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u.s.



DEPARTMENT OF TRANSPORT
2 MARSHAM STREET LONDON SW1P 3EB

01-212 3434

*AF with any
reactions*

*AT
17/4*

The Rt Hon Viscount Whitelaw CH MC
Lord President of the Council
Privy Council Office
68 Whitehall
LONDON SW1A 2AT

17 April 1984

Dear Willie

I am writing to you about my legislative proposals on airports which were discussed by E(DL) on 10 April. You wrote to the Chancellor about these on 6 April.

On the proposed Bill to implement the ATM limit at Heathrow I think there is some misunderstanding. The problem for which we need it is as you say limited to Heathrow, but the Bill needs to make the powers generally available if we are to avoid hybridity. They would then be brought into effect as necessary by an Order which specified the airport to which they would apply.

I do not think that this would make the Bill more controversial. This is exactly how we use the existing powers by which we prescribe measures to limit noise disturbance at airports: they are exercised only in relation to three airports "designated" by me for that purpose.

However when agreeing to the ATM measures, E(DL) asked me to emphasise in any public statement about the legislation that we envisage applying the powers only

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in respect of Heathrow and possibly, in a few years' time, Gatwick. I will of course do this.

In summing up the E(DL) discussion, the Chancellor asked me to seek QL's approval for the inclusion of a Bill on these lines in the 1984-85 legislative programme. It is my understanding that Cabinet has already approved a firm place for an essential Civil Aviation Bill (C(84)8th and CC(84)8th) but perhaps you would confirm that this is the case.

E(DL) also gave strong support to my proposals for requiring local authorities to convert into company form those local authority airports with a turnover of more than £1m. Although I did not mention including these provisions in my Public Transport Bill when the legislative programme was discussed at QL, you will recall that at that time I was pressing - unsuccessfully, as it turned out - for a separate airports privatisation Bill. The proposed provisions on local authority airports would amount to only about half a dozen clauses, and I hope that you could now accept this modest addition to my Public Transport Bill. As I argued in E(DL), this legislation would represent a useful step in getting better commercial disciplines into the management of local authority airports, and would be seen by our own supporters as a move towards our manifesto commitment. *It will save some clauses in the Airports Bill*

If you are content, I would propose to make a statement of our intentions as soon as the House resumes after Easter, and then consult local authorities so that I could take account of their comments in preparing instructions for Counsel.

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I am copying this to the Prime Minister, the members
of QL and E(DL) and Sir Robert Armstrong.

Tom

Armstrong

NICHOLAS RIDLEY

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PARLIAMENT. Legislation
A12

17 APR 1994



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NAPM
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PRIVY COUNCIL OFFICE
WHITEHALL, LONDON SW1A 2AT

2 May 1984

AT
to see

TRANSPORT LEGISLATION 1984/85

Thank you for your letter of 17 April about your legislative proposals on airports which were discussed by E(DL) on 10 April.

Your first proposal is that your short Civil Aviation Bill should not apply simply to air traffic movements (ATMs) at Heathrow but should give you general powers to control ATMs at British airports generally. The need for general powers was not made clear to QL in our earlier discussions on next Session's legislation, but if it is necessary to avoid hybridity and will avoid the need for further legislation if and when movements at Gatwick also need to be controlled then I and my colleagues are content to accept what you propose.

I am afraid, however, that we cannot agree to your second proposal - that provisions requiring local authorities to convert into company form those local authority airports with a turnover of more than £1 million should be included in your Public Transport Bill. It seems to us that at this stage we would be most unwise to add Bills to the 1984/85 programme, or additional subjects to Bills already allotted a place, without very good reason indeed. This would be true even if QL and Cabinet had not already considered and decided against the inclusion of major legislation on airports in next Session's programme. The only changed factors since our earlier consideration are that you now have policy approval and a possible small saving in clauses in the Abolition Bill. But I see from his letter of 27 April that Patrick Jenkin does not agree that there will be a saving in the Abolition Bill nor can my colleagues and I accept that the existence of policy approval changes the position; unfortunately, there

The Rt Hon Nicholas Ridley MP

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are always a number of matters which have policy approval but for which room cannot be found in the legislative programme. I am sorry to disappoint you on this. I have, however, just seen the E(A) paper with your proposals on buses for the Public Transport Bill; if approved these will be a very substantial legislative achievement and I have no doubt you will be bringing forward in due course your major proposals on airports for legislation in 1985/86.

I am sending copies of this letter to the Prime Minister, the members of QL and E(DL) and to Sir Robert Armstrong.

*John
Litha*

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PARL: Leg. Prog: Pt 12

3E MAY 1984



CC/NO



2 MARSHAM STREET
LONDON SW1P 3EB
01-212 3434

My ref:

Your ref:

27 April 1984

Dear Nick,

18
27/4

AIRPORTS

I have seen your letter to Willie Whitelaw of 17 April.

I am concerned about the proposed ATM measures and I would like to see them worked out more fully in consultation with colleagues before you make a statement to the House. When noise levels rather than traffic movements were suggested as criteria at an earlier stage, the proposal ran into a storm of criticism from environmental interests.

You suggest that the inclusion of the proposals requiring local authorities to convert their larger airports into company form will save some clauses in the abolition Bill. This is not so. The Bill will only include such provisions as are necessary to transfer the MCC interests in airports to the PTAs. The "company" proposal will, in any case, apply to all local authority airports with a turnover of more than £1m. Less than half of these are in the metropolitan counties. There can, therefore, be no question of including this provision in the abolition Bill - it would go well outside its scope.

I am copying this letter to the recipients of yours.

*Yours
Patrick*

PATRICK JENKIN

Pam Legislation #112

27 NOV 1984



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PRIVY COUNCIL OFFICE
WHITEHALL, LONDON SW1A 2AT

24 April 1984

Dear Nick

DS

24/4

LEGISLATION 1984/85

Thank you for your letter of 17 April about your legislative proposals following the discussion at E(DL) on 10 April.

As my Private Secretary explained to yours on 19 April, QL will of course consider your proposals quickly but, given the intervention of the Easter weekend, this could not be done in time for you to make a statement of your intentions "as soon as the House resumes after Easter". I should be grateful therefore if you would postpone an announcement until QL has had an opportunity to reach a view on your proposals; I will let you know their conclusion as soon as possible.

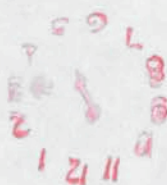
I am sending copies of this letter to the Prime Minister, to members of QL and E(DL) and to Sir Robert Armstrong.

*John
bills*

The Rt Hon Nicholas Ridley MP

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24 APR 1984

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PRIVY COUNCIL OFFICE
WHITEHALL, LONDON SW1A 2AT

6 April 1984

Nigel Lawson

DL
7/4

CIVIL AVIATION LEGISLATION: 1984/85

I thought, in my capacity as Chairman of Queen Speeches and Future Legislation Committee, that I should write to you, in your capacity as Chairman of the sub-Committee on disposal of public sector assets, about the two papers which are to be discussed by your sub-Committees.

The reason for my concern is not the policy content of the papers, but the suggestion which they contain about the scope of legislation for next Session. As you know, Cabinet agreed on 1 March that Nicholas Ridley should have an essential Civil Aviation Bill and a programme Public Transport Bill. The scope of the former concerned the control of air traffic movement at Heathrow. The scope of the latter concerned competition in bus services and the procedures for withdrawal of railway passenger services. I now see that the former seems to have extended to controls on all airports, whilst the latter has taken on a civil aviation dimension.

Whilst I understand the logic of taking general powers to control air traffic movements at all airports, I must point out that the Bill as now proposed will be far more controversial than that which was presented to us. As for the second Bill, it is simply not on to introduce in this way a totally new subject into a Bill which has been approved by Cabinet. I am very much afraid that a combination of the two in one Session would be seen as the beginning of a concerted attack on local government airports.

Naturally, I have no objection to your sub-Committee discussing the policy, but it would be wrong of me to let you do so on the assumption that your approval of the policy would ensure that legislation was provided next Session. If you approve

The Rt Hon Nigel Lawson MP

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the policy, Nicholas Ridley will have to put to QL his proposals for the expansion of his Public Transport Bill. I have to tell you that that will put the Committee in a very difficult position.

We had a considerable amount of discussion about the scope of legislation on privatisation, and, much against our will, had to accept that there should be two such measures, one on buses and one on gas. To introduce another quite different component, especially one connected with local authorities in the Session in which the Abolition Bill is being fought through, is not an idea which is likely to commend itself to QL.

I am sending copies of this letter to the Prime Minister, the members of QL and E(DL), to Sir George Engle and to Sir Robert Armstrong.

John
W. M.

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PARLIAMENT: Legislation. Pt 12

19 APR 1984

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