

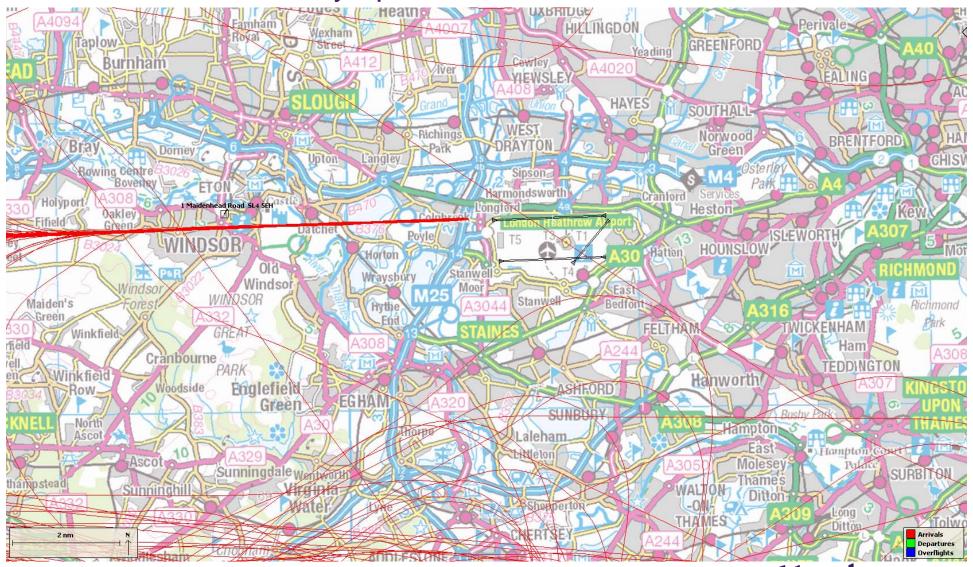
Windsor Public Meeting

28 March 2013

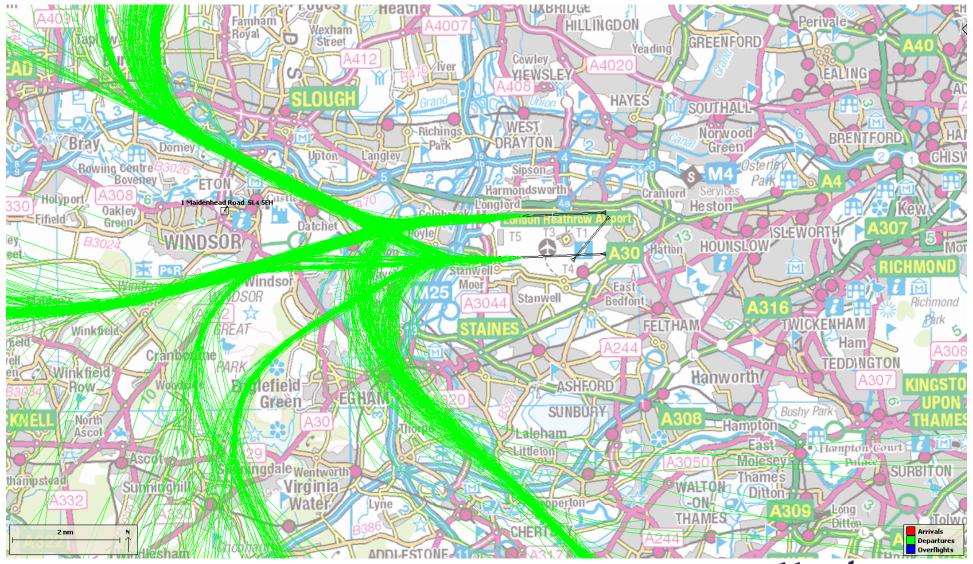
NIGEL MILTON, DIRECTOR OF POLICY



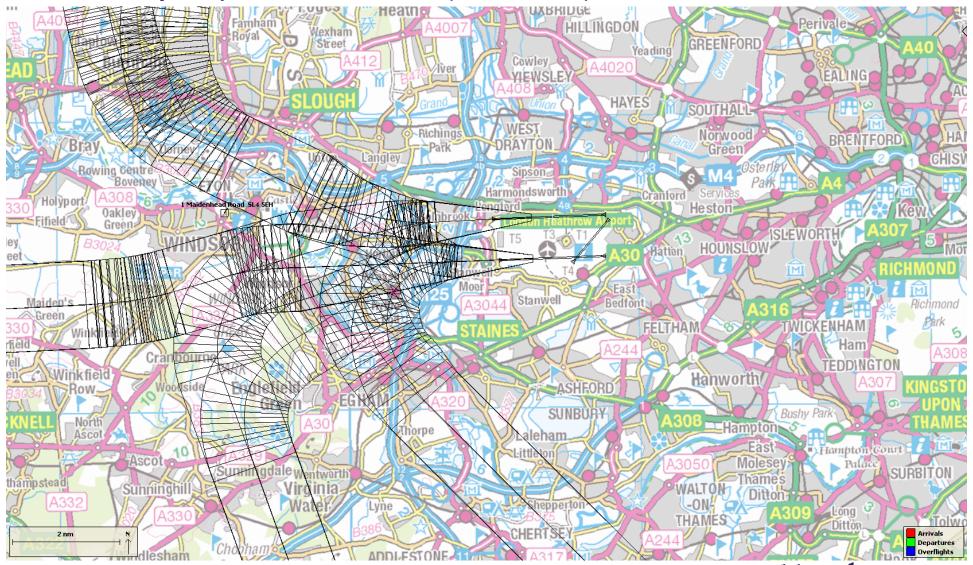
Arrivals – on easterly operations

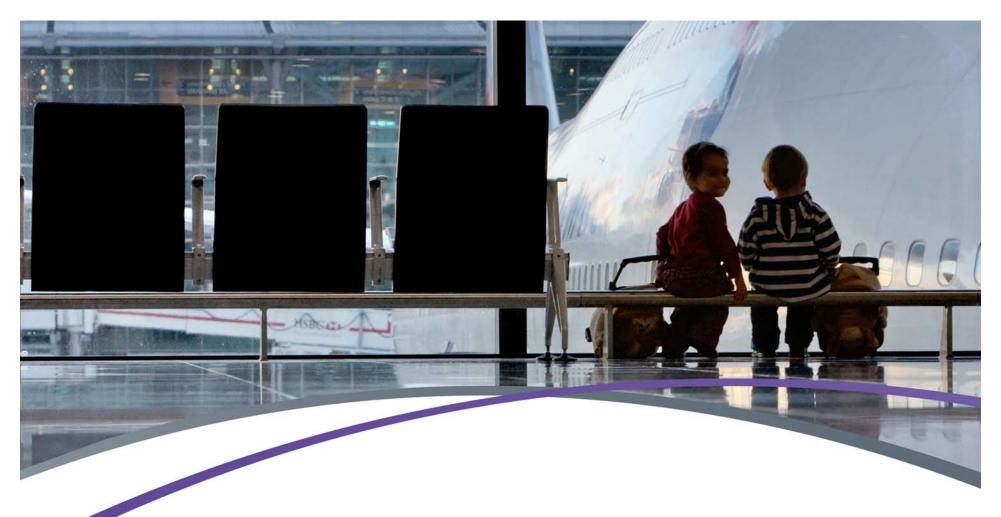


Departures on westerly operations



Westerly departures routes (no tracks)





Ending of the Cranford Agreement

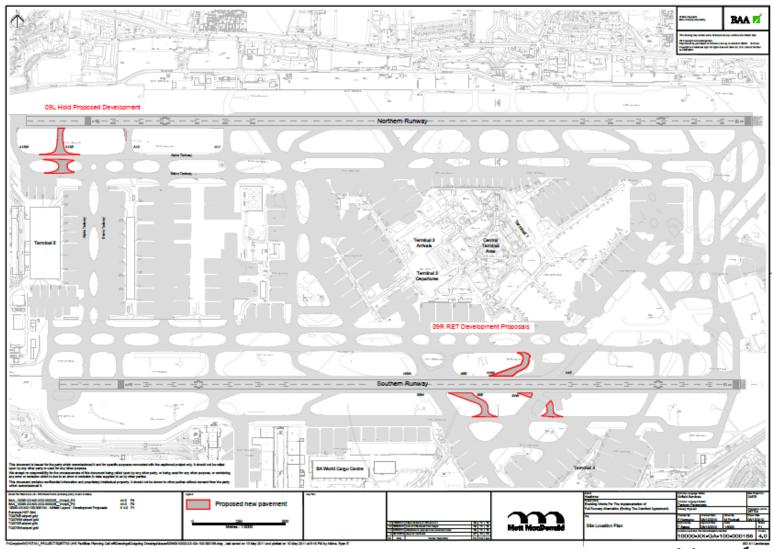


Background

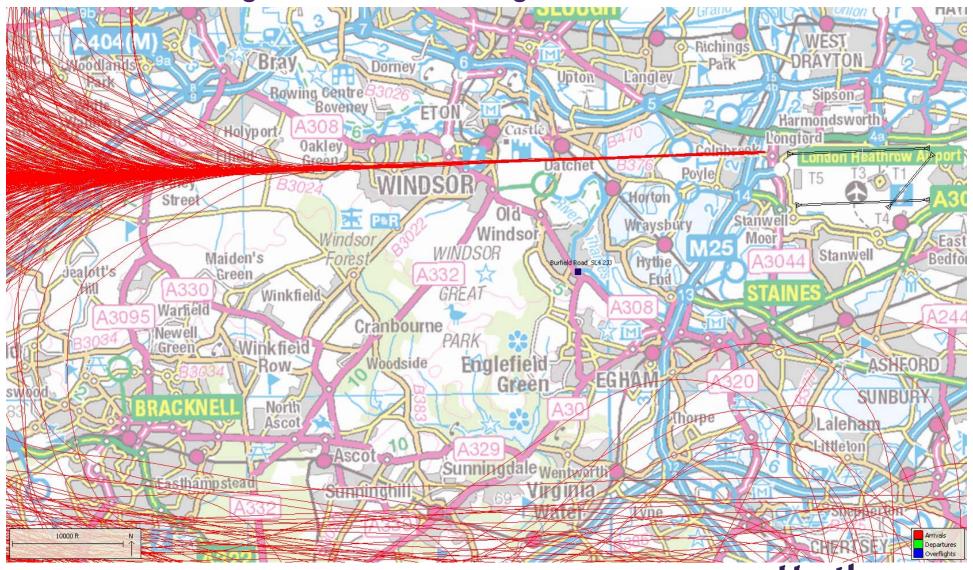
- The Cranford Agreement is a Government Agreement dating back to the 1950s to avoid the use of the northern runway for take-offs when the airport is on easterly operations.
- It prevents a more equal distribution of aircraft noise around Heathrow since the northern runway can't be used for departures.
- In January 2009, Geoff Hoon announced the ending of the Cranford Agreement as part of the Governments' decision on the Adding Capacity at Heathrow consultation.
- September 2010, Teresa Villiers re-affirms the Coalition Governments' support for the ending of the Cranford Agreement
- Before Heathrow can implement the ending of the Agreement physical works are needed to Heathrow's taxiways to enable the full aircraft schedule to be accommodated on easterly operations with alternation.



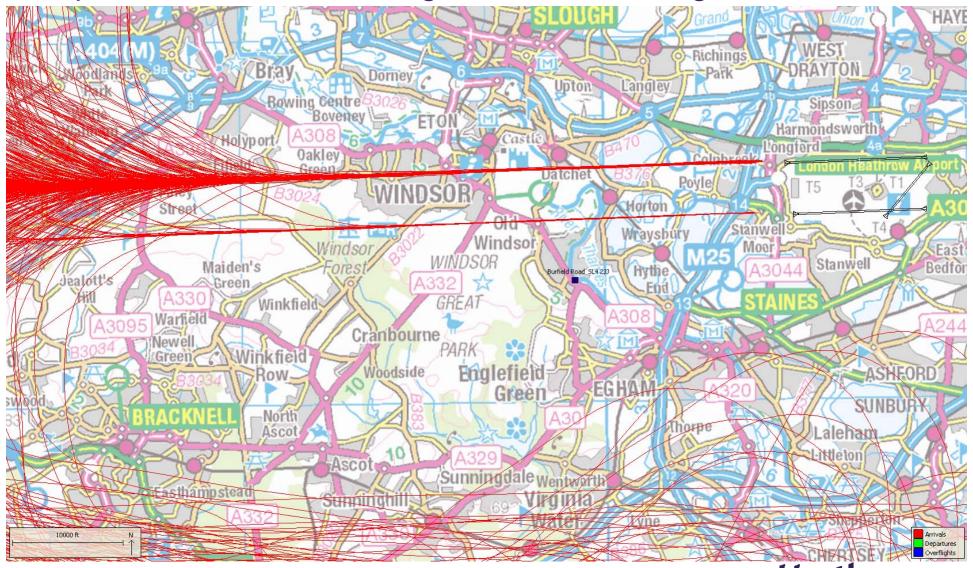
Plan of taxiway redevelopment required



Prior to ending of the Cranford Agreement



Operations after the ending of the Cranford Agreement



Ending of Cranford Agreement - timings

- Spring 2013 Planning application to be submitted to London Borough of Hillingdon to build new taxiways for northern runway (taxiways for southern runway can be done under local powers).
- Summer/autumn 2013 Taxiway redevelopment for southern runway
- Summer/autumn 2014 Taxiway redevelopment for northern runway (assuming planning granted)
- Early 2015 implementation of runway alternation on easterly operations





Operational Freedoms trial Update

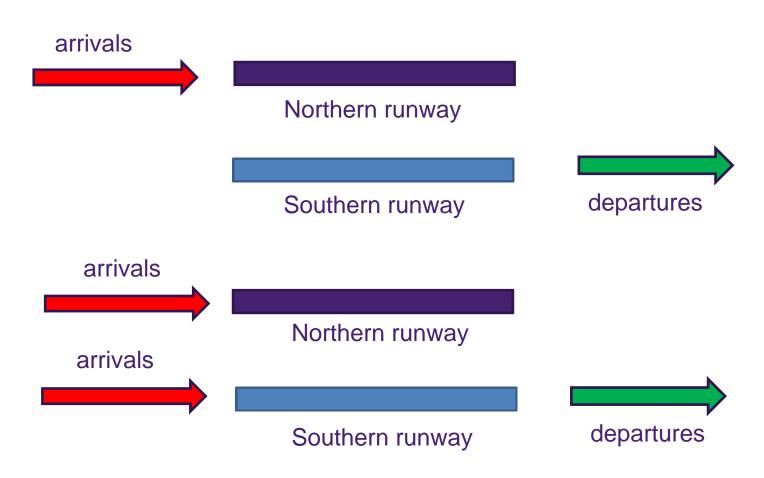


Background

- The trial was approved by the Minister of State for Aviation in 2011 to provide an evidential basis for considering new operating procedures at Heathrow.
- It has been exploring whether new procedures can be used to reduce delay; improve punctuality and increase resilience whilst maintaining a balance with impacts on local communities
- It has also been exploring if using these procedures has benefits to residents through less late-running flights; and to the environment, by reducing aircraft stacking times and reducing emissions.
- Phase 1 1 November 2011 29 February 2012
- Phase 2 -1 July 2012 28 February 2013

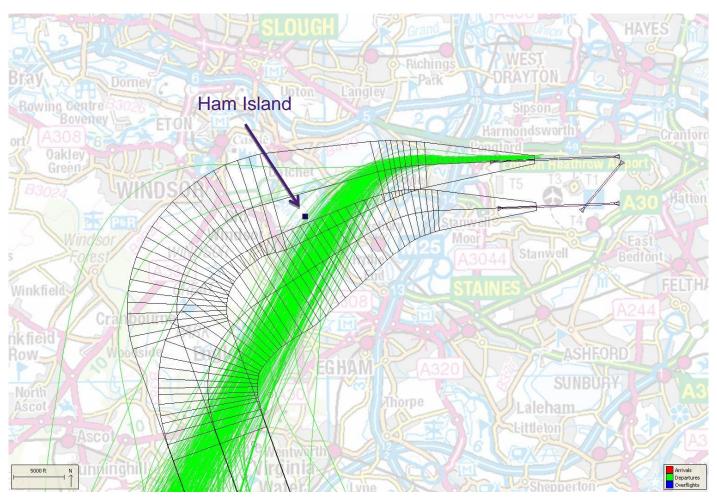


Operational Freedoms Trial – dual arrivals (on easterly operations)



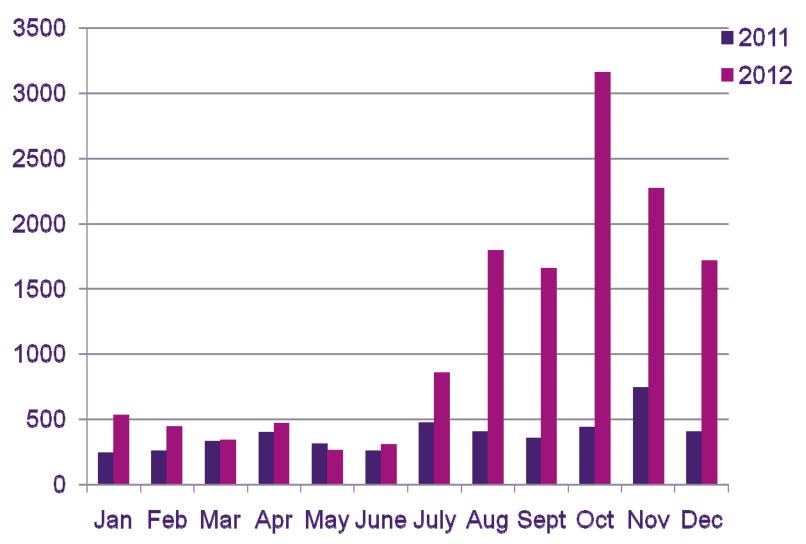


Operational Freedoms trial – early vectoring (this procedure ended on 31 January 2013)





Complaint numbers 2011 v 2012





Next steps

- The trial has now ended
- A final report covering Phase 1 and Phase 2 will be produced by Heathrow – April/May – which will be submitted to the DfT and CAA
- The Government has committed to carry out a public consultation before deciding whether to make any procedures permanent at Heathrow



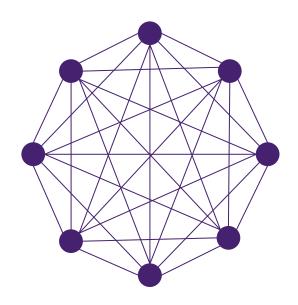


Aviation Capacity debate
Update

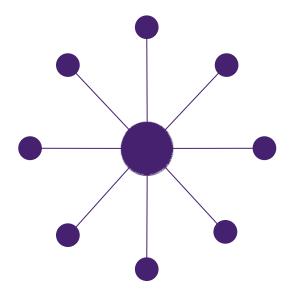


What is a hub?

The most efficient way of connecting many points



Point-to-Point linking 8 points requires 28 routes



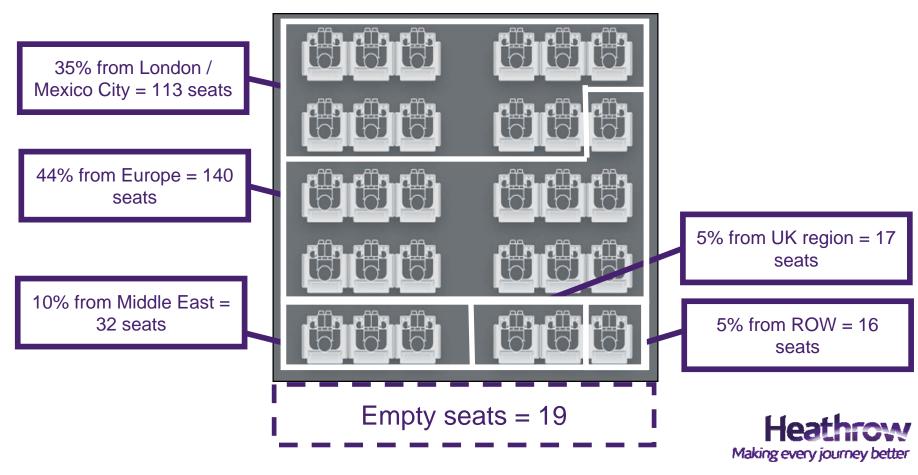
Hub Linking 9 points requires 8 routes



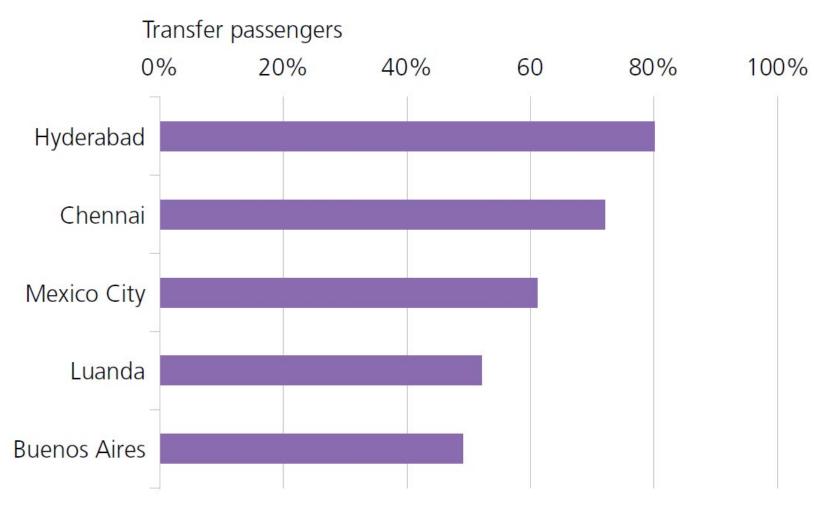
What is a hub airport?

An airport where local passengers combine with transfer passengers to allow airlines to fly to more destinations more often than could be supported by local demand alone

The Mexico City route (747)

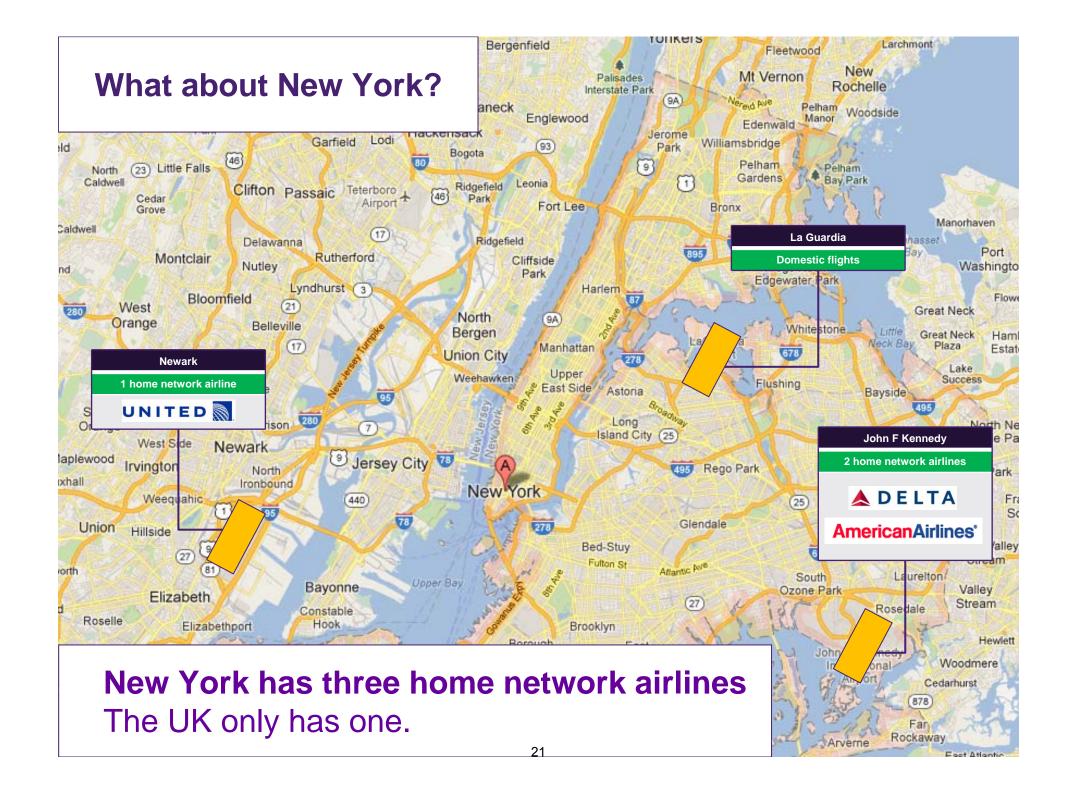


Without transfers, many long-haul routes wouldn't be viable





Source: IATA



Edmonton Edgware Woodford Han Green Finchley A split hub: Heathwick Homsey Harrow Romford Ruislip Home Ilford Wembley Uxbridge Hurley Hackney Camden Dagenham ToyA Henley-on-Thames Hillingdon East Ham Bow Maidenhead Hayes Rainhai Kidmore Ealing White City Slough London Bray Poplar End **Heathrow** Chelsea Greenwich [100] Erith Twyford Caversham Battersea Hounslow Welling Reading Twickenham A Richmond Winkfield Bexley Binfield Staines upon-Thames Streatham Sidcup Kingston Bracknell Hextable eld Ascot Virginia Shinfield upon Thames Bromley Sunbury Mitcham Water Swanley Chertsey Croydon Weybridge Orpington Esher Crowthorne Bagshot. Sutton M25 Eversley 7 ew Haw New Ewell Chobham Yateley Addington Byfleet Epsom Camberley Cobham Coulsdon Woking Frimley Hartley Biggin Hill Otford Warlingham Wintney Ripley eatherhead Kingswood Pirbright Tatsfield Farnborough Hook Caterham Fleet Sevenoa Westerham East Horsley Oxted Odiham Aldershot Godstone Guildford Reigate Dorking Gomshall Farnham Shalford Salford Edenbridge Peaslake Elstead Godalming **Gatwick** Lingfield Horley Penshurst Frensham Charly Alton Witley Cowden Cranleigh Kingsley Copthorne East Rusper Grinstead Bordon Hindhead Chiddingfold rks Crawley Turners Hill Whitehill Forest Row Selborne Warnham. Haslemere Pease Liphook Pottage Greatham Slinfold Horsham Crowborough Balcombe Femburst

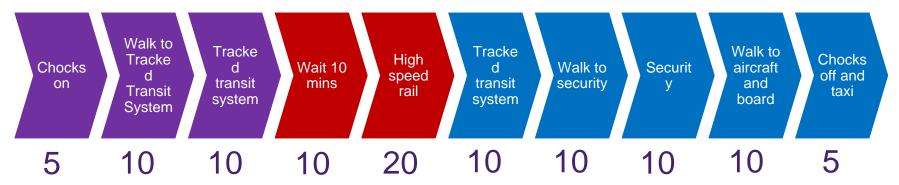
Heathwick - minimum connect times

Amsterdam
45_m

Heathrow today: 60 minutes



Heathwick proposal: 100 minutes



Not competitive with other European hubs

Making every journey better

Our case

- Hub airports are different
- The UK has a shortage of hub capacity, not airport capacity
- A hub is valuable to UK jobs, trade and economic growth
- Experience shows dual and split hubs don't work
- Only a single airport, home to British Airways, can be the UK's hub

The choice is therefore between:

- No hub in the UK
- An expanded Heathrow
- A new hub



Heathrow

Making every journey better