



**Meeting of the Airports Commission
19 June 2015 - 10:00am to 14:30pm
Rm 6.02 Sanctuary Buildings**

Attendees:

Commission members:

Howard Davies - Chair
John Armitt
Julia King
Ricky Burdett
Vivienne Cox (agenda items 1-7)

Secretariat: (Agenda Items)

Philip Graham



Commission's Media Advisors – Brunswick Group – Agenda item 8:



1. Welcome

The Chair welcomed attendees and requested whether there were any updates to the register of interests. None were received.

2. Note of Last Meeting

The Commissioners had provided comments via email to the notes of the last three meetings (8 May, 11 May and 27 May). There were no further comments, and the notes were agreed.

3. Round up of stakeholder meetings attended

The Chair noted he had held meetings with the following stakeholders since the last Airports Commission meeting:

- Deidre Hutton and Andrew Haines – CAA
- A telephone call with Sajid Javid MP – Business Secretary
- Patrick McLoughlin MP – Secretary of State for Transport

ACTION: Secretariat to check when Howard is due to meet with the PM.

4. Air Quality Consultation and Report

The Secretariat gave a presentation on the Air Quality Consultation, which closed on 29 May 2015. This included updating the Commission on the final numbers (total and breakdown by stakeholder group) of responses received, noting a substantial number of responses having been generated by a specific campaign, as well as analysis of the common themes that were raised by respondents and the Commission's response to these issues.

Main themes were as follows: The perceived illegality of a Heathrow scheme due to expected non-compliance with EU Directive limit values in 2030; The length of the consultation period being considered too short; the perceived ineffectiveness of the mitigations proposed, in particular regarding congestion charging and Ultra Low Emission Zones; Assessment year chosen as 2030, with views both for earlier and later years being more appropriate; and concerns regarding the Airports Commission's assessment of Heathrow Hub Ltd's scheme.

For all of the above mentioned issues the Commission's response was outlined. The full breakdown of the analysis of the consultation responses had been provided to the Commission beforehand in the draft report "Consideration of Air Quality Consultation Responses", and any specific comments on the drafting of the report were invited by email by Monday 22 June.

The Commission stated more emphasis was needed in acknowledging the air quality consultation dealt with new work not completed until after the main consultation was launched and that wider air quality issues were consulted on in the main consultation; and recognizing that the global growth scenario for Heathrow and low cost is king for Gatwick, with high-end traffic movements forecasted, were used in the assessment.

ACTION: The Secretariat to check drafting of reports to ensure the messages are strong relating to (1) the scope of the air quality consultation and (2) the use of scenarios with high-end traffic forecasts.

ACTION: Commission to provide comments via email by Monday 22 June.

4.a. Item outside the agenda

The Chair raised a new item, updating the Commission regarding the Pre-Action Protocol Letter in the matter of an application for Judicial Review of decisions of the Airports Commission, received from Teddington Action Group. The letter's two points relating to TAG's view that (1) the time allowed for stakeholders to respond to the air quality consultation was insufficient (this had already been covered earlier in the meeting) and (2) the Chair's appointment to the Royal Bank of Scotland (RBS) created a conflict of interests, were outlined. With regards to the latter, the Chair informed the

meeting that he will not take up his post or join the board of directors at RBS until after the publication of the Final Report.

ACTION: The Secretariat to draft a response to the Pre-Action Protocol letter, due 2 July 2015.

5. Equalities work

The Commission was presented with the latest updates concerning the Equalities Impacts Report, which has been changed from an Annex of the Sustainability Assessment to a supporting technical document. This change is due to the substantial development of the document reflecting the consultation responses and counsel's comments. The Community section of the Sustainability Assessment has been updated accordingly, and both documents were circulated to the Commissioners prior to the meeting.

The Commission commented on language used in the conclusions, steering towards a more assertive tone.

ACTION: The Secretariat to review draft report and change tone to be more assertive.

6. Final Report and suite of documents

Business Case and Sustainability Assessment

- Both documents have been updated post-consultation, and all relevant information has been incorporated.
- All substantive changes made after 27 May Commission Meeting were presented
- There were no substantial changes, rather adding more detail and comparison according to the Commission's earlier comments.
- Changes in drafting have brought the documents in line with the language used in the Final Report.

Consultation Response

- There have been no major changes since the last version the Commission was presented with in May
- A table on the report's first page and an Annex at the end have been added, to highlight the work done by the Airports Commission post-consultation.

Final Report

- The Final Report had been given an Air Quality chapter, chapter 13 and Executive Summary.

The Commission commented on the following points:

- With the issue of 2nd additional runway, the approach has been nuanced, leaving options open rather than being conclusive. Consideration into how circumstances might have changed after the provision of the first additional runway needs to be incorporated, and a regional point of view considered. The drafting will need to be checked to ensure the approach is fully consistent throughout the suite of documents that will be published.

FINAL AGREED

- Care should be taken in how the airports not short-listed or recommended are handled throughout the documents, with a view to not ruling any of them out.
- In general, the language used throughout the suite of documents needs to be checked and amended as appropriate, to provide strong messages and recommendations.
- Inconsistencies were found on how the schemes and the promoters were referred to, throughout the documents; and
- Tables and charts needed to be double-checked for contents and clarity.

Having considered all the information, and with the comments made today incorporated, the Commission unanimously decided to recommend the Heathrow Northwest scheme to the Government as the best option to add runway capacity in the UK. The Commissioners formally delegated the responsibility for final sign-off of the reports to the Chair.

- The Commissioners were invited to email final comments by Friday 26 June, after which the Final Report will be typeset and printed.

7. Report Launch

The Secretariat updated the Commission on the activities, timescales and locations of the launch day. The Chair will have more engagements than the other Commissioners. It was confirmed that security will be present at the location.

ACTION: The Secretariat to provide Q&A to the Commissioners by Friday 26 June via email.

8. Wider Strategic Communications

The Commission's media advisors, Brunswick Group, confirmed with the Commission their steer on media handling during the launch period. It was agreed that the Commission's strong and clear recommendation should be communicated with clarity to the media. As the suite of documents is technical and complex in nature, the focus of the media and stakeholders should be drawn to the positive points, e.g. to the fact the recommendation is supported by various delivery recommendations such as mitigations. The format of the launch event was agreed, with limited time given to Q&A. The Commission should focus on the robust and transparent process, reflecting back on the work done during the Commission's entire process and bringing the central recommendations alongside the Final Report.

A number of potential challenges to the Commission's conclusions were explored, to prepare the Commission to answer them.

9. AOB

None