

- 2.1 JG took the Board through updates from the working groups, noting the following key points:
- 2.1.1 The Surface Access Steering Group was held on 26th October. Feedback received from an Airport Capacity Programme Board (ACPB) paper outlining the developing narrative behind M25 options was discussed. HAL also provided a surface access modelling update and will be presenting a hierarchy and appraisal of surface access packages at PCB on 11th December.
 - 2.1.2 Progress was noted in airline engagement, with stakeholders agreeing that the latest S.16 report published on 20th October 2017 was a fair representation of progress to date.
 - 2.1.3 [REDACTED] enquired about the new Secretary of State (SoS) “call in” process mentioned under the Airspace Working Group update. [REDACTED] confirmed that a key part of the airspace policy update was to establish a “call in” function for the SoS in respect of airspace change proposals put forward to the CAA by airports and air traffic control suppliers such as NATS. [REDACTED] confirmed that anyone could make a call in request, however there is a criteria which must be met before the SoS can accept a call in. It is expected that most of the airspace changes at Heathrow will meet this criteria. If a

proposal was called in, the CAA would continue to assess the proposal, but would not be able to approve it. The final decision on a called in proposal would sit with the SoS. EG said that HAL is keen to understand the full administrative process behind this as they have some concerns around practical implementation. This will be covered in the Airspace Working Group.

- 2.1.4 HAL/DfT engagement sessions have focused on developing a shared vision and objectives for expansion between HAL/DfT. Both sides noted that good progress had been made on this work stream.

3.0 Update on current events

- 3.1 [REDACTED] provided an update on the S.16 workstream and feels that good progress has been made in engagement with airlines and the CAA. The cost/benefits working group with airlines was now underway and had been well received. [REDACTED] reiterated the progress made by HAL since the last S.16 report, which set out areas in which improvements could be made by HAL, focusing on efficiency, affordability and consumers. CL informed PCB that the Terms of Reference between SoS and the CAA have been extended, so that the S.16 work will now conclude in April 2018, rather than December 2017. This retains the original intention of the S.16 commission, in reporting before any NPS designation.
- 3.2 CL updated PCB that the Transport Select Committee (“TSC”) is now accepting written evidence for their enquiry into the draft airports NPS, with a deadline for submission of 30 November 2017. The SoS will likely be asked to provide oral evidence in January 2018. EG confirmed that the TSC Clerk had informed HAL that they will also be called to provide oral evidence in January.
- 3.3 TC provided an update on finance checks, confirming that HAL is considering requests made by Rothschild and the DfT and will revert shortly.
- 3.4 CL confirmed that Baroness Sugg CBE was appointed Parliamentary under Secretary of State for Transport on 28 October 2017. Baroness Sugg will be visiting Heathrow on Friday 17 November 2017 and there is the possibility that she will want to carry out a community visit as part of this trip.
- 3.5 CL asked HAL whether ground investigation are likely to generate any significant press or protestor activity. [REDACTED] confirmed that HAL is monitoring this closely but have had no issues as yet.

4.0 Dashboard/Forward Look

- 4.1 [REDACTED] confirmed that the dashboard is continuing to develop into a useful document and the PCB agreed that it should continue to be updated and amended through the weekly HAL meetings.
- 4.2 [REDACTED] confirmed that some amendments had been made to the dashboard in order to streamline information. [REDACTED] invited PCB members to provide comments on the structure of the Dashboard, in particular the timeline and whether this captures all of the relevant expansion milestones.

4.3 PCB members were content with the forward look document.

ACTION 171113/01: PCB members to continue to provide comments on the current layout and format of the Dashboard, with colleagues attending the weekly HAL/DfT engagement meetings to take forward any proposed amendments/developments.

5.0 Summary consultation schedule

5.1 ■ introduced the Aviation Consultation timeline produced by DfT which shows the timings of all forthcoming consultations related to expansion. ■ invited suggestions as to how this document could be improved.

5.1.1 ■ confirmed that there would be more airspace consultations than those currently included in the timeline, although these would be on a smaller scale. These additional consultations are yet to be coordinated between LTMA and NATS but are currently timed to be after the 2R airspace consultation.

5.1.2 CL noted that in particular, the Aviation Strategy consultations and CAA's costs/financeability consultation were more specialist and targeted at industry rather than the general public, which will reduce the risk of consultation fatigue.

5.1.3 ■ asked for the timeline to demonstrate the dependencies between consultations, as well as any notable feedback loops. ■ confirmed that ■ would be the owner of this document going forward and would continue to amend the document, reporting back to PCB regularly.

ACTION 171113/02: ■ to amend the summary consultation schedule to demonstrate linkages, dependencies, feedback loops and target audience for each consultation.

6.0 Local Authority Engagement Update

6.1 HAL tabled a paper updating PCB on HAL's engagement with Local Authorities ("LAs"). HAL took this paper as read and invited questions from the PCB:

6.1.1 ■ enquired as to whether there were any LAs aside from Hillingdon who were refusing to engage with HAL. ■ confirmed that Windsor and Maidenhead were not actively engaging but are currently attending the Heathrow Strategic Planning Group ("HSPG") as an observer. HAL noted that this was likely to change after NPS designation. Richmond has also been invited to HSPG but so far have not taken part.

6.1.2 ■ asked whether HAL is also engaging with local county councils. EG confirmed that HAL is required to engage with LAs as part of their DCO application. Engagement with county councils takes place outside of this process, but is a regular occurrence nonetheless.

- 6.1.3 ■■■ asked if lack of engagement from LAs could lead to programme delays. As part of the DCO application process the Planning Inspectorate (PINS) will want to ensure that HAL has done everything in their power to engage with the relevant LAs, meaning a clear audit trail documenting engagement approaches is necessary. ■■■ confirmed that HAL is obtaining advice from PINS on this issue and putting in place the appropriate mitigations including robust record keeping.
- 6.1.4 ■■■ enquired as to whether HSPG could be granted greater status post designation through planning legislation. HAL will take this point away for further consideration, although HAL does expect HSPG to have a more formal role post designation.

7.0 HAL Consultation One Deep Dive

- 7.1 ■■■ introduced the slidepack, which provided an overview of HAL's current proposals for Con 1. A summary of key points is as follows:
 - 7.1.1 RM asked how HAL plan to demonstrate that they have considered the views and feedback provided by consultees at Con 1 and reflect this back publicly. ■■■ stated that Con 2 will demonstrate that this process has been followed, with Con 1 responses ultimately being used to refine masterplan options and shape the content going into Con 2. EG added that it is a requirement under the DCO planning process for a scheme promoter to demonstrate why certain scheme design options have been discounted. HAL has procured the services of a separate company to assist with this process and ensure that they have the relevant infrastructure in place to facilitate and document feedback loops.
 - 7.1.2 CL asked how the two distinct elements of Con 1 – i.e. the DCO planning element and the airspace change element - were linked. HAL's view is that they will not be able to obtain DCO without also consulting on airspace principles as part of Con 1. HAL identified the Environmental Impact Assessment (EIA) required for DCO application as the key dependency between airspace change design, DCO planning and the overall master plan due to the fact that noise mitigation measures could affect the plans for infrastructure on the ground and therefore influence scheme design options. This will have to be detailed in the EIA. Con 1 will focus on the principles behind how HAL should approach this airspace design. Con 2 will focus more on potential flight path areas and questions around respite.
 - 7.1.3 HAL talked PCB through the internal governance processes which have been put in place by HAL for the purposes of reviewing the Con 1 consultation booklet and leaflets. CL welcomed this level of scrutiny noting the significant scale of the consultation.

- 7.1.4 ■ asked whether HAL had carried out any work around the implications of consulting on something which is inconsistent with what is stated within the revised draft airports NPS. EG stated that HAL will have to justify how they have made certain scheme design decisions, including runway length, to PINS as part of the DCO process. One aspect of this will be demonstrating that they have properly considered and discounted alternative options. ■ noted that HAL's approach was to be consistent with the content of the revised draft airports NPS.
- 7.1.5 CL confirmed that HAL's messaging around surface access should be consistent with the Government's position in order to avoid any confusion. With regard to surface access PW noted that surface access content in Con 1 would explain how HAL's strategy supports the targets stated in the revised draft airports NPS. Specifically, Con 1 will state that HAL need Crossrail, upgrades to the Piccadilly Line and Western Rail to happen in order to meet the surface access targets. Con 1 will also include information around improving coach services, their strategy for facilitating reductions in colleague journeys and taxi congestion mitigation measures. CL clarified that Western Rail is still subject to a business case being approved and funding being available so it was important that HAL's messaging was aligned with Government in order that communications are clear to consultees.
- 7.1.6 HAL then presented an overview of the airspace element of Con 1. ■ confirmed that this would not contain flight paths with lines on maps but would be more about gathering feedback on design principles and potential trade-offs i.e. between noise and respite. JG asked why HAL were choosing to consult on airspace principles at this early stage. ■ confirmed that HAL need to inform the key components before the macro design of airspace design envelopes or there will be no technical boundaries for route areas. If there is too much of a delay in developing airspace design principles then it will be difficult for HAL to work with NATS in order to find a way to integrate into existing airspace. The principles are also driving what is needed for the Environmental Impact Assessment.
- 7.1.7 HAL is currently considering informing all individuals who might be significantly affected by expansion based on a Lowest Observable Adverse Impact measure, which HAL has defined as any individual within a 51dB noise contour in a 3R airspace scenario. HAL therefore may directly leaflet c5 million people. The current thinking is that this leaflet will primarily contain wayfinding information directing residents to HAL's consultation events of which there will be around 40. ■ held the view that recipients will want to know why they have received this leaflet and HAL will

need to consider and reflect this fact in any drafting, in particular follow up 'questions and answers'. Additionally, [REDACTED] confirmed that from an airspace change perspective, noise is a priority between 4-7,000 feet as per Government's airspace policy. HAL are considering if it is appropriate that all people who *might* have overflight of an aircraft flying below 7,000 feet in a 3R airspace scenario are engaged fairly and reasonably so that they have the opportunity to shape the airspace design principles going into Con 2. This engagement could be facilitated through newspaper advertisements, posters and billboards, rather than direct leafletting and may reach out to c13million people.

- 7.1.8 HAL then spoke through their strategies for mitigating high profile and potentially contentious content in Con 1. HAL are proposing to consult on plans to have the current ATM cap increased following DCO approval, in order to release additional capacity during construction of the third runway. This is not Government policy and is likely to generate significant interest from communities who may oppose the early introduction of new capacity. HAL will attempt to mitigate this risk by repeating HAL's commitment to introduce the ban on scheduled flights between 11.30pm and 05.30am (currently 11.30pm to 04.30am), made possible through the introduction of Independent Parallel Approaches (IPA) as a result of the early lifting of the ATM cap. HAL will also make it clear that any mitigation package would also be open for consultation. CL confirmed her understanding is that this point would be focused on by communities.
- 7.1.9 HAL confirmed that in the event that Con 1 is not launched in January, then, due to the purdah period and parliamentary recesses, the next available opportunity for launch would be September 2018, meaning a delay of 6-9 months to the programme plan.
- 7.1.10 [REDACTED] thanked HAL for the comprehensive nature and quality of the presentation.

8.0 AOB

- 8.1 PCB members confirmed that they were content for the PCB on 08 January to take place, despite potential disruption caused by the Christmas break. HAL asked for some flexibility with paperwork due to their proposed Con 1 and the Christmas break causing resourcing constraints.
- 8.2 CL confirmed it would be useful to provide feedback on the cross linkages with the Industrial Strategy as part of the aviation strategy update for the PCB due on 11th December.

171113/03- BEIS to provide feedback on the cross linkages between expansion and the Industrial Strategy at PCB on 11 December.