10-20 years, a greater proportion of passengers would be disabled in some way.
4. A DEFRA report was laid on the table for Members on illegal meat imports. The Technical Adviser stated that reference is made to the two dogs that are on trial at Heathrow looking for illegal meat imports in the Terminals. There is a further three months before the trial is complete. After that a decision will be made as to whether to continue this practice on a permanent basis.

2700 NOISE FINES FUND - UP-DATE

An up-date was given to the Committee from the Executive Chairman Item 5. Minute 2692.

ITEMS FOR INFORMATION

2701 AIRCRAFT NOISE COMPLAINTS REPORT

Richmond-upon-Thames Noise Line Figures for April to September 2002 had been circulated with the Agenda and were noted.

2702 PLANNING APPLICATIONS

1. Planning Applications for the Heathrow Ward of the London Borough of Hillingdon for November and December 2002 had been circulated with the Agenda and were noted.
2. Cllr. Khursheed confirmed that a new system had been devised on categorisation, in order to meet the request of the Secretary, to extract only the major Planning Applications (with explanatory text) that impact on Heathrow Airport. This will be sent to the Secretary by Jean Palmer of the Planning Office at the London Borough of Hillingdon.

2703 NEWS RELEASES

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

2704 ANY OTHER BUSINESS

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

DATE OF NEXT MEETING - WEDNESDAY 26th MARCH 2003