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HEATHROW inform

A letter to local residents



from Colin Matthews,
Chief Executive Officer, BAA



On Thursday 15th January, the Government announced its approval for a third runway at Heathrow and a sixth terminal, to accelerate the modernisation of the airport.

We accept that this is a difficult decision, particularly for those most closely affected in Sipson and Harmondsworth and surrounding villages.

There are many economic benefits to be drawn from a more modern Heathrow, but it will of course bring environmental impacts. Heathrow's development has therefore been agreed with important environmental conditions. We are pleased that the Government has not just announced strict noise, air quality and emissions standards, but has also said that these will be independently monitored by the Civil Aviation Authority and the Environment Agency.

We hope that this added scrutiny will help build public confidence. The aviation industry will also be a part of the European Union's emissions trading scheme, which promotes reductions in emissions. The challenging emissions targets set by the Government will encourage airlines to invest in cleaner, quieter aircraft, otherwise the airport will not be permitted to grow.

We now need to apply for consent to develop the new runway, and we will work hard to build strong links with our neighbours, listening carefully to your views.

We will also seek to create effective local partnerships to make the most of the many opportunities for employment and enterprise that will result from the growth of Heathrow.

In the meantime, further information on the third runway project can be found at www.heathrowairport.com/thirdrunway and I would urge you to send your comments to me at talktocolinmatthews@baa.com.

Yours Sincerely

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Welcome to the **eleventh edition** of Heathrow Inform, the newsletter for the local community near Heathrow Airport. This edition has been produced following the Government announcement on a third runway and sixth terminal at Heathrow, and we will continue to keep you informed about the developments in future editions. This and previous editions can be viewed online at www.heathrowairport.com/inform

The Community Relations Team

GOVERNMENT ANNOUNCEMENT

Key details of the announcement

- The Government has said that the environmental limits on a third runway can be met. Additional flights, up to a new limit of 605,000 annually until 2020, will only be permitted when the independent CAA (Civil Aviation Authority) is satisfied that the noise and air quality limits have already been met. (For more details, please see article on page 4).
- New capacity must be used initially to ensure that journeys are more reliable for existing passengers. We will set out specific punctuality targets, based on discussions with airlines, passenger groups and businesses.
- New capacity can only be used by the cleanest aircraft. This concept of 'green slots' will be subject to further Government consultation.
- The CAA will be given a new statutory environmental duty to ensure it acts in the interests of the environment in addition to its existing obligations and duties.
- Mixed mode – meaning that planes could use both runways throughout the day, without alternating – has been ruled out.
- The Cranford Agreement – preventing flights from taking off over Cranford when the airport is on easterly operations – will be ended. No timescale for this has been drawn up yet.
- The previously announced capacity increases in the Piccadilly Line and the introduction of

Crossrail from 2017, will provide a maximum capacity of 6,000 passengers per hour. This will be able to accommodate the estimated demand for rail access with a three-runway airport. The Government also welcomed BAA's lead on Heathrow Airtrack.

- The Government sees a strong case for a 'Heathrow International' hub mainline station. This would provide a four way interchange between the airport; Crossrail; a newly electrified Great Western mainline and a potential High Speed Rail line. The Government is examining proposals for a new High Speed Rail line to the north.
- There could be 8,000 new on-site jobs by 2030 and 60,000 jobs created through construction.



COMMUNITY

Compensating local residents



In 2005, BAA published details of two voluntary schemes designed to protect the local area from property blight as a result of the Government's proposals for a possible third runway at Heathrow Airport.

The first scheme – the **Property Market Support Bond** (PMSB) – covers the area that the Government asked BAA to safeguard for a third runway. There are around 700 properties covered by this scheme.

Under the terms of the scheme, bond-holders have a guarantee that BAA will buy affected properties at the point at which we announce our intention to apply for planning permission and at a price that is index-linked to June 2002 property prices.

We will also reimburse property owners for their moving and legal costs when they sell to

BAA and pay them an additional home loss payment of 10% of the selling price if we are granted planning permission.

Residents who have not yet taken up the PMSB scheme can still apply and can redeem their bond right up to the point that BAA is granted planning permission to build the third runway. We have already written to homeowners whose properties are affected.

There is also a second scheme – the **Home Owners Support Scheme**. This will assist property owners in the area that would be subjected to higher noise levels should the third runway go ahead.

More details about both schemes can be found on www.heathrowairport.com/thirdrunway

COMMUNITY

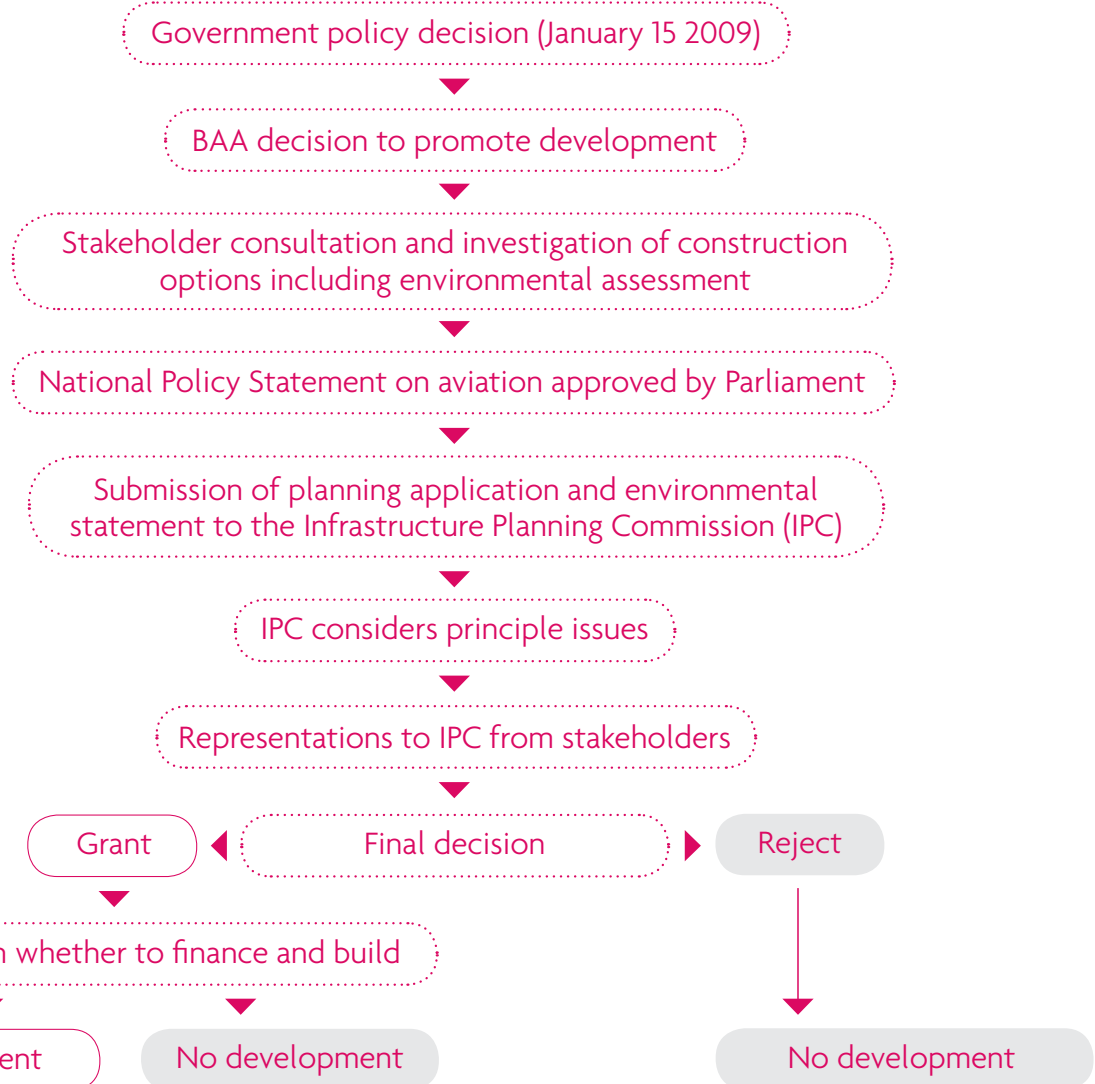
How the **planning process** affects Heathrow expansion

A new Planning Act became legislation in 2008 which means that the planning process for Heathrow's expansion will follow a new procedure.

Following the introduction of the 2008 Act a new body was set up - the Infrastructure Planning Commission (IPC), to deal with nationally significant infrastructure projects involving energy, transport, water and waste. The chart below sets out the planning process we will follow now that we have the Government's decision on a third runway.

Now we have a clear policy decision from the Government we are at the beginning of the planning process and will now undertake detailed work to develop initial options for public consultation. This will all take place before an application for development consent is submitted to the IPC.

It's too early to say how long this process will take. We are still looking at the Government's announcement.



What happens next?

Now the Government has made its policy decision on Heathrow expansion, BAA will undertake detailed work to develop initial options for public consultation.

ENVIRONMENT

Heathrow puts **environmental limits** before new flights

The Government has clearly stated that a third runway will not go ahead unless strict environmental limits are met: no more noise overall than in 2002, local air quality better than it is today, and unless there are improvements to public transport. Growth in flights at Heathrow is also conditional on aviation being on target to reduce carbon emissions to 2005 levels by 2050.

To provide greater confidence in Heathrow's ability to operate within strict environmental safeguards, the Government has appointed the CAA and the Environment Agency to independently monitor limits on noise and air quality respectively. If for any reason the limits are breached, both organisations will have statutory powers to limit the number of flights on a third runway.

In addition, the initial capacity of a third runway will be limited at 605,000 flights per year, which represents an increase of only half the theoretical capacity created by a third runway. This cap will remain in place until at least 2020, when the Committee for Climate Change will be responsible for deciding whether aviation is on track to reduce its emissions to 2005 levels by 2050. If the committee believes that the target will be met (in addition to the other environmental limits), then the number of flights at Heathrow could potentially increase.

The Government has also said that the slots on the third runway will be ring-fenced for use by only the most environmentally-friendly aircraft, giving airlines a real incentive to invest as quickly as possible in the most clean and fuel-efficient planes.



CONTACT US

We are always interested in the views of the local community and will answer any queries that you may have.

Please contact the Community Relations Team at:

Heathrow Airport, 234 Bath Road, Harlington, Middlesex, UB3 5AP
Telephone: 020 8745 5791
Email: heathrowthirdrunway@baa.com

You may also find the following contact details useful:

Noise enquiries: 0800 344 844 or noise_complaints@baa.com
Noise and blight assistance schemes: 020 8745 4929
Noise insulation and vortex schemes: 020 8745 7930
Noise website: www.heathrowairport.com/noise
Careers: 0141 585 6000 or www.baa.com/careers
Department for Transport: 020 7944 8300
Heathrow Airport switchboard: 0870 0000 123
Website: www.heathrowairport.com

CONTACT US

Your views are important to us

The Government's decision to approve the development of a third runway is just the first step in a comprehensive planning process.

Heathrow's planners will now carry out the detailed work needed to produce an application for development consent.

As the scheme takes shape, we will consult regularly and openly with everyone involved on aspects of the plan including surface transport and the physical layout of the development. The Government sets out guidelines on the best way to consult with local people, which we will make every effort to meet or surpass.

We want to fully understand your concerns so that we can

use them to inform and improve the proposal we bring forward. All responses will be considered before we decide how we develop the scheme.

We have already begun meeting with and listening to community representatives and we will continue to do this in the weeks and months ahead.

Our aim is to communicate clearly and effectively throughout the planning process, and we will provide updated information through meetings with community representatives, through our community newsletter and through our website: www.heathrowairport.com/thirdrunway. Your views are important to us.