



Note of the Airports Commission Meeting
19 November 2012

Attendees	
Sir Howard Davies	Chair of the Commission
Vivienne Cox	Member of the Commission
Geoff Muirhead	Member of the Commission
Professor Ricky Burdett	Member of the Commission
Professor Dame Julia King	Member of the Commission
Sir John Armitt	Member of the Commission
Phil Graham	Secretariat
[REDACTED]	Secretariat
[REDACTED]	Secretariat
For item 4	
[REDACTED]	DfT Chief Economist
[REDACTED]	DfT Head of Aviation and Ports Analysis
[REDACTED]	DfT Aviation Analyst
[REDACTED]	DfT Economic Adviser, Aviation Analysis

1. Introduction:

Howard gave an overview of who he had met since the last meeting of the Commission which included Lord Deben, the Mayor of London and the CEO of NATS. Lord Deben was pleased with Julia King's appointment to the Commission and stressed that the climate change targets were likely to be compatible with all the options.

The meeting with the Mayor of London had been cordial. The Mayor and his team were clearly prepared to work with the Commission, though they would likely end up duplicating some of its efforts. However, there were areas in which TfL's contribution would be welcome, particularly around surface transport links.

NATS had talked about their experience working on the Olympics which they felt demonstrated how airspace could be run differently. There was also some discussion on incentives that could be offered to encourage prompt take offs and landing leading to an increase in airport capacity. They had not however provided details of how much more capacity could be derived from these measures.

2. January guidance document:

██████ Secretariat gave an overview of the document with the aim to set out a robust approach to analysing the options and to give an idea of the timescales involved. Not all the proposals to the Commission would be well resourced and so there would need to be some element of levelling the playing field.

There was some discussion on the Commission's budget with agreement that it would depend on the shape of the task as to how much budget was needed particularly if the Commission needed to appoint consultants to carry out feasibility studies or to work on specific under resourced proposals.

There were suggestions that the document was not clear enough in its intent and that the timing for receipt of proposals needed to be clearer along with the fact that the thematic papers would allow for further submissions at a later date. Commission suggested that as this would be the first paper of the Commission, it needed to be taken as an opportunity to demonstrate that the Commission would be looking at a range of issues and needed to open the door to taking a fresh look at the matrix of criteria used to evaluate proposals.

Overall there was a general view that the timeframe for submissions should be reduced from July 2012 to February/March 2012 and that the first submission should be a high level analysis of each proposal allowing for the smaller organisations to submit proposals without having had to do substantial work to reach the standard of some of the larger better resourced organisations. The February/March paper would ask for an indication of the scale of the submission so that gaps could be identified. This would allow the Commission to identify whether they needed to commission any work to plug any gaps. The submissions could then be published to allow for public debate on the options and to identify alternatives.

Action: Howard agreed that we would re-consider the timetable and return to the next Commission meeting with a revised proposal.

3. Aviation forecasts:

The DfT analysts provided an overview of the DfT's aviation model including a look at the drivers of demand, how the forecasts were produced, the current demand forecasts and how others forecast aviation demand. The DfT hadn't published any forecasts for over a year but there had been some discussions about whether the DfT could publish their forecasts alongside the Commission's paper on demand forecasting in January 2013. Discussion centred on the assumptions and inputs underpinning the model.



Action: The DfT analysts agreed to provide a 2 page note setting out the assumptions behind the forecasts alongside the technical inputs for the 2011 forecasts.

4. Programme of work:

Phil Graham set out the Secretariat's thinking on the programme of work through to the publication of the final report in summer of 2015. There was some discussion about when the right point would be to communicate the criteria against which the options would be considered and that there would be some questions about what value was placed on different reasons and types of travel and on the value that would be placed on meeting unconstrained demand scenarios. Further discussion centred on carbon targets and whether it was the Commission's job to suggest a target within which the UK should work. The discussion then centred on the different thematic issues that would be considered including how the economic and socio-economic value of airports and aviation should be measured, what the drivers of demand were, and noise pollution including any medical research into noise. There would also need to be some further clarity on the sequencing of decision making in the January guidance paper.

5. Expert panel:

It was agreed that there would be more value in setting up small groups of experts focusing on a particular subject area rather than having a larger expert panel. The groups would be made up of a mix of academics and technical experts. There was concern about how the business view would be taken into account but it was agreed that if the Commission asked the right questions and engaged with stakeholders like the CBI in the right way, business would put their views forward.

6. AOB:

The next visit would be to Heathrow Airport on 27th November. An agenda would be sent out after the meeting and the offer of a further visit to those who could not attend this visit was made.

It was agreed that the meeting on 17th December would be cancelled in favour of a meeting and visit to Birmingham airport on 18th December instead.