

3c Aviation

o Purpose of Report

The purpose of this report is to provide members with an update on aviation matters.

o Background

The ongoing Airports Commission's investigation has been discussed at Item 3a Director's report.

In their response to the Commission investigations so far, Heathrow Airport have recognised the need for regional access to the national hub. They have set up a Regional Connectivity Task Force to advise on their submissions for the next detailed stage of the Commission's investigations.

o Heathrow Airports Regional Connectivity Task Force

On 24 July 2014 Heathrow Airport announced:

Lord John Shipley of Gosforth has been appointed as the independent chair of the National Connectivity Task Force, which was first announced by Heathrow in its May submission to the Airports Commission.

After meeting with over 25 business groups and many individuals across the UK, the clear message was that Heathrow expansion has the potential to support growth across the whole of the UK. But the challenge is to make sure that Heathrow can regain the air links to regions and nations that were lost as capacity constraints squeezed out domestic traffic.

Members from business, academia and industry experts from across the UK will be invited to make up the 15-strong Task Force whose purpose is to develop policy proposals and recommendations for improving regional access to an expanded Heathrow. They will report their findings to Heathrow by the end of 2014 to ensure they form a valuable contribution to Airports Commission's final report and recommendations.

The Task Force is the latest step in delivering Heathrow's commitment to better connect the whole of the UK to global growth.

The full press release can be found here:

<http://mediacentre.heathrowairport.com/Press-releases/Heathrow-launches-task-force-on-national-connectivity-962.aspx>

Remit of the Task Force

The remit that Heathrow Airport have set for this Task Force is:

The role of the National Connectivity Task Force is to develop an in-depth understanding and associated evidence base of current and future requirements for enhanced transport connectivity to Heathrow Airport and the wider London and South East Region from each region, nation and Crown Dependency of the United Kingdom, with a view to making recommendations to Heathrow Airports Ltd (HAL) and its key stakeholders about:

- *the ‘regional access’ enhancements that should accompany its proposals to build a third runway – both before and after its completion;*
- *the measures that are required to ensure that these are optimized to the benefit of the economies of regions concerned, the development of a ‘globally’ competitive hub operation, the airport’s commercial partners and users and its neighbours and wider stakeholders; and*
- *the timetable for their implementation.*

- ***In so doing, the Task Force is expected to:***
 - *commission a comprehensive programme of research and analysis, and engage with a wide range of relevant parties, in order to provide a transparent evidence base to underpin its recommendations to the Airport’s shareholders and customers, the Airports Commission, the UK Government and to both local and regional stakeholder interests;*
 - *outline the financial, economic and environmental costs of implementing the recommended measures;*
 - *highlight the key partners – public and private, local and national – whose co-operation will be required to ensure their delivery and assess the extent to which they are likely to be willing to do so;*
 - *identify the key risks that could impact on delivery and how these best be mitigated; and*
 - *evaluate the extent of support and opposition for its proposals.*

- ***The National Connectivity Task Force board will comprise:***
 - *A Chair appointed by Heathrow Airport Ltd*
 - *13 Task Force members drawn from academia/think tanks, the industry (x3) and UK regions (x7) for their relevant knowledge and expertise*
 - *a HAL representative drawn from its senior management team.*
 - *It will be serviced by a Secretariat and supporting expert consultants, overseen by the Chair and an Internal Management Team reporting to HAL’s Director of Policy and Government Relations.*

- *The Chair and members of the Task Force will not be paid for their participation but reasonable travel and accommodation expenses will be paid for by HAL through the Task Force Secretariat.*

- ***In undertaking its work it is expected to have regard to:***
 - *The Airports Commission's Appraisal Framework requirements relating to regional connectivity and impacts*
 - *Relevant commitments made by Heathrow Airport (including the setting up of the Task Force) in its Stage 2 Submission to the Airports Commission*
- *The Task Force Board is expected to meet formally 4-6 times during its term, although sub groups may meet additionally on particular issues. It intends to meet in early September to outline the scope of its work, its programme and to invite representations. It may also seek meetings with external interests as required and will be expected to keep the Airports Commission and Department for Transport officials apprised of its progress.*
- *The Task Force is expected to present its report and recommendations to HAL's Board by the end of 2014. HAL will then present the report and its response to the Airports Commission early in the New Year.*

The Task Force's web page is:

<http://www.nationalconnectivitytaskforce.co.uk/>

Following discussion with Aberdeen International Airport, Nestrans has written to Heathrow Airport to suggest the following:

I note from your website that the Task Force will be considering:

"enhanced transport connectivity to Heathrow Airport and the wider London and South East Region from each region, nation and Crown Dependency of the United Kingdom" and that the Task Force will include representation from:

"UK regions (x7)"

"This appears to suggest a view that Scotland is akin to a region in England. Whilst in population terms this may well be a valid comparison it doesn't take geography into account thereby missing the issue of time taken from the north to reach the central belt airports, a situation not replicated in the English regions. This geographic reality means that the view from the north of Scotland can be different from the view as seen from the central belt of Scotland."

"A concern here might be that your consideration of Task Force Members could allow for 1 representative to cover Scotland and that therefore Aberdeen and Inverness' concerns could be overshadowed by Edinburgh and Glasgow considerations."

"I do think it will be important that our more northerly concerns are considered given the issues briefly covered above. Given that some 60% of existing Heathrow domestic traffic is from Scotland it may be that a case could be made for two representatives from Scotland out of your seven regional reps thereby permitting the north of Scotland's unique view to be heard. I would be very interested to hear your thoughts on whether this would be a possibility either through a response to this email or via a chat."

- o **Recommendation**

The Board is recommended to note the contents of this report

RGM/01 August 2014