

HEATHROW AIRPORT CONSULTATIVE COMMITTEE

Minutes of the Meeting held on 5th December 2007 at Heathrow Point West

PRESENT:

Sam Jones, Chairman	-	HACC
Carole Havercroft, Secretary	-	HACC
Cllr. Mo Khursheed	-	LB Hillingdon
Cllr. John Oswell (Deputy)	-	LB Hillingdon
Cllr. Paul Buttivant	-	LB Hillingdon
Cllr. Josephiine Barrett (Deputy)	-	LB Hillingdon
Cllr. Felicity Barwood	-	LB Hounslow
Cllr. Graham Horn	-	LB Hillingdon
Cllr. Sukhbir Dhaliwal (Deputy)	-	LB Hounslow
Cllr. Martin Elengorn	-	LB Richmond on Thames
Cllr. Jim Maddan	-	LB Wandsworth
Cllr. Malcolm Beer (Deputy)	-	RB Windsor & Maidenhead
Cllr. Christopher Turrell	-	Bracknell Forest BC
Cllr. David Rowlands	-	Bucks County Council
Cllr. Patrick Roberts	-	Runnymede BC
Professor Moreton Moore (Deputy)	-	Runnymede BC
Cllr. Julia Long	-	Slough BC
Cllr. Dev Dhillon	-	South Bucks District Council
Cllr. George Trussler	-	Spelthorne BC
Cllr. Denise Saliagopoulos	-	Surrey County Council
Cllr. Christopher Wright	-	London Councils
Brian Yates	-	Consumers' Association
Frank Wingate	-	Future Heathrow
Margaret Majumdar	-	EANAG
Virginia Godfrey	-	HACAN/Clearskies
Rob Gibson	-	LAANC
Lynette Braithwaite	-	AUC
Roger Wiltshire	-	BATA
Paul Ellis	-	IATA
Susan Parsons	-	ABTA
John Gurney	-	TUC
Andy Hull	-	Independent
Keith Harlow	-	Independent
Susan Laurie	-	Independent
Mako Mochizuki	-	Independent
Colin Mitchell	-	Independent
Mike Walsh	-	Independent

OTHERS

David Gray - Department for Transport

HEATHROW AIRPORT LIMITED

Mark Bullock - Managing Director

Ben Morton - Director of Communications

CHAIRMAN'S OPENING REMARKS AND APOLOGIES FOR ABSENCE:

Apologies for absence were received from the following:-

1. Mike Forster (BAA Strategy & Development Director), Maurice Hudson (HACC Technical Adviser), Philip Carlisle (GTMC), Iain Hope (LCCI), Cllr. Ian Potts (LB Ealing), Cllr. Nicholas Botterill (LB Hammersmith & Fulham), Geoff Pope (London Assembly), Cllr. Shirley Fisher (LB Hounslow), Cllr. Peter de Vic Carey (LB Hounslow), Cllr. Denise Grant (Spelthorne BC).

4092 MINUTES OF THE PREVIOUS MEETING

1. (a) The Minutes of the meeting held on 26th September 2007 were agreed.

4093 MATTERS ARISING

(a) **Minute 4074 – Request presence of Alistair Duff, Chairman of Heathrow Area Transport Forum.**

1. Ben Morton advised that there was no further comment other than that made at the September meeting. It was understood that Alistair Duff and Maurice Hudson were now in direct contact. This would be followed up with Maurice Hudson.

ACTION:
BEN
MORTON

2. The Chairman referred to a Draft copy of a major report which had been produced entitled 'Sustaining the Transport Vision' which outlined the work of the Heathrow Area Transport Forum. This dealt with bus and coach, roads, car parking, freight, Terminal 5, mobility, environmental imperatives and travelling to Heathrow. It would be thought that a report of this depth and importance should have been the subject of discussion with HACC.

A request was therefore made that a presentation should be given on the report to the Committee Members at the 30th January 2008 meeting.

ACTION:
BEN
MORTON

(b) **Minute 4074 – Arrange separate meetings for Cllr. Patrick Roberts and John Gurney. re: traffic congestion due to Control Posts. Circulate report on future plans.**

1. John Gurney advised that he had attended a meeting and had duly received a report which had been handed to the Secretary for circulation to the Members (*enclosed*).

The current issues were still valid on the South side of the airport. They had not been addressed. The Manager who had dealt with the matter had now moved on. Mr. Gurney thought it was therefore advisable to hold a further meeting with the new Manager.

2. Paul Ellis commented that it was one of the Recommendations following on from the Regulatory Review that there were service quality measures put in place to improve the situation at the respective Control Posts. However, one of the difficulties being encountered was that the airport were trying to defer the implementation of these for up to two years so that there could still be long queues to come through the Control Posts, which could obviously lead to flight delays. This was a matter that needed to be specifically addressed in the closing weeks of the Regulatory Review to make sure that those works were put in place much more quickly, and that the manning at those Control Posts was evident, because at the moment, the problems would persist for up to another two years.

The Chairman requested that John Gurney and Cllr, Patrick should take whatever action they deemed appropriate. This was agreed.

ACTION:
JOHN
GURNEY/
PATRICK
ROBERTS

(c) Minute 4074 – T5 Live Volunteers Recruitment Campaign.

1. This issue had been addressed. Certain Members of the Committee had undertaken T5 Proving Trials.

(d) Minute 4074 – DfT 2006 Noise Contours re: hard copy of contours requested.

1. As requested, the Secretary confirmed that she had forwarded hard copies of the noise contours to Virginia Godfrey and Margaret Majumdar, who had acknowledged receipt.

(e) Minute 4074 – BAA Property Market Support Bond Scheme – Sipson Primary School.

1. Mike Forster was due to look into this matter for Margaret Majumdar. The Chairman requested that a letter be sent to her to address the issue raised.

ACTION:
BEN
MORTON

(f) Minute 4074 – Authorised Signatories for Airside ID Passes.

1. The Secretary confirmed that she had dealt with this matter.

(g) Minute 4074 – Invite Aviation Minister, Jim Fitzpatrick MP to speak after Lunch.

1. The Chairman advised that the Aviation Minister, Jim Fitzpatrick MP had been invited to attend the 5th December HACC meeting, the Special HACC meeting on 18th January 2008 and also the HACC meeting on 30th January 2008. Currently, he was considering the position.

2. David Gray informed the Members that he knew the Aviation Minister was unavailable to attend the 5th December 2007 meeting. However, he was minded in responding, to extend to HACC Members, the invitation that had already been sent to the Heathrow MPs and Councillors to visit the exhibitions in the hour before they were open to the public (8.30 a.m. – 9.30 a.m.). During this one hour slot, by invitation, individuals would be able to view the material and talk to the relevant experts. If anyone wished to take this invitation up, it was suggested that they should identify themselves as a HACC Member.

3. The Chairman asked if the Aviation Minister would be in attendance at the public exhibitions.

David Gray responded that he understood that he would be in attendance at some of them.

(h) Minute 4075 – Letter to Aviation Minister, Jim Fitzpatrick MP re: Night Flight Disregards.

1. A letter had been sent to the Aviation Minister on Night Flight Disregards, to which at this stage, no reply had been received.

(j) Minute 4077 – BAA Organisational Changes.

1. Ben Morton confirmed that Mike Forster was now Strategy & Development Director for the whole BAA Group. It was thought that the Members would in future see more of Mark Bullock than Mike Forster.

(k) Minute 4077 – Removal of DfT One Bag Policy.

1. This matter had been addressed.

(l) Minute 4080 – BAA Security – Departures – Chicanes.

1. This matter had been raised by Iain Hope, London Chamber of Commerce.

(m) Minute 4080 – Letter to Cabinet Office re: allocation of queue handling times

1. A letter had been sent to the Cabinet Office on the allocation of queue handling times, to which at this stage, no reply had been received.

(n) **Minute 4084 – Letter to DfT re: Proposed coverage of consultation process.**

1. A letter had been sent to the DfT on the question of Ealing being given their own public exhibition, to which at this stage, no reply had been received.

2. Margaret Majumdar thanked the Chairman for the letter being sent to the DfT, for which Ealing was grateful. However, it was unfortunate that the letter was not written by the Technical Adviser until three weeks after the September HACC meeting, as the day the letter turned up, was the day before the consultation actually opened.

The LB Ealing Council shared the outrage of residents, at the total contempt with which they had been treated in respect of the consultation. The community would be very badly affected by the proposals, and yet there was no exhibition in Ealing and very limited coverage of the household Summary leaflet.

3. Cllr. Maddan also expressed the sense of outrage of the residents of LB Wandsworth in the same regard.

3. The Chairman asked David Gray if there was a chance of any amendments being made to the consultation arrangements.

David Gray responded that there were none that he knew of.

4094 REPORT BY THE CHAIRMAN AND SECRETARIAT

1. There were no matters to report against this Agenda item.

4095 COMMENTARY FROM THE MANAGING DIRECTOR, BAA HEATHROW

1. (a) Mr Mark Bullock, Managing Director of Heathrow, gave an update to the Committee.

Mr. Bullock said that he very much looked forward to welcoming the Committee Members to Terminal 5 for the afternoon site tour, following the Luncheon.

It remained as busy as ever at Heathrow. In terms of the **operational performance**, through the last three months, a continued improvement in security queue performance had been seen. The stability and resilience that had been introduced into the operation over the last year had proven to be maintained.

For the months of September, October and November, security queue times in Central Search for 95% of the time in September and October and 90% of the time in November, was less than ten minutes long, the standard being 95%. A consistent performance was now being seen against the target set by the airline customers.

With regard to the **recruitment campaign**, that had been ongoing for some time. This was part of the resilience and customer service plans. It was reported that the recruitment for Security Officers had continued at a pace and had held consistently in line with the plan. This was to maximise the number of people on board, given the constraints of the training system, whereby BAA needed to train the Security Officers to DfT Standards and had been able, for some time now, to make sure that every available position on every training course had been filled. The recruitment campaign would continue until March 2008, to also accommodate the requirements of Terminal 5.

Very importantly for the passengers, was the issue of the **one-item policy**.

The plan at Heathrow since early Summer, had been to recognise that this Regulation, had been imposed upon BAA by the DfT, and therefore it was not up to BAA to change that Regulation. However, it was up to BAA to prepare, should the DfT change that Regulation at Heathrow to be ready to accommodate that change.

That plan consisted of the improvements as mentioned in the security system, but also the introduction of new technology. To that end, during the Summer, all of the Metal Archway Detectors were replaced throughout Heathrow, which was very successful. A programme had also been undertaken to replace the bag X-Ray machines.

That programme was substantially complete and would finish on 12th December 2007, with the exception of Terminal 3 Transfers, where two of the old machines were still operational. The new machines weighed one metric tonne per machine more, than the old machines. In some places, the floors had to be strengthened to accommodate the weight and provide the new facility.

Mr. Bullock said that he was very pleased to be able to report that as of 12th December 2007, BAA would be in a position and have the capability through the new machinery to make a change in the Regulations, should the DfT sanction that.

The Members would be aware that the Secretary of State announced that the one-bag alleviation would be removed progressively from 7th January 2008.

From this date, airports would be able to submit an application to the DfT to request that at an individual airport, the restriction was removed.

The restriction would be removed from the 7th January 2008 by the DfT, subject to the DfT being satisfied that all airports met the criteria. The Secretary of State had set out in her announcement, that all airports were to have the restriction removed by 31st May 2008. Consequently, between the 7th January 2008 and 31st May 2008, passengers would see that Regulation changing.

At Heathrow, it was intended, subject to some approvals that were required on the new technology, to be able to implement this Regulation change from 7th January 2008.

It was hoped that the DfT would accept the view that with the new technology in place, a passenger would be allowed to keep their laptop in its bag.

The issue had become colloquially known as the 'two-bag issue', going back to the regime prior to the Regulation was introduced for one item, whereby Premium passengers were allowed to bring more than one item of hand baggage.

Other passengers were restricted to one item. The difficulty on that, meant that for a lady they could possess one item of hand luggage, but her handbag would need to fit within that. In future, they would be allowed one item of hand baggage, plus a handbag.

Fix The Basics was an initiative that was introduced in late Spring 2007, whereby it was recognised that the airport had big plans for transformation, T5 being an obvious example. However, it was recognised that in the short-term, BAA still needed to do something to improve the experience for passengers. Funds were therefore set aside during 2007 to take short-term measures, to improve the 'feel' of the airport.

A figure of £16 million had been subsequently increased to £20 million. By the end of 2007, an additional £20 million would have been spent over and above the normal annual amount of cash set aside for maintenance improvements.

It was thought that the initiatives had been very successful. Terminal 4 was an example. Amongst other aspects, the ceilings had been painted white, with enhanced lighting installed. Given the constraints of the infrastructure of the buildings, which were previously painted battle-ship grey, with low lighting levels and no natural light, the improvements had made a difference, which had been remarked upon in recent weeks.

The Competition Commission had been progressing its Price Review consultations. BAA remained in negotiations with the CAA over the final price proposals. A number of visits had taken place at the airport by the Competition Commission and the Civil Aviation Authority (CAA). The consultations with the airlines were ongoing. With regard to Constructive Engagement, BAA were seeking to try to get a consensus view with the airlines over the proposals of the development of the airport. Those conversations remained robust and constructive. In the New Year, the Regulator would be jointly approached to put forward the ideas that had been agreed with the airlines and the DfT. This process in itself proved helpful, improving the understanding between BAA and the airlines, going forward.

The 17th September 2007 was a very important date for BAA as the **Terminal 5** project was handed over to become operational. This date also marked the commencement of proving trials. A total of 72 proving trials would be undertaken in T5 over a six-month period. Every Tuesday and Thursday the proving trials were run. They started out with a small number of volunteers on the first proving trial (25). The latest trial had 274 people.

Within the 72 proving trials, there were five large trials, where a number of volunteer passengers had taken part. The first one saw 474 volunteer passengers. The second trial ran on Saturday 1st December 2007, where 1300 passengers took part. The purpose of these trials, is for BAA to test the process of the systems in the terminal and to seek feedback from passengers on how they could be improved.

Mr. Bullock said that he was very pleased with the outcome of trials as the logistics, co-ordination and organisation, which had all been very successful. Indeed, the trials were a way to flag up the process time where it was too long, or where there were problems with the technology that needed to be 'tweaked' or where the wayfinding required changing. These were the kind of aspects that would be discovered from these trials. Terminal 5 would unlock the opportunity to transform the remainder of the airport.

The transformation works had already commenced in Terminal 1, Terminal 3 and Terminal 4.

In Terminal 3, it would be noticed that there is a new Forecourt and Southern Wing extension. The remainder of the building works would be completed in January 2008.

In Terminal 1 Landside, some Retail Units had been taken out, so that new check-in facilities could be installed.

In Terminal 4, works were ongoing to take the top level of the car park out and replace with a Forecourt extension, similar in many ways to the Terminal 3 Forecourt. At the same time, the front of the building would be extended by building a big canopy, which would bring depth to Terminal 4 and would allow people to go through to the check-in facilities.

In relation to **media issues**, Members will be aware of the negative Press reports surrounding BAA during the Summer. Towards the end of the Summer, BAA invited the Press in for sixteen hour-long visits to experience an operational day from start to finish. As a result of that, the media started to talk about issues other than security at the airport.

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

2. Andy Hull referred to the Press Launch of the new St. Pancras Station for Eurostar. He asked if BAA had similar plans for the opening of Terminal 5 in March 2008.

Mark Bullock replied yes and no, in that a formal opening ceremony would take place in an appropriate way, but on a smaller scale than the opening witnessed for St. Pancras.

3. John Gurney asked if it was true that the start date for Heathrow East had been put back.

Mr. Bullock replied that this was not true. This may refer to the fact that as BAA approach the opening of Terminal 5, they would embark on a programme of airline relocations, where 54 different airlines would be moved to different terminals. In part, airline alliances would transfer to facilitate the building works, by freeing up the space.

BAA had a set of plans for this, which were complex. As consultations took place with the airlines over these activities, it became apparent that some of the plans would cause operational problems, particularly around stand capacity, and therefore with the co-operation of the airlines, it proved necessary to change some of these plans.

It was the expectation going forward over the next five years, that it would be necessary to balance aspects out to preserve the integrity of the operation, whilst the airport was re-developed. This had caused a number of sequences to be put back.

It remained the aspiration of BAA to have Heathrow East ready for the Olympics in 2012. However, the project was still at the design stage and therefore much work needed to be done on this between now and 2012.

2. (b) Discussion on matters to be reported by BAA Heathrow management had been circulated with the Agenda and was noted.
(c) BAA Heathrow Update and Statistical Information had been tabled and was noted.

4097 CONSULTATION ON 'ADDING CAPACITY AT HEATHROW AIRPORT'

1. Consultation document from the Department for Transport had been circulated with the Agenda and was noted.
2. The Chairman stated that the consultation document had only recently been published. There was a fairly long consultation period. There were public exhibitions being held in local areas, although not in all of the places that people would have liked.

It was suggested that the Members may wish to consult with their own organisations before the Committee had a detailed discussion on the matter.

It was therefore proposed that a Special Meeting of the Heathrow Airport Consultative Committee be held, or that the subject could be dealt with at the ordinary meeting on the 30th January 2008.

The Chairman said that a date had actually been allocated, if the Members agreed to a Special Meeting to deal with this topic only, which it was thought was probably justified. This would be Friday 18th January 2008, commencing at 2.00 p.m. in conference rooms 3, 4 & 5 at Heathrow Point West.

The Members agreed to a Special Meeting being held on Friday 18th January 2008, dedicated to the subject matter of the consultation.

3. The Chairman asked David Gray if the Department for Transport (DfT) would be prepared to make any technical presentations, or answer technical aspects at the meeting on 18th January 2008, as this would be helpful.

David Gray responded that there would be difficulty with that date from the viewpoint of the DfT, as it clashed with the LB Richmond public exhibition, which was an all-day event. However, the request would be taken away for further investigation.

ACTION:
DAVID
GRAY

4. Virginia Godfrey asked if it would be possible for the DfT to provide larger consultation maps for that meeting, as they were hard to read.

David Gray responded that at the public exhibitions, very large scale maps would be available to view. There were some larger maps, particularly related to the noise contours in the Technical Report on Noise, which has fold-out A3 maps, which should help. The DfT did not actually have available all of the figures in the main consultation in a large format.

The request would be taken away, but it was unsure whether the DfT would be in a position to necessarily guarantee this.

ACTION:
DAVID
GRAY

5. Margaret Majumdar asked if it would be possible to receive a copy of the Technical Paper with the large fold-out maps.

David Gray replied that this was available on request. It would be seen from the main document, that the Members would be welcome to order a copy of this, if they did not wish to view all the material from the website.

Mr. Gray said that if it would help, he would try to organise a bulk order for the Committee. However, it was suggested that given the fact that the Members would not meet again until January 2008, it might be better if each Member organisation individually requested this by telephone. A copy would then be put in the post within a matter of days.

ACTION:

DAVID
GRAY

6. Cllr. Maddan stated that there had been much correspondence in Wandsworth during the past few days regarding the consultation and how sporadic the distribution of the consultation document was.

He asked David Gray if he could give some rationale on the distribution of the consultation, as some people had received this and some people had not.

David Gray responded that leaving aside any variance to the postal system, the arrangement for the distribution of the mailing of the Summary leaflet was to 217,000 houses by postcode around Heathrow. This was broadly based on the 57 dBA Leq contour now, and in its future manifestations under the various proposals.

7. Rob Gibson said that he ordered his consultation documents on the day that it was issued. It was understood that there were no further copies available as they had run out of supplies and he was still waiting for a full set from a back-order. The point made by David Gray was taken that they were available on the website to print off. Larger maps as requested by Virginia Godfrey was a sensible idea.
8. Cllr. Beer stated that Windsor & Maidenhead was very seriously affected by noise. However, most of the communities affected by noise had not received copies of the consultation documents. He asked if distribution could be extended to all the SL4 and SL6 postcode areas.

David Gray responded that there should be advertisements in all of the local papers regarding the public exhibitions. The DfT had no plans at the moment to widen the door-to-door distribution. The consultation was now widely known and all of the material and information was on the website. There was no reason why people could not have access to this.

9. Cllr. Elengorn pointed out that the Department for Transport had seemingly 'rubbished' the ANASE Study (Attitudes to Noise From Aviation Sources in England). He asked if they had commissioned further work to deal, with what was perceived to be, its inadequacies.

The Chairman said that topic would be covered under Item 8.

4098 HEATHROW AND GATWICK AIRPORTS – CAA PRICE CONTROL PROPOSALS – NOVEMBER 2007

1. Report by the Technical Adviser (**HACC. 508**) had been circulated with the Agenda and was noted.

2. The Chairman said that this was a matter for the airport and airlines to agree on. The Members were asked if they had any comments to make on this subject.
3. Paul Ellis commented that certainly from the point of view of the users of the airport, these were very important proposals in respect of the service quality findings. There was a public interest finding around service quality, and a special finding in relation to security queues.

Mr. Ellis said that he would certainly encourage any users of the airport, perhaps the Independent Members or the Consumers' Association, to look carefully at the Recommendations to make sure that quality of service is improved at Heathrow and that there was a robust follow-through in terms of the Recommendations, now at the consultation from the Civil Aviation Authority (CAA).

4099 ATTITUDES TO NOISE FROM AVIATION SOURCES IN ENGLAND (ANASE)

1. Report by the Technical Adviser (**HACC. 509**) had been circulated with the Agenda and was noted.
2. The Chairman said that he had found the whole document rather difficult. It did not come to a conclusion, despite five years of study into the subject. It would seem that the academics were doing very well, but it was not thought that anyone else was. He thought it to be a 'disaster'.

However, it was intimated that David Gray may be able to give reassurance that there was a sensible content of subject matter for the Committee to discuss.

David Gray responded that he thought that the Technical Adviser had done a good job in summarising the position in his Technical Report.

Clearly, the Department for Transport regretted the time it had taken to produce the ANASE Study. It was a particularly challenging piece of work. It was attempting a ground-breaking new sustained preference analysis technique to examine the monetary value that could be put on noise and noise from aircraft. Additional pilot studies were mounted in accordance with the work, in order to reinforce the methodology. It was agreed that it had taken a long time to produce the Study. Nevertheless, the results were announced as soon as the extensive piece of work was completed.

The Department for Transport did view the ANASE Study as a piece of innovative work and a valuable contribution to the debate, but it was made clear at the Independent Peer Review leading to the report, that there were areas where the work was grossly incomplete and contentious. On those grounds, as set out in the consultation document for Heathrow, the Department for Transport did not believe, that it could be used as a basis for changing noise quality and aircraft noise annoyance.

The DfT were now considering what further research or studies might be necessary. As a first step, they would be discussing this, with full presentations on the report, at the meeting of the ANMAC (Air Noise Monitoring Advisory Committee) which advises the DfT on these matters at all the designated airports.

Mr. Gray informed the Members that Maurice Hudson, Technical Adviser, had been sent a letter of invitation to that meeting on Thursday 13th December 2007.

Meanwhile, in the Heathrow consultation, the DfT had sought to put some monetary value on noise impacts, in line with the approach taken for road and rail noise. This was included in the impact assessment. However, this was more of a holding arrangement, until such time as the DfT had, in the light of further discussions, decided how to take these Recommendations forward and what further research, if any, was needed.

3. The Chairman asked David Gray, if in light of his response, that basically there was little point in the Committee debating the ANASE Study at this stage.

David Gray replied that obviously, if the Committee had points to make, they were free to do so. However, in terms of substantive discussion, the DfT viewed the ANMAC meeting on 13th December 2007 as the best forum to raise these issues.

4. Virginia Godfrey said that she thought there were lots of issues to talk about surrounding the ANASE Study, annoyance being one of them. 40% of residents were 'very annoyed' by aircraft noise. Annoyance increased in a linear line with linear noise.
5. Margaret Majumdar agreed with Virginia Godfrey. The Study had revealed that many more people were 'seriously annoyed' by aircraft noise than was previously thought. The Technical Adviser had made clear from his Report that if a monetary value was put on it, there would be one Jumbo fewer per day. When 300 Jumbos were flying overhead per day, one would not make much difference. It was not thought it was significant as people had said, that they would not be willing to pay £18.00 to reduce the impact by one aircraft per day.
6. Cllr. Beer pointed out that the Study was supposed to be the foundation for the consideration of what would happen at Heathrow. It was thought that since the Study had been 'rubbished' and it involved setting the pattern for the development of Heathrow for the next twenty years, for the sake of another six months to sort out the ANASE Study, the consultation should be put on hold until the whole subject matter was properly presented.

As for the question, what is it worth to a person not to have aircraft noise; it was not that the community should have to consider to pay for an imposition put on them by a separate industry. That industry should pay the cost and arrange its business, so that it did not inconvenience the public to such an enormous extent. This must be deferred until the proper information had been considered.

The Chairman responded that he believed one of the problems was the fact that however much research went into the Study, there would never be a definitive answer to how people were affected by noise, as undoubtedly many people were.

The Chairman wondered whether it was time to accept that there was noise from aircraft and abandon any more Technical Reports, in trying to establish something which was extremely difficult, if not impossible.

The Committee had noted that the ANASE Study had been published and would await the further developments from the Department for Transport, following the meeting of ANMAC.

7. Rob Gibson asked if it was possible that the Minutes of the ANMAC meeting could be made available to the Members of the Committee.

The Chairman responded that he had always been told in the past that they were not available, but that if he wished to report on a particular item to the Committee, this was permitted.

4100 THE FUTURE OF BAA: AN INQUIRY BY THE HOUSE OF COMMONS TRANSPORT COMMITTEE

1. Report by the Technical Adviser (**HACC. 507**) had been circulated with the Agenda for information and was noted.

4101 STRATEGIC REVIEW OF THE CIVIL AVIATION AUTHORITY

- 1 Report by the Technical Adviser (**HACC. 506**) had been circulated with the Agenda for information and was noted.

4102 THE AIRTRACK RAIL PROJECT

1. Report by the Technical Adviser (**HACC. 510**) had been circulated with the Agenda and was noted.
2. The Chairman advised the Members that a presentation would be made by Mike Noakes, General Manager, Rail Projects on the AirTrack consultation at the 30th January 2008 meeting.

4103 THE COMPETITION COMMISSION REPORT ON BAA LIMITED

1. Report by the Technical Adviser (**HACC. 512**) had been circulated with the Agenda for information and was noted.
2. Paul Ellis advised that in due course, a document would emerge from The Competition Commission. It might be at that stage, the Committee may wish to consider if they had any particular points they would like to make. Currently, it was at an information collecting phase.

4104 PASSENGER SERVICES SUB-COMMITTEE

1. Minutes of the meeting of the Passenger Services Sub-Committee meeting held on 26th September 2007 had been circulated with the Agenda and were agreed.
2. Cllr, Beer asked if any progress had been made on the Taxi debate.

Andy Hull responded that the subject of taxis had been discussed at the meeting of the PSSC on the morning of 5th December 2007.

It was still a case of ‘one step at a time’. However, there was some news on extending the ‘Fares Fair ‘Scheme. There were new prices being agreed, which would be rolled out to tax drivers the following week.

3. Paul Ellis said that it might be worth the Committee considering another report which had been launched by Ruth Kelly and had come out from the DfT a few weeks ago. This related to the passenger experience, at the end-to-end journey through to the airports, where obviously surface access was an important part of that. This was regarded as an opportunity to go back to the Department for Transport to say that the issue of taxis should be considered, in terms of improving the end- to-end journey.

It was suggested that this report could be considered for the next HACC meeting and used as a launch factor to address some of the issues on taxis.

4. Ben Morton agreed to circulate a copy of this report to the Secretary (*enclosed*),

ACTION:
BEN
MORTON

4105 AIRCRAFT NOISE COMPLAINTS REPORT

BAA Heathrow Noise Complaints Report and Borough Noise Line Figures for Quarter 3 (July-September 2007) had been circulated with the Agenda and were noted.

4106 NIGHT QUOTA USAGE

Report from BAA Heathrow Flight Evaluation Team for the period Summer 2007 (*will follow*).

4107 PLANNING APPLICATIONS

Planning Applications for the Heathrow Ward of the London Borough of Hillingdon for September and October 2007 had been circulated with the Agenda and were noted.

4108 NEWS RELEASES

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

4109 ANY OTHER BUSINESS

1. Cllr. Beer said that with regard to Crossrail, it was thought that it would be in the interest of the whole Heathrow community, if whenever an opportunity arose, it should be asked to progress to Reading, which had now been designated as the Regional Capital of the Thames Valley. This deserved a better rail service; a service to Heathrow.
2. There were no further items to discuss and the Chairman closed the meeting.
3. Following the meeting, the Committee took a sit-down Luncheon at the Renaissance Hotel, hosted by BAA, after which an internal tour of Terminal 5, conducted by Mark Bullock, BAA Managing Director, took place..

**DATE OF NEXT MEETING:-
WEDNESDAY 30th JANUARY 2008**

