

Protecting against blight

Proposals to protect the value of properties in communities close to the airport against blight resulting from a possible new runway

**Consultation period:
21 September – 21 December 2004**



Janis Kong, Chairman, BAA Heathrow

The purpose of this consultation

As you may know, in its White Paper, *The Future of Air Transport* (December 2003), the Government asked airport operators to progress plans to develop airport capacity over the next 30 years, but within stringent environmental limits.

The White Paper said that at Stansted Airport, proposals for a second runway should be brought forward immediately. BAA Stansted is currently developing those proposals.

The White Paper also said that if and when the stringent environmental limits can be achieved, and subject to planning permission and other conditions, Heathrow Airport should build a third, short runway by 2015-2020.

A considerable amount of detailed work will need to be done before we know whether a runway could be built at Heathrow, so it could be many years before a decision is taken to proceed with the development and planning permission is sought.

If BAA Heathrow decides to proceed with the runway development, then we would have to buy the land for it and all properties which are on that land. This could be many years away, but we recognise that in the meantime the prospect of future development could affect the value and marketability of houses and small commercial properties.

We want to do all we can to protect the value of these properties over coming years, so that homeowners and small businesses are not disadvantaged by the prospect that a runway at Heathrow may be built there in the future.

At BAA, we are committed to a programme of action to minimise, control, mitigate and compensate for the environmental impacts of our airports. We have worked hard over the years to improve our environmental performance and to be good neighbours. We accept that we can never be the best of neighbours to everyone, because some of our impacts, such as noise, will always affect the community around our airport.

The White Paper recognises that if runway development goes ahead, there will be an increase in the levels of airport-related noise experienced by some local people. If you live close to the potential new extended airport boundary, there is a risk that the price of properties will be adversely affected by the development proposals.

We have some ideas about how best to protect property values, and this consultation paper sets out those ideas. But we want to hear your views, so that we can refine our proposal and implement a fair and effective property value support scheme as quickly as possible.



We therefore want to consult on two proposed schemes:

- a **Property Market Support Bond**, for people whose property would fall within a potential new expanded airport boundary
- a **Home Owner Support Scheme**, for people whose property would be closest to a potential new expanded airport boundary and affected by medium to high levels of noise.

This consultation

The aim of this consultation is to seek your views on the best way to run the two schemes and it sets out:

- who should be covered by the schemes
- the objectives of the schemes
- how the schemes could work.

Between now and the closing date of 21 December 2004, we are seeking views from:

- residents within or close to the potential new expanded airport boundary
- owners of small business premises within or close to the potential new boundary
- residents' associations
- local councillors – parish, district, borough and county
- local authority Chief Executives and Leaders
- constituency MPs
- Council of Mortgage Lenders
- Law Society
- local airport-related campaign groups
- airlines
- regional bodies
- airport consultative committee
- Country Landowners' Association.

Janis Kong, Chairman,
21 September 2004

BAA Heathrow property market support bond for properties within a potential new extended airport boundary



1 Objectives of the BAA Heathrow Property Market Support Bond

Where land and properties need to be bought by a public body, statutory undertaker or infrastructure provider, the law allows that organisation to apply for a Compulsory Purchase Order during the planning application process or following planning approval. Under a Compulsory Purchase Order, the land and property have to be purchased at a fair, unblighted market price (ie as if no development had been proposed and no reduction in value had occurred).

However, under this statutory scheme, this compensation is only paid once the developer has purchased the property. In some cases, it can take many years for a development to progress from initial proposals to approval.

Property owners may also, in certain circumstances, compel a developer to buy their property under statutory blight provisions. But this right only exists once planning permission is granted or if the relevant statutory development plan has been revised to reflect the development proposals.

At BAA Stansted, where we are already working on detailed proposals for a new runway, we established a voluntary scheme to make sure those home owners whose properties fall within the potential new airport boundary can sell their homes to BAA immediately, at unblighted prices if they wish to. This means that they do not have to wait for statutory schemes to apply, once planning permission is given and Compulsory Purchase Orders are granted. Our aim is to help

affected home owners to move if they want to, at a time of their choosing. This scheme went live on 5 April 2004.

We will apply the same voluntary property purchase scheme to affected property owners at Heathrow Airport, once a decision is taken by BAA to bring forward firm proposals for a new runway. Clearly, until we know whether a runway development is a possibility at Heathrow, given the tough conditions which will have to be met, it would be inappropriate to launch a voluntary scheme to purchase property. We would not wish to disrupt local communities when we have no certainty that a runway will actually be built.

In the meantime, we recognise that the value of these properties may be affected by the prospect of future development, and that the law currently provides no protection for you if you are a homeowner or small business in these circumstances. This effect is what the Government has called "generalised blight." In its White Paper, it has asked airports to develop proposals to address this.

As a responsible developer, BAA wants to introduce a voluntary scheme to close this gap, to counter any adverse effects on the local property market. We want to make sure that if you are a homeowner or if you own a small business, the price you are able to sell your property for is not adversely affected by uncertainty caused by potential runway development in the years before this development takes place. We are calling the scheme the BAA Heathrow Property Market Support Bond.



2 Who will be covered?

The Property Market Support Bond is for those residential and agricultural owner-occupiers – and for the owners of business premises with a rateable value of up to £24,600 (2000 rating list) – who would be within the extended airport boundary.

The White Paper has set out a general indication of where a runway would be built. We are currently working on developing interim master plans at each of our airports, which will include the sites to be safeguarded for development purposes. However, more detailed planning work will still need to be carried out in coming years to identify a final boundary resulting from specific development plans.

Therefore, we do not yet have maps or plans showing who may be affected. However, we don't think it is right to wait until we have completed the detailed work on plans before we introduce a scheme, because the current uncertainty resulting from the Government's proposals may already be affecting some property owners. Therefore, we believe that the fairest thing to do is to implement a voluntary scheme as soon as possible, and adopt the boundary set out in the interim master plan, which we intend to publish in the next six to nine months.

If plans for a new runway are brought forward, we expect that when we finalise the potential new expanded airport boundary, some properties may move inside it and some may fall outside. If this happens, we will:

- (a) extend the scheme to include any properties which later fall within the potential new extended boundary, and
- (b) honour inclusion in the scheme for any properties that later fall outside the scheme.

For that reason, we are consulting widely among everyone who may be included within the potential new extended airport boundary.

3 When will the scheme start?

We intend to publish details of the scheme in Spring 2005 and to start issuing Bonds shortly thereafter.

4 How will it work?

Once the new boundary has been identified, if you are an affected property owner, you will be able to apply for a BAA Heathrow Property Market Support Bond. This is a transferable, written assurance that BAA Heathrow will offer to purchase your property once a decision is announced that BAA Heathrow intends to submit a planning application for a new runway.

Once this decision has been announced, Bond holders will have discretion as to whether and when to require BAA Heathrow to purchase their property.

What does the BAA Heathrow Property Market Support Bond promise?

In the period before a decision is announced that BAA Heathrow intends to submit a planning application for a new runway, we would issue signed certificates – “BAA Heathrow Property Market Support Bonds” – to eligible residential or agricultural owner-occupiers or small commercial property owners.

The BAA Heathrow Property Market Support Bond would say:

- if a decision is announced that BAA Heathrow intends to submit a planning application for a new runway
- then BAA will offer to buy your property
- at a price which will be index-linked to the price it had been immediately before the Government's consultation paper was published
- the Bond would be transferable to the property's subsequent owners
- the Bond would last for 25 years, or until planning permission for the development was obtained, at which point a statutory blight scheme would commence.



Redeeming the Bond

In addition to the index-linked property purchase price that BAA would offer to you as a Property Market Support Bond holder, there would also be a separate payment relating to the costs of moving. This would be agreed with you as part of a valuation at the time you decide to redeem the Bond.

The payment would include, where appropriate:

- 1 Curtains, carpets and other fixtures and fittings in the property being sold.
- 2 Reasonable disturbance costs associated with the move. These may include, for example, removal costs, the costs of disconnecting and reconnecting utilities and services, three months' redirection of post, and changes to stationery, but NOT temporary accommodation.
- 3 Reasonable legal costs associated with the sale of your home and the purchase of alternative accommodation.
- 4 If you were purchasing an alternative or replacement property, BAA would pay you an amount equivalent to the Stamp Duty, applied to the agreed value of your existing home.

Extra 10% home-loss payment

In addition, we would make an extra, voluntary home-loss payment of 10% of the value of your home. This would be paid at the time that BAA was granted planning permission for the new runway and would form part of the contract for sale of your property to BAA.

Index-linking property prices

The aim of the BAA Heathrow Property Market Support Bond is to make sure that the value of property inside the potential new extended airport boundary continues to move with the rest of the market – as if the new runway had not been proposed.

Therefore, when you choose to redeem the Bond and sell your property to BAA we would seek to agree a price linked to the value of your property at June 2002. BAA Heathrow would use the Land Registry's published records of the local market in June 2002 to assist in establishing the historical value of your property. This would then be indexed up to the date of sale to BAA, using Land Registry published indices of a comparable local property market unaffected by the runway proposal.

We have chosen June 2002 because this is when the Government announced its consultation on airport expansion, and therefore is the last date when we can reasonably assume that property values were not affected by the proposals.





No valuations or surveys

You would not need individual valuations, surveys or agreement of property values to obtain a BAA Heathrow Property Market Support Bond.

You would also have complete discretion about whether and when to require BAA Heathrow to buy the property once we announced we were intending to submit a planning application for a new runway.

Of course, during this voluntary scheme, BAA would not, and could not, force anyone to sell their property if they did not want to.

Home improvements

BAA Heathrow recognises that home owners may wish to make improvements to their property after the Bond has been issued. Where substantial improvements are made that may materially affect the value of the property over and above the June 2002 historical value, the home owner may request that these are taken into account at the time the Bond is being redeemed.

Substantial improvements would include works such as building extensions or the full refitting of a kitchen or bathroom. Not included would be redecoration, such as painting or wall-papering.

How would you obtain a BAA Heathrow Property Market Support Bond?

As an eligible home owner, you would first make a written request to BAA Heathrow for a Property Market Support Bond to be prepared. Your application would be checked against the eligibility criteria outlined below, and if successful, a Bond would be issued to you.

You could make a request at any time from the start of the scheme until planning permission is obtained, when the statutory blight provisions would apply.

When is the Bond redeemable?

The Bond may be redeemed at any time between BAA Heathrow's announcement that we intend to submit a planning application for a new runway, and the granting of planning permission, at which time the statutory blight provisions would apply.

Transferring the Property Market Support Bond when selling

If you wanted to sell the property, the Property Market Support Bond would be transferable to the new owner.

The Bond scheme will not affect your statutory rights¹ as long as you do not redeem the bond.

¹ In the period leading up to any compulsory acquisition, it is recognised that the assurance of statutory compensation is sometimes not sufficient to keep a property marketable. To allow for this, owner-occupiers have an entitlement in law to serve a Blight Notice, allowing them to require the promoter to purchase their property. These provisions apply in tightly defined circumstances, as described in Schedule 13 of the Town and Country Planning Act 1990.

5 Qualifying for a Property Market Support Bond

We mentioned earlier that there will be eligibility conditions for the scheme. We have based the conditions on those used by similar support schemes, such as in road and rail developments.

The conditions

i) Type of property and qualifying interest

If you applied for the scheme, you would have to have what is known as a “qualifying interest” in the residential or small commercial property at the time of applying to join the scheme. This means you would have to be the owner-occupier² of one of these types of property since before 16 December 2003. This condition exists because it is owner-occupiers who would be most financially penalised by blight.

If your property is commercially let, or if you are a tenant with less than three years of your lease remaining, you cannot be eligible.

ii) Length of ownership and occupancy

At the time that the written request for a Property Market Support Bond is made, either:

- (a) you must have owned and lived in the property for at least six consecutive months up to this date; or
- (b) if the property is empty when the application is made, it must not have been empty for more than 12 months, and you must have owned and lived there for the six consecutive months before it was left empty.

The conditions are to prevent speculative property trading in the knowledge that compensation may be given.

iii) Commercial or agricultural properties

The same length of ownership and occupancy conditions apply to commercial or agricultural properties. Eligible commercial properties must have a rateable value of not more than £24,600 (2000 rating list).

The diagrams opposite help explain the eligibility criteria and timescales.

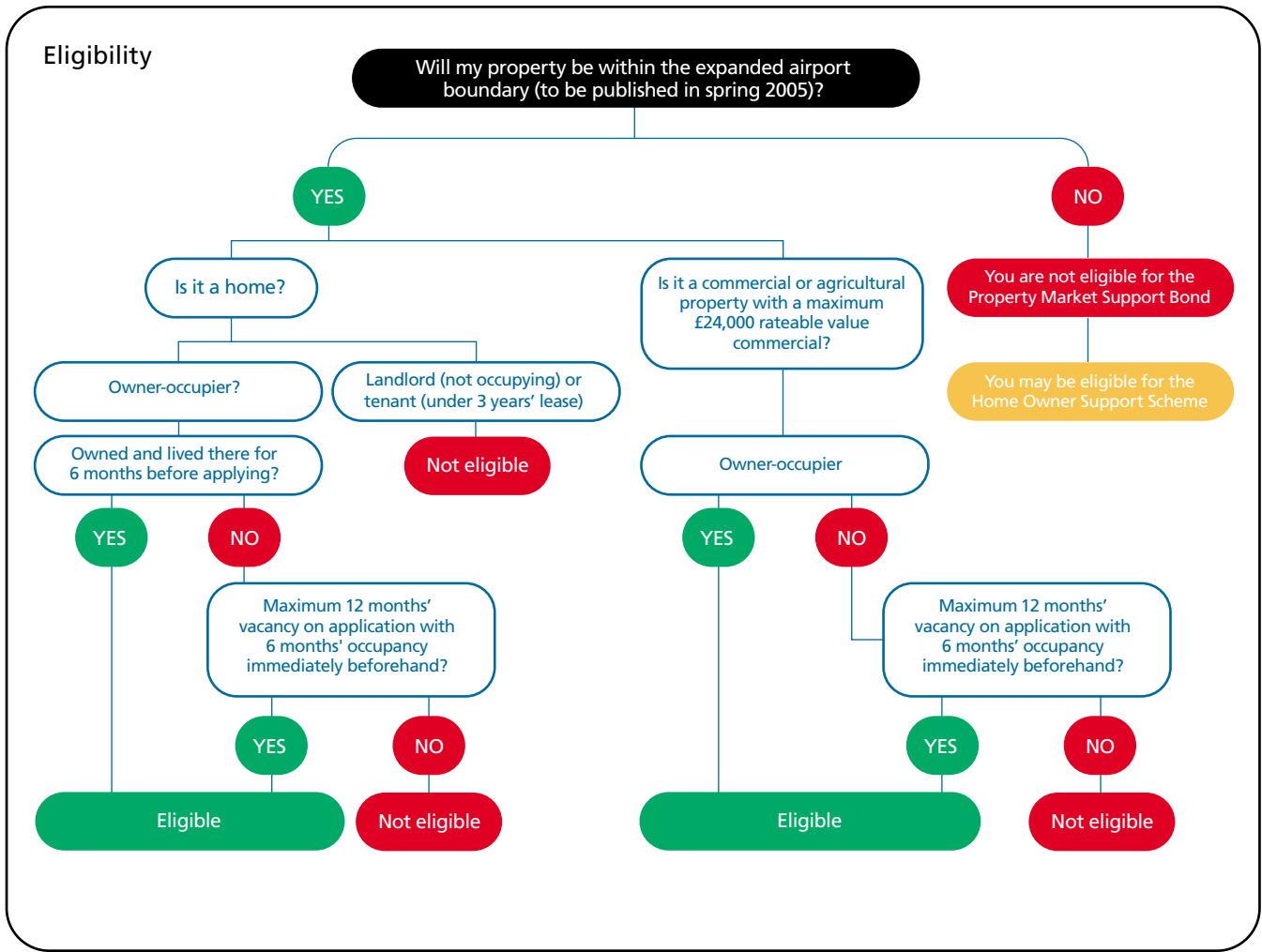
Questions

We would welcome your comments on our proposals and your views on the following questions. The responses we receive will be used to influence the detail of the final scheme. Responding to this consultation does not indicate endorsement of the proposals in this paper.

- 1 If BAA Heathrow decided to introduce a Property Market Support Bond, would you support the scheme?
- 2 Is the name “Property Market Support Bond” easily understandable? Do you propose any alternative name?
- 3 Do you agree that BAA Heathrow should use the June 2002 Land Registry values as the starting point for index-linking property values? If not, what alternative starting point would you suggest?
- 4 Should the scheme only be open to owner-occupiers – those who would be the most financially penalised by any development-related fall in the property market?
- 5 Do you agree with BAA Heathrow’s proposal to restrict eligibility in order to prevent property speculation in the area after the White Paper was published?

² For ease of understanding, in this document, the terms “owner-occupier” and “owner” are used to refer to someone who must have occupied the whole (or a substantial part) of the plot as a private dwelling or for their business purpose and have done so by virtue of freehold interest, or a lease of which three years remains unexpired. They must have done so for the whole of the six months before launch of the scheme.





Timescales

Spring 2005	If and when BAA Heathrow announces intention to proceed with planning application for new runway	Planning permission granted for the new runway	
BAA issues Property Market Support Bonds	Bond holders start redeeming Bonds (ie BAA Heathrow starts buying properties)	Property Market Support Bond Scheme ends	Runway opens

BAA Heathrow home owner support scheme

for properties close to the potential extended new airport boundary



1 Objectives of the BAA Heathrow Home Owner Support Scheme

When an airport grows as a result of a runway development, some people who were previously unaffected by the airport may find themselves living in an area close to, but beyond, the new airport boundary. They may then be potentially affected, for instance, by an increase in aircraft noise levels.

People whose property values may be affected as a result are not usually able to apply for compensation for the impacts of the development until a year after the new development opens. At that time, claimants would have a statutory right to seek compensation for loss in property value under the terms of the Land Compensation Act 1973. In the meantime, there is no statutory support for property owners who are living in an area which may, because of the prospect of an adjacent development, experience property blight.

BAA appreciates that where the Government has proposed a new runway may be built in the future, home owners close to but beyond the new airport boundary may be concerned about the impact on the value of their homes. Indeed, it will be many years – assuming BAA proceeds with a new runway at Heathrow – before a runway can be designed, permission granted, then built and opened. During this time, there is no statutory blight support for home owners.

The aim of the Home Owner Support Scheme, once implemented, is to ensure that eligible home owners and small businesses in the area covered by the scheme are able to move, if and when they want to, without suffering a loss in the value of their property. We should stress that no-one would be forced to move if they did not want to: this would be entirely voluntary.

At Stansted, where we intend to apply for planning permission for a new runway in 2005, we have announced the details of such a scheme, the BAA Stansted Home Owner Support Scheme, after a public consultation.

In preparation for the Stansted consultation, we reviewed a number of schemes, and consulted with Stansted residents on them. The details of the Stansted consultation can be viewed on our website at www.baa.com/homeowner

At the appropriate time we wish to provide similar support to those who may be affected at Heathrow, and the purpose of this part of the consultation is to establish how best to do this, through a similar BAA Heathrow Home Owner Support Scheme.





2 How would the Heathrow Home Owner Support Scheme work?

BAA Heathrow proposes to base its own Home Owner Support Scheme on the scheme being implemented at Stansted, because we would not want to implement any scheme at Heathrow which offered less favourable benefits and conditions to those applying at Stansted.

The BAA Heathrow Home Owner Support Scheme would provide a legally-binding, fully-transferable Guarantee that would enable affected property owners, within a defined boundary, to require BAA Heathrow to buy their property for its market value (as it would have been if no new runway had been proposed) once BAA Heathrow announces its decision to proceed with the construction of a new runway. This decision would be taken only after planning permission had been granted.

Affected property owners would be able to apply for a Guarantee only when BAA Heathrow announces its intention to proceed with a planning application.

The aim is to enable people within the defined boundary to continue to buy and sell their homes in confidence

The legal agreement would last for 15 years from the date of grant of Guarantee, or until the new runway comes into use,

whichever is the sooner. Once the new runway is operational, the provisions of the Land Compensation Act 1973 would come into force, and the Guarantee would become void.

Up to its expiry date, the Guarantee would be fully transferable to a new purchaser (and to any subsequent purchasers) of eligible properties, thereby helping to support property values within the defined boundary.

Home owners would also have complete discretion as to whether and when to exercise the right to require BAA to buy their property. BAA could not compel any home owners to sell their property if they did not choose to do so.

The Property Value

BAA Heathrow would obtain a valuation to assess the value of the property as it was in June 2002, before the Government's consultation paper on runways was published. The valuation would take into account the condition of the property, its existing location and surroundings, as well as the impact of the existing airport. The Valuation Price would also incorporate an amount relating to curtains, carpets and fittings that are in the property.

The Valuation Price would then be index-linked to the Land Registry published data of house price movements of a comparable local property market unaffected by the runway proposal. This would be for the

three months which precede the date of the offer, and would apply to the type of property being sold (eg, detached, terraced, maisonette, flat).

However, should the Land Registry data show a reduction in house prices, to below that of June 2002, then BAA Heathrow would guarantee to purchase the property at the Valuation Price, and would not apply any reduction in the index to this figure.

Home improvements

BAA Heathrow recognises that home owners may wish to make improvements to their property after the Guarantee Agreement has been issued. Where substantial improvements are made that may materially affect the value of the property over and above the valuation price at the time of the first valuation, the home owner may request a second valuation at the time of the exercise of the Guarantee Agreement.

Substantial improvements would include works such as building extensions or the full refitting of a kitchen or bathroom. Not included would be redecoration such as painting or wall-papering.



3 Who would be covered by the scheme?

The Home Owner Support Scheme is for those residential owner-occupiers – and for the owners of business premises with a rateable value of up to £24,600 (2000 rating list) – whose properties would fall within the 66-decibel noise contour of a new runway³. This is a comparable noise contour to that is used by Union Railways and the Highways Agency for their property support schemes.

What area is affected?

The White Paper has set out a general indication of where a new runway may be built at Heathrow airport. But until much more detailed planning work has been completed, we won't know precisely where the runway would be built, how it will be operated, and therefore what the eventual noise impacts will be. Developing this detail is going to take some time.

For that reason, we are consulting widely to ensure we include everyone who may potentially fall within a forecast 66-decibel noise contour of a potential new runway. Inclusion within this consultation does not necessarily mean that your property will definitely fall within the 66-decibel contour.

BAA Heathrow recognises that the terms and conditions of any voluntary scheme that intends to provide early support will not provide the right solution for everyone, and we further recognise that the position

of the boundary will provide assistance to many people, but not all. For those home owners who do not fall within the boundary of the compensation scheme, the Land Compensation Act 1973 will provide the statutory right to seek compensation for loss of property value.

However, we would work to reduce the impacts of any new runway; we would explore mitigation measures (such as noise insulation); and we would investigate what restrictions or conditions might be placed on the operation of a new runway to reduce the effect on such properties. It is important, therefore, that we re-state our commitment to the local community by promising to talk, listen and consult with all local people in order to understand problems, and overcome them whenever possible.

4 When would the scheme start?

Until we know if a runway at Heathrow is feasible, and until BAA Heathrow decides to apply to build one, we believe it would be inappropriate to implement a property support scheme immediately. If we find that a runway cannot be delivered at Heathrow, then residents will have been displaced and BAA will have incurred considerable costs unnecessarily.

5 Qualifying conditions

We mentioned earlier that there would be general eligibility criteria for the Home Owner Support Scheme.

These criteria are designed to make sure that the scheme can be fairly implemented and will benefit those in genuine need of assistance.

i) Foreknowledge

The property must have been bought before the Government announced, on 16 December 2003, that a new runway might be built at Heathrow airport.

ii) Type of property and qualifying interest

Applicants to the scheme must have what is known as a “qualifying interest” in the property at the time of applying to join the scheme.

This means the applicant must have been the owner-occupier of the property since before 16 December 2003.

If the property is commercially let, or if the applicant is a tenant with less than three years remaining on their lease, then they cannot be eligible.

iii) Length of ownership and occupancy

The applicant must have owned and lived in the property for at least six consecutive months before applying to the scheme.

If the property is empty when the application is made, it must not have been empty for more than 12 months, and the applicant must have owned and lived there for the six consecutive months before it was left empty.

³ This is technically referred to as the 66dB(A) Leq. Throughout this consultation paper, for ease of understanding, when we refer to “66 decibels”, we are referring to an average contour of 66 dB(A) Leq over 16 daytime hours.





6 Support for people wishing to move early

For those holders of Guarantees who would wish to move before BAA Heathrow receives planning permission for a new runway and confirms its intention to proceed with construction, we would target help in two specific areas.

i) Assisted Relocation

Firstly, we would want to help those home owners who would wish to sell their property, but whose property value has fallen by at least 15% below the prevailing market value. In these circumstances, we would invite homeowners to apply for the terms of a special Assisted Relocation offer.

The benefits of the Assisted Relocation offer would be targeted at three property-price bands, the conditions of which reflect the characteristics and timescales of selling property within each of those bands. In each case, the properties would have to have been actively marketed at the index-linked Valuation Price shown in the Guarantee and no offers received within 15% of this price.

Property value at Valuation Price	Minimum period property marketed
Less than £250,000	6 consecutive calendar months
£250,000–£750,000	9 consecutive calendar months
Over £750,000	12 consecutive calendar months

Terms and conditions

In order to qualify for help under the terms of the Assisted Relocation offer, property owners must have made every reasonable effort to sell their property through a recognised local estate agent before an application will be considered. Property owners would be asked to produce documentary evidence to confirm that their property has been on the market for the requisite period.

Assisted Relocation offer

If property owners qualify for Assisted Relocation, BAA Heathrow would offer to buy their property for the Valuation Price, index-linked to the Land Registry published data of house price movements of a comparable local property market unaffected by the runway proposal. This would be for the three months which precede the date of the offer and would apply to the type of property being sold.

All offers made would be subject to contract and to surveys and searches being satisfactory. BAA Heathrow would expect any property where the homeowner is requesting that their property is bought under the terms of the Assisted Relocation offer, will be in at least as good condition at the time of the sale, as at the time of the initial valuation.

(ii) Contribution to sale costs

Secondly, we would want to help those Guarantee holders who would wish to sell their property, but whose property value has fallen by less than 15% of the index-linked Valuation Price shown in the Guarantee. For these home owners only, BAA Heathrow would pay a contribution towards selling costs of 1% of the sale price, plus the equivalent of the stamp duty payable on the house being sold, up to an overall maximum of 5% of the sale price. This would be paid within 28 days of receipt by BAA Heathrow of a certified copy of the Transfer Document drawn up on the sale of the property.

The early moving support will terminate for the home owner support scheme once BAA confirms its intention to proceed with the runway construction.

The diagrams on page 13 help explain the eligibility criteria and the timescales.

Questions

We would welcome your comments on our proposals and your views on the following questions. The responses we receive will be used to influence the detail of the final scheme. Responding to this consultation does not indicate endorsement of the proposals in this paper.

- 1 Do you support the proposal that the BAA Heathrow Home Owner Support Scheme should provide a legally binding, fully-transferable Guarantee to enable eligible home owners to require BAA Heathrow to buy their property for its market value, if BAA Heathrow confirms its intention to proceed with the construction of the new runway?
- 2 Do you agree that the voluntary Home Owner Support Scheme should cover properties that fall within the 66-decibel area as a direct result of airport development?
- 3 Do you agree that BAA Heathrow should use the June 2002 Land Registry values as the starting point for index-linking property values?
- 4 Do you support the qualifying criteria designed to prevent unfair speculation in the local market?
- 5 Do you support BAA Heathrow's proposals for providing additional assistance for property owners who wish to move early?

Responding to this consultation

This consultation was launched on 21 September 2004. The deadline for responses is 21 December 2004.

You can send us your response in several ways:

- by completing the enclosed form and sending it in the freepost envelope
- on the internet at **www.baa.com/heathrowblight**
- by sending your comments in an email to heathrowblight@baa.com

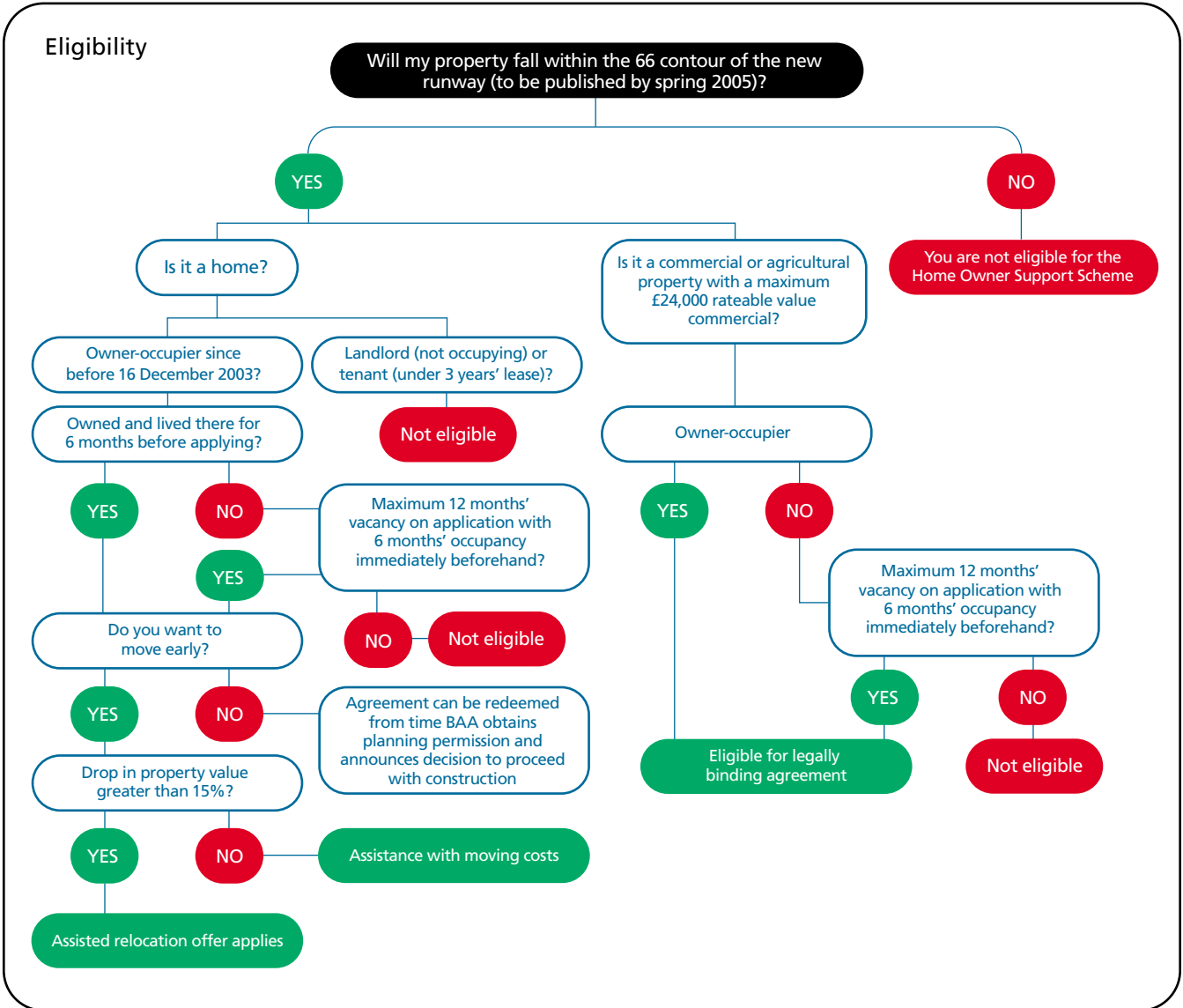
Next steps

All responses will be reviewed and assimilated by an external consultant, appointed by BAA. We will then finalise the details of the scheme.

We hope to have finalised the details of the scheme by early 2005. We would then expect to be able to launch details of the scheme in Spring 2005.


We are also consulting separately on schemes to deal with properties affected by high levels of noise from today's airport operation.





Timescales

Spring 2005	If and when BAA Heathrow announces intention to proceed with planning application for new runway	Early movers assistance available	Grant of planning permission and BAA Heathrow decides to construct new runway	Runway opens	One year after Runway opens
BAA Heathrow launches detail of Home Owner Support Scheme	BAA Heathrow begins issuing legally binding, fully transferable Guarantees		Agreement holders begin to redeem Guarantees (ie BAA Heathrow buys properties)	Legally binding agreement expires	Statutory Land Compensation Act provisions apply



If you would like this document in an alternative format, such as large print, Braille or audio cassette, please call us on 0800 731 4247. Alternatively, a fully accessible version of this document can be found on our website.



➔ www.baa.com/heathrowblight



Design by Loewy Group +44 (0)20 7798 2000.
Printed in England by Geoff Neal Litho.
The paper used to print this report is manufactured from a mixture of 75% post-consumer waste and 25% virgin fibre (ECF) from mill-broke and sustainable sources. Geoff Neal Litho have been awarded the ISO14001 environmental accreditation.

Registered office

BAA plc, 130 Wilton Road, London SW1V 1LQ
Telephone +44 (0)20 7834 9449
Fax +44 (0)20 7932 6699

➔ www.baa.com

Registered in England No. 1970855