

Programme Coordination Board – Meeting 7 Minutes

10 July | 14.00-16.00

Compass Centre, Heathrow

Members	Additional Attendees
██████████ (Chair) - Independent	██████████ – DfT
Caroline Low (CL) – DfT	██████████ (Secretariat) – DfT
Ros Smith-Reid (RSR) – DfT	██████████ - CAA
Emma Gilthorpe (EG) – HAL	██████████ - HAL
██████████ – HAL	
██████████ – CAA	
Apologies: ██████████	

1.0 Minutes and Actions – 8th June

- 1.1 ██████ welcomed everyone to the meeting.
- 1.2 Minutes and actions from previous meeting were agreed.

2.0 Update from working groups

- 2.1 RSR took the board through the relevant updates with board members adding the following additional points:
 - 2.1.1 Surface Access Steering Group – there was a useful meeting recently on the M25, a summary of which can be found in Paper 7.*
 - 2.1.2 Airlines Update Group – the recent airline immersion session had 30 attendees which is slightly down on previous attendees. Conversations were constructive and airlines provided good feedback. The format of 1 day every 2 months is set to continue with the next session being held in October (to account for summer holidays in August)
 - 2.1.3 Comms. Working Group – the board agreed to having a regular (every 2 weeks) call between HAL/DfT/CAA comms teams to ensure everyone is kept abreast of future developments
 - 2.1.4 Economic Regulation Update Group – ██████ emphasised that the decision between HAL and the airlines relating to the timing of Con1 will be a test of confidence in the governance structure
 - 2.1.5 Airspace Working Group – the AWG recently discussed the timing of the HAL consultation on R3 airspace. The board members noted the outcome, and the further work that was required to ensure progress can be made.

Action 170710/01 – Secretariat to check the outcome of recent discussions at the AWG.

Action 170710/02 – CL to discuss with ██████ when the DfT airspace consultation response will be published. This information will assist HAL with the decision on the timing of their airspace consultation.

3.0 Update on current events

- 3.1 HAL asked to be updated on air quality. CL outlined that the High Court had found Defra's draft air quality plan to **not** be 'unlawful' following a legal challenge from ClientEarth. The final air quality plan is due to be published by 31 July.
- 3.2 HAL queried whether DfT will be reconsulting on the draft Airports NPS. CL explained that at present DfT are waiting for approval from No10, in order that the SoS can explain the next steps in the process.
- 3.3 CL outlined that the Airport Capacity Programme is undergoing a PAR review this week and that the current focus appears to be on governance, timescales post DCO, confidence in delivery and understanding potential differences in objectives between HAL and the government.
- 3.4 The board discussed the recent article in the Sunday Times relating to alternative proposals for Heathrow Expansion put forward by Surinder Arora. [REDACTED] explained that the Arora Group had set up a separate website for the proposal and that HAL had identified 4 key changes from the HAL plan available in the public, some of which were similar to those already discussed with airlines. [REDACTED] noted that because HAL's reduced scheme cost was not in the public domain, the cost difference between HAL's original plan and the alternative plan by the Arora Group looked more significant. [REDACTED]
[REDACTED]. DfT explained that they would treat the Arora Group consultation response in the same way as all other consultation responses.
- 3.5 There was general discussion on progress around runway length and location, and related engagement with the airlines, including proposals for the M25 and M4 spur.

Action 170710/03 – HAL and DfT agreed to refine work programmes on proposals for the M25.

4.0 Community Engagement

- 4.1 [REDACTED] took the PCB through the paper on proposals for a Community Engagement Board (CEB), explaining that the preferred option for the CEB is reconstituting the existing Heathrow Airport Consultative Committee (HACC) group. [REDACTED]
[REDACTED].
- 4.2 The chair of CEB will play a key role and would ideally be neutral on the proposed expansion of Heathrow Airport. HAL have a preference for a chair with a strong political background and have produced a shortlist of some potential candidates. HAL aim to appoint the chair by September 2017. [REDACTED] updated the group that the current HACC chair is aware of the proposed changes, including a potential new chair.
- 4.3 It was noted that other airport consultative committees lack credibility with local communities. EG explained that HACC was in a similar position with regard to lacking credibility two years ago and it had taken HAL a considerable effort to improve the HACC's reputation.
- 4.4 [REDACTED] noted that when they recruited for a similar chair position at Thames Tideway Tunnel (TTT), an interview panel comprising a few key members of the committee was used to appoint the chair, adding to the chairs credibility as independent.
- 4.5 There was some discussion around why there was a strong preference for a prominent politician to chair the meeting. [REDACTED] explained that the shortlist is

indicative and they are not wedded to any particular type of chair; however, they are aiming to raise the profile of the board in a similar manner to that associated with the skills taskforce which is chaired by Lord Blunkett. Further to this, [REDACTED] noted that they are discussing potential chairs with local community groups; however, many of the potential candidates had already taken a view on the potential expansion of Heathrow Airport.

- 4.6 [REDACTED] suggested that the impending transformation of HACC into CEB was a good opportunity to undertake a performance assessment of HACC and use the arrival of a new chair as a general refresh of the committee/board.
- 4.7 [REDACTED] summarised that the board were pleased to see progress and had no objection to the proposed transformation of HACC to CEB. However [REDACTED] was encouraged to consider: (i) whether the criteria used to generate the shortlist of candidates should include experience in community engagement as well as the gravitas to work at board level: (ii) if an updated set of criteria might drive a new shortlist of candidates: (iii) the use of an interview panel drawn from members of HACC/CEB; and (iv) whether a performance assessment of HACC would help lay the foundations for a success full CEB launch.
- 4.8 CL closed the discussion on this agenda item by explaining that DfT would find it useful to understand how HAL are monitoring the effectiveness of their community engagement.

Action 170710/04 - [REDACTED] to return to PCB in September to provide an update on the CEB.

5.0 Issues Log

- 5.1 [REDACTED] thanked the board for their contributions to the Key Issues Log and noted that an actions column had been added, but further work needed to be done with regard to prioritising the issues.
- 5.2 The board suggested that the issues be split into 3 categories (Cat A – before Con1, Cat B – before NPS designation and Cat C – before Con2) and that HAL/DfT work on the prioritisation of the log at the weekly engagement session.

Action 170710/05 - HAL and DfT to re-prioritise the Key Issues Log into the 3 new categories (as above) at the next weekly engagement session.

Action 170710/06 – HAL to brief PCB on their view of lifting the ATM cap, including the impacts on operations and local communities. HAL to also outline the elements relating to the ATM cap that are going to be included in Con1.

6.0 Scheduling (Con1)

- 6.1 [REDACTED] explained that HAL will be moving their Con1 to December 2017 from September 2017, which means the timing of when HAL could achieve Development Consent moves closer to the end of the current Parliament.
- 6.2 EG added that HAL's preference is for any final airports NPS to be designated pre Summer Recess (2018) to allow them as much time as possible to develop their Development Consent application.
- 6.3 [REDACTED] stated that PCB would like to see the criteria that feed into the readiness assessment for Con1 at September's PCB.
- 6.4 EG asked if DfT can let HAL know what sort of information/checks they would need from HAL in advance of a potential final airports NPS designation.

6.5 [REDACTED] questioned whether there was any likely assessment of safety in light of the Grenfell Tower fire and whether DfT may need some sort of safety assurance ahead of potential final airports NPS designation. CL noted the work done by the HSE on safety for the Airport Commission and agreed to consider the need for any further work on safety.

Action 170710/07 - CL to investigate whether DfT would require any form of safety assurance from HAL regarding the NWR proposal.

Action 170710/08 - HAL to investigate what safety assurance they could provide if required by DfT.

Action 170710/09 – DfT to provide paper at the next PCB outlining the information required for a potential final airports NPS designation.

Action 170710/10 – HAL to develop a draft set of criteria for the Con1 readiness assessment, for discussion at September's PCB.

7.0 Section 16/Airline Engagement

7.1 HAL noted that they are now in formal disagreement with airlines over proposals for runway length and location. To try and resolve this HAL have commissioned 2 pieces of further work:

7.1.1 [REDACTED].

7.1.2 Highways England are looking into the M25 crossing in more detail

7.2 CL questioned whether work was also being done on the crossing of the M4 spur, to which HAL noted that it needed to be progressed to the right level;

7.3 EG explained that HAL have shared their draft airports NPS consultation response with the airlines and have asked the airlines to share theirs in return, however to date, HAL have not received any of the airlines responses.

8.0 Dashboard

8.1 All parties had fed into an updated dashboard for this month's PCB, however due to technical/IT issues the final version was not able to be shared at the meeting.

Action 170710/11 - HAL to work on resolving the IT issue so that the dashboard can be shared amongst all members of the PCB at the August meeting.

9.0 AOB

9.1 The board concluded that the items for the next agenda would include airspace, surface access, M25 progress and an updated issues log.