

→ Airport expansion

The demand for air travel in the UK has been increasing for more than 30 years and is predicted to continue to grow. We believe that airport expansion can be compatible with meeting environmental limits.

The 2003 Future of Air Transport White Paper

In 2003, the UK Government published The Future of Air Transport White Paper, setting out its plans to increase UK airport infrastructure up until 2030 and seeking to balance that growth with addressing aviation's environmental impacts.

The White Paper stated that while the priority was to make the best use of existing runways, two new runways should be provided in the south-east in the period to 2030, the first at Stansted and the second at Heathrow, but only if strict noise and air quality limits could be met.

It also safeguarded land for a second runway at Gatwick, in case a new runway at Heathrow could not meet the environmental limits. Land has been safeguarded at Edinburgh and Glasgow airports for expansion, although new runways will not be required at these airports until after 2020.

Expansion at Stansted

The Government has recently deferred BAA's planning inquiry for a second runway at Stansted pending BAA's decision on how it proposes to respond to the Competition Commission's final report.

Expansion at Heathrow

There has been significant growth in passenger numbers at Heathrow over recent decades. The airport currently handles 67 million passengers and 470,000 flights a year, compared with 48 million passengers and 427,000 flights a year in 1996. As a result, Heathrow's runways have been operating at around 95% capacity, compared to around 75% at its main European competitors. This has led to increased delays, lower resilience and fewer destinations served.

This White Paper supported a third runway at Heathrow, but only if the following conditions could be met:

- There should be no more aircraft noise than in summer 2002 (see pages 22-24 for more details).

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Below
Aerial photograph
of Heathrow, 2009.





Left
Consultation
on proposed
development

Below
Piccadilly line
at Heathrow

- Air quality must be within EU limits in force from 2010.
- Public transport improvements must be made to help manage road traffic congestion.

Following further study, and an extensive consultation during 2008, the Government announced in January 2009 that those conditions could be met and that it supported expansion to a three-runway, six-terminal airport. Specific outcomes included:

- Support for a third runway and sixth terminal, but no mixed mode on existing runways.
- Initial capacity will be limited to 605,000 flights each year. Any expansion beyond this to the full capacity of 702,000 flights will be subject to a review to establish compliance with environmental conditions on noise, air quality and climate change.
- A new target (to be reviewed by the Committee on Climate Change in December 2009) was set for UK aviation to reduce CO₂ emissions by 2050 to below 2005 levels.
- The CAA and The Environment Agency have been appointed as the independent regulators on noise and air quality respectively.
- Additional slots for the third runway will only be used by the most fuel-efficient and low-emissions aircraft.
- The Cranford Agreement will end, which will allow aircraft to take off on the northern runway towards the east of London.
- Westerly preference and runway alternation will be maintained.

Surface access measures

Heathrow's expansion will be accompanied by a package of measures to improve transport links to the airport. This will include increasing the Piccadilly line capacity and introducing Crossrail from 2017.

The Government welcomed BAA's lead on Airtrack, providing direct rail access to the airport from the south and west, and recommended schemes for connecting Heathrow to the Great Western mainline be reviewed.

The Government also announced the High Speed 2 (HS2) proposal, a high-speed rail line linking Heathrow and the north-west of England, including a Heathrow International Interchange linking HS2 to the Great Western mainline and Crossrail. We believe that high-speed rail will complement rather than replace air travel. A new high-speed rail link would not remove the need for



additional runway capacity at Heathrow, because a third runway would serve different markets to a new rail link.

Chaired by Sir David Rowlands, the former Permanent Secretary to the Department for Transport (DfT), HS2 will report findings by the end of 2009.

Managing expansion responsibly

Airport expansion will deliver significant economic and social benefits (see pages 10-12). We also believe the expansion of aviation can be compatible with respecting environmental limits.

Environmental impacts

By incorporating aviation within the EU Emissions Trading Scheme (ETS), the climate impact of aviation will be addressed in the same way as with other polluting industries. Airlines will be given an emissions allowance and will have to buy permits if they exceed their quota (see page 19). This will incentivise the uptake of new technology and limit net emissions.

Noise limits can be addressed through manufacturers designing quieter aircraft. Air quality limits can be met through improvements in road vehicle emissions and aircraft engines. Improvements to public transport will help to reduce road congestion (see page 22).

Consulting communities

We want to expand our airports with the support of our stakeholders and we listen to their views to inform the way we plan developments.

We are required by law to carry out public consultations on proposals for airport expansion. We seek to consult for longer than the required period and continue to engage with local communities through meetings, newsletters and discussion forums.



Read more about our efforts to engage with local communities on page 3.

Compensation

With expansion, factors such as house price depreciation (blight) can occur. Where negative impacts occur, compensation schemes are being made available for affected communities.

The Property Market Support Bond scheme helps to protect local property values inside the expanded boundary of a three-runway Heathrow. It provides a bond to homeowners that guarantees the value of their property, so that they can sell properties in the area knowing that the property value will not be affected.

The Home Owner Support Scheme protects property values in the Heathrow area forecast to fall within the 66dB LAeq noise contour of the new runway. The scheme allows property owners who wish to move and have been unable to sell their property for a price within 15% of the market value to sell their property to BAA at an unblighted price (once we have announced our decision to apply for planning permission).

Homeowners able to sell within 15% of the market value can receive a contribution to sale costs of up to 5% of their sale price.

As work progresses, BAA expect to periodically review these schemes to make sure they remain appropriate.