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**Meeting of the Airports Commission
18 February 2014 – 10:00 – 12:30
Rm 6.02 Sanctuary Buildings**

Attendees:

Commission Members:

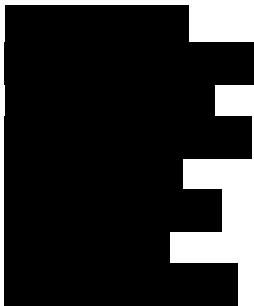
Sir Howard Davies – Chair
Professor Dame Julia King
Sir John Armitt
Dialled in: Vivienne Cox

Apologies:

Professor Ricky Burdett

Secretariat:

Phil Graham



1. Welcome

Howard Davies (HD) welcomed the Commissioners to the meeting. There were no changes to the register of interests to be recorded.

2. Note of last meeting

The minutes of the last meeting were discussed and the Commissioners enquired on the publishing of all the previous minutes. Philip Graham (PG) advised that the minutes were being checked for publication by the Secretariat and the aim was to publish at the same time as the finalised version of the Appraisal Framework. The commissioners preferred the minutes to be published as soon as they are ready. It was also agreed that future minutes would be published in blocks at appropriate times during the Commission's work.

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3. Round up of stakeholder engagement

HD briefed the commissioners on his recent stakeholder engagement:

- *Appearance at the Transport Select Committee.* This was felt to have been broadly successful. The questioning did not focus on any unexpected areas of challenge, with questions particularly around regional airports and the scale of capacity required. Subsequently Louise Elman has written in and points of clarification and supporting evidence will be sent through to the Committee.
- *Parliamentary briefing, given in the House of Commons on 4th February 2014.* The briefing attracted a wide audience of both MPs and Lords. The general response was broadly positive with no significant disagreement on the need for some level of extra capacity. As with the TSC, particular areas of focus included the scale of that need and the position in relation to regional airports.
- *Business breakfast with ABTA on 5th February 2014.* HD had used this session to encourage leisure industry to play a fuller role in the debate and had not featured as a significant issue in the Commission's engagement with political and other stakeholders thus far. The commissioners discussed the possibility of engaging with the leisure industry more to fully understand the leisure industry's perspective on aviation expansion. [NB: Since this meeting, the Secretariat has attended a briefing session with the Tourism Alliance and set up discussions with Visit England and Visit Britain.]
- *Meeting with the chair of Ferrovial (owners of a 25% share in Heathrow Airport Ltd).* Topics discussed included the views of shareholders at London Heathrow and the possibility of new investors emerging should Heathrow be selected.
- *Correspondence from Boris Johnson, Mayor of London.* The Mayor's most recent correspondence sets out his thoughts on the basis on which the Commission should engage with him in the second phase of its work and Commission's analysis to date. The letter will be responded to and the detailed issues are likely to be the basis for discussion at the coming meeting between the Mayor and HD. In discussing the points made, the Commission acknowledged that the Mayor had a statutory role within London, however, this did not necessarily mean that he should be treated differently from other stakeholders with similar responsibilities. Nevertheless, the Commission would wish to make use of the Mayor's/TfL's expertise in relation to specific areas in which the Mayor/TfL have responsibility, in order for the Commission to carry out its work; the relationship is analogous to that which the Commission has with Network Rail and the Highways Agency where the Commission will be seeking information in relation to specific issues where the authority has expertise. The Commission noted that the Mayor, while not being a promoter, had publically and consistently advocated one of the options. This meant that care would be necessary by all parties to ensure that the information the Commission would get would be impartial. However Commission would work towards a MoU with TfL to enable its expertise to be brought appropriately into the Commission's thinking.

It was decided that;

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- The issues of change to and change of design were discussed. It was agreed that the working protocol should remind promoters that while the Commission was keen for scheme designs to be refined and enhanced, the updated scheme designs should stay consistent with the sift process and the assessment of need as specified in the phase 1 of the commission's work.
- Heathrow Airport Limited (HAL) and Heathrow Hub have discussed their working arrangements going forward. Heathrow Hub has presented HAL with some requests for information owned by HAL on the airport layout, which HAL is considering. The Commission noted that there was no need at this stage to intervene in the negotiations of two commercial entities, but that they would keep the situation under review.
- Scheme promoters' consultations and their timing
 - Heathrow Airport Ltd has opened the consultation on 3rd February and will be able to incorporate some of the results to the updated scheme design
 - Gatwick Airport Ltd will open their consultation on 4th April, with a closing date after 9th May. Therefore, it would not be able to incorporate the results in the updated scheme design submitted on that date. The Secretariat envisages an iterative process of consideration and evaluation of scheme designs which may allow for some enhancement to be made in the light of consultation later in the process. Gatwick is planning to consult the public on three different designs, one of which would be unlikely to be consistent with the Commission's sift criteria

6. Delivery Road Map

██████████ set out a broad overview of the process of delivering new airport capacity, from the Commission's Final Report in 2015 to a fully operational runway in the late 2020s / early 2030s, and highlighted some of the key risks. ██████ explained the elements of the planning process for Nationally Strategic Infrastructure Projects as set out in the Planning Act 2008 as amended. He set out some initial thinking of timescales and options for securing planning consent in the next Parliament.

In discussion the following points were raised:

- The Commission should seek to accelerate delivery where possible, in particular challenging assumptions on the timescale for a National Policy Statement and clarifying how prescriptive the Commission's recommendation of an option could be
- The Commission should continue to investigate the potential of a Hybrid Bill and work with DfT to see if there is any generic preparation they can take before the final decision to speed up the overall process.

7. Expert Advisory Panel

There was a discussion on the Expert Advisory Panel (EAP) and the new additional members to the panel in the second phase of the commission's work. All the pre-determined areas of experts' help were discussed and agreed they would be needed. The Commission agreed that additional expertise could be useful in the areas of airline operations, airport operations, infrastructure finance, planning and London transport. Suitable candidates were identified and debated and the Commission agreed that the secretariat and HD will make some follow up approaches to Susan Baer, Brian Pearce, Ray Webster, Richard Everitt, Chris Elliot, Rory Joyce, and Hugh Sumner in the coming weeks.

8. Commission Membership

After the stepping down of one of the commissioners, it was agreed not to consider a possible new Commissioner until after the interim report was published. However, it has been problematic finding a suitable candidate with aviation industry experience without ties to one of the schemes or where otherwise there might be possible conflicts on aspects of Phase 2 of the Commission's work. There was also consensus regarding the problems any new Commissioner would face without an in-depth knowledge of the previous decisions and the first Phase of the commission's work. There was also a concern as to whether it would be reasonable to require a new Commissioner to take the Commission's previous decisions as read. On this basis, it was agreed not to appoint a new commissioner at this time.

9. AoB

The next meeting's timing was raised as an issue as many people wouldn't be able to participate on the agreed date. The date of the next meeting was moved to 20/03/2014. The Commission's visit to Gatwick would remain on 19/03/2014.