Meeting of the Airports Commission
15th December 2014 – 13:00 - 16:00pm
Rm 6.02 Sanctuary Buildings
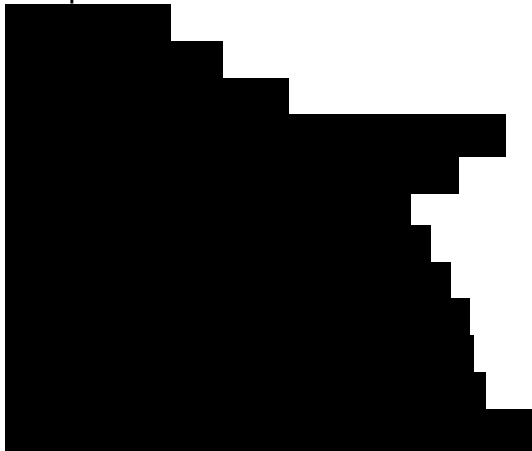
Attendees:	**Apologies:**
Commission members:	Vivienne Cox
Howard Davies – Chair	Julia King
Ricky Burdett	
John Armitt	

Secretariat:
Philip Graham

1. Welcome

HD welcomed attendees to the meeting. There were no changes to the register of interests.

2. Note of Last Meeting

There were no comments on the draft note so this was agreed.

3. Round up of stakeholder meetings

HD ran through the meetings he had attended since the last Commission meeting and also those meetings planned for the forthcoming week.

17 November – Speaker at Global Airport Development Conference in Athens

25 November – Parliamentary briefing at House of Commons

2 Dec – Speaker at Runways UK event in Manchester

HD Upcoming meetings

17 December – meeting with Michael Dugher, Labour Shadow SoS for Transport. JA is also meeting him the same day regarding the Armitt Review.

17 December – meeting Airbus main representative Tom Williams, EVP Programmes and UK National Representative.

4. Consultation

The Secretariat updated the Commissioners on the progress of the public consultation. As expected the first couple of weeks had started slowly with approximately 100 e-mails and on line responses, but since the public evidence session at Heathrow on 3rd December Systra had received around 12,000 responses from a Back Heathrow campaign. The Secretariat also understood that Birmingham Airport may be organising a campaign but to date nothing has been received.

The coding framework is still being worked up and it will be available for the Commission to comment on at the next Commission meeting.

HD asked about the process for publishing responses to the Consultation. PG said we would follow the procedure which we have done previously, publishing overall numbers of responses, and any substantive, technical responses from stakeholders in full. Other responses would be summarised in the Systra report. Publication was expected to take place alongside the Commission's final report as set out in the Consultation Document. PG also mentioned that the Commission had been asked at the Heathrow event if Systra were acknowledging responses sent in to the consultation; to which the answer is no, for hard copies (which was explained in the Consultation document), but automatic acknowledgements are sent to e-mails and on-line forms completed.

5. Next Steps on Analysis

The Secretariat ran through the different thematic discussions and the timings. The Secretariat explained that there were five or six areas in which it currently envisaged further work would need to be carried out, but it was likely that other areas would be identified once the Secretariat had considered all of the consultation responses. The currently identified areas were: Air quality, Noise, Airspace, Economics, Carbon and Cost & Commercial.

HD asked the Commissioners if there were, at this stage, any other pieces of work they wanted the Secretariat to address. The Commissioners requested further analysis relating to the relocation of housing (the issue of housing had been raised at the Heathrow public evidence session) as this was a complicated issue and not a decision the promoter could make. It was suggested that the Secretariat could look into what has happened previously with schemes such as Crossrail and the Olympics. The Commissioners would feed in any other topics as they arise.

6. OECD Report

The Secretariat gave an update on the latest work from OECD/ITF. The report provides evidence that appears to challenge the assumption that a new runway would mean that ticket prices would necessarily rise. This was because the downward pressure on fares due to enhanced competition and reduction in scarcity value could override any increase in aerocharges. The Commissioners were given a draft report with the plan to publish it on Wednesday 17th December alongside a piece from HD to be published in a national newspaper.

7. The Second Runway

The Secretariat talked through the presentation on the second runway question. The Secretariat will carry out further analysis as to when, how and by whom the case for a second net additional runway might most appropriately be considered. This analysis, as outlined in the interim report, may include consideration of how UK and international economic forecasts are likely to develop, and the implications for long-term aviation demand; progress in agreeing measures to reduce carbon emissions from aviation; and the long-term development of the aviation industry and related technologies. It was agreed that the Secretariat would not take forward any work on specific locations for new runways other than reviewing the potential for further expansion at the shortlisted locations.

8. Discussion Paper 6: Responses

The Secretariat explained that there were over 90 substantive responses, including responses from many regional airports, local authorities and Local Enterprise Partnerships as well as a range of NGOs and private individuals. HD summarised responses to the paper in his 2nd December speech at the Runways UK conference in Manchester.

The paper explored the reduction in aviation links between the regions and London over the last decade. It also examined the performance of regional airports, in terms of profitability, passenger numbers and route networks, and considered the potential impact of further consolidation of regional airports. It considered what measures could be put in place to support regional airports and lastly it examined how London's other airports may be utilised in the period prior to any new capacity coming on stream.

The Secretariat was requested to review all the suggestions of measures that could be put into place to support regional airports in the medium term that had been made

in responses to the discussion paper, with a view to identifying in the final report those measures which should be recommended to Government for further consideration.

9. Delivery

The Secretariat stated that there had been 60 substantive responses to the discussion paper published in July. The delivery of any new runway capacity will clearly be challenging and securing agreement will be hard given the potential impacts in respects of noise, air quality, housing and surface access, many of which may have a detrimental effect impacts on local communities. Many of the responses received showed the strength of feeling from local residents on these issues and set out their views regarding the cumulative impact that expansion could have on their everyday lives. Other aspects of the appraisal have highlighted the practical and financial challenges that would need to be addressed. The Commission will need to consider how the Commission's final recommendation can be optimised to address decision-makers' concerns at a regional and national level, as well as those of local communities and other stakeholders. The Commissioners requested information of any comparable compensation schemes affecting industry and commercial businesses e.g. Crossrail, Olympics.

10. Final Report

The Secretariat sought the Commission's views on the proposed structure for the final report, including the suggested content, narrative and sequence of the key sections. The Secretariat was seeking a steer from the Commissioners on the length of the report; and on the relative space that should be given to each chapter.

The Commissioners suggested some amendments to the structure of the final report. The Secretariat would take away the comments and come back to the Commissioners with revisions at the next Commissioner meeting in January 2015. It was agreed that the Secretariat should aim for a final report of broadly similar length to the Interim Report.

11. Public Discussion Sessions

The Commissioners were happy with how the Heathrow event was run. No discussion was necessary about the forthcoming Gatwick event as all papers had been sent to the Commissioners in readiness for this.

12. AOB

None