

## Programme Coordination Board – Meeting 5 Minutes

10 May | 09.30-11.30

GMH, London

Members	Additional Attendees
██████████ (Chair) - Independent	██████████ – DfT
Caroline Low (CL) – DfT	Rupesh Mehta (RM) – DfT
Ros Smith-Reid (RSR) – DfT	██████████ – DfT
Emma Gilthorpe (EG) – HAL	██████████ (Secretariat) – DfT
██████████ – HAL	██████████ – HAL
██████████ – CAA	██████████ – HAL
	██████████ - CAA
Apologies: ██████████	

### 1.0 Minutes and Actions – 30<sup>th</sup> March

- 1.1 ██████████ welcomed everyone to the meeting.
- 1.2 Minutes and actions from previous meeting were agreed.

### 2.0 Update on current events

- 2.1 CL noted that the Air Quality Plan (AQP) was published on Friday 5<sup>th</sup> May with the final plan due to be published by 31<sup>st</sup> July. HAL noted that they would like access to the underlying models and data used in the AQP and have requested the data from DEFRA via an FOI request.
- 2.2 ██████████ talked the board through the potential effect of the General Election on a range of timelines which included HAL's baseline as well as a best and worst case scenario. HAL are anticipating conducting a 3 month consultation (Con1) starting in August and the General Election is unlikely to impact on this.
- 2.3 CL noted that on the best and worst case scenarios, HAL have assumed that DfT will conduct a 2<sup>nd</sup> consultation. CL reiterated that this was an assumption made by HAL and DfT has not issued any information to suggest a 2<sup>nd</sup> consultation is taking place. It will be for a future government to consider consultation responses and next steps following the election.
- 2.4 ██████████ noted that they expect the biggest impact on timeline to be caused by the forming of the select committees. DfT noted that the new committee could restart the process with a fresh call for written evidence.
- 2.5 There was further discussion around whether there were any externalities that would delay HAL's Con1 as well as discussing the need to be mindful of the impact on communities/airlines should there be several consultations running at the same time. ██████████ requested that ahead of Con1, HAL present a 360 readiness assessment to the PCB.
- 2.6 RSR questioned the impact of a timeline shift on the seasonality of data collection with regard to the the EIA. ██████████ noted that the baseline surveying is already in progress but HAL need to have a masterplan/scheme in place before it can be completed.

**Action 170510/01** – HAL to provide a summary of Con1 at June PCB, followed by a readiness assessment and additional context at July PCB.

- 5.1 [REDACTED] briefly took the board through HAL's approach to affordability. The "quicker and cheaper" scheme looks at reordering the phasing to build T2A earlier in the process. [REDACTED] went on to explain that HAL are now looking at expanding T5 first and delaying the expansion of T2A which precludes building a new terminal to the north. This is a result of further discussion with airlines. [REDACTED] added that the result of this scheme would be less floor space per passenger however it would create space in other terminals which would allow growth and new airlines to enter. AH noted that the additional costs associated with increasing floor space per passenger would be hard to justify based on purely passenger experience.

- 5.2 CL followed this by reminding both HAL and CAA that the affordability of this scheme cannot be based solely on early lifting the ATM cap as this is not guaranteed and at this stage should be treated as a sensitivity only. EG said that an early cap lift would also bring with it the early implementation of a 6.5 hour night flight ban plus compensation measures to help mitigate the impact on communities.
- 5.3 [REDACTED] further explained that they have now ruled out all the runway options highlighted in grey on slide 6 and our focusing on 3.2-3.5km length options all of which cross the M25. AH provided feedback that the airlines do not feel that enough analysis has been done to rule out the schemes in grey with HAL.
- 5.4 MG summarised the conclusion reached by the meeting: HAL will continue with its three pronged approach (further meetings supported by further analysis and senior engagement) to achieving convergence with the airlines on runway options.

## 6.0 Regulatory Timeline

- 6.1 [REDACTED] explained that they need to review the current regulatory timetable. The timetable needs to align with the wider programme plan, so CAA are currently consulting on the options. [REDACTED] explained that this is not about slippage and that the timing needs to be sensible for price control. CAA's initial expectations are to extend the existing price control by an additional year.
- 6.2 EG questioned what the emerging thinking was on the June consultation paper expected from the CAA. [REDACTED] noted that they expect it to add more colour to the vision set out in the January consultation paper (RAB, cost incentives etc.). [REDACTED] noted that they need additional information from HAL to progress. CL questioned whether either CAA consultation paper would hold up sensible BAU infrastructure development and both AW and EG confirmed it shouldn't.

## 7.0 Programme Planning

- 7.1 [REDACTED] and the board reviewed the dashboard and requested a fully populated version for the next meeting.
- 7.2 [REDACTED] noted that HAL had prepared a first draft of an issues log and [REDACTED] would now like DfT and CAA to feed in their issues for review and further discussion at the next PCB

**Action 170510/03** - DfT and CAA to add issues and comments to first draft of issues log by 25<sup>th</sup> May for review by MG and consideration at the next PCB.

## 8.0 AOB

- 8.1 The paper on Domestic Connectivity was noted. [REDACTED] mentioned that HAL will be doing some advanced media on the importance of domestic connectivity and how they expect to introduce it.
- 8.2 EG questioned whether [REDACTED] had accepted the chairman role in the LTMA Optimisation working group. [REDACTED] explained that he expects NATS to write out to major airports in UK asking them to provide their expansion plans to determine how much airspace is required and therefore whether scarcity is a problem.
- 8.3 It was noted that the next Lucy Chadwick/John Holland-Kaye bilateral was on the same day as the next PCB meeting.
- 8.4 [REDACTED] covered some basics about the procedure for submitting papers to the board moving forwards.