Windsor Public Meeting

28 March 2013

NIGEL MILTON, DIRECTOR OF POLICY

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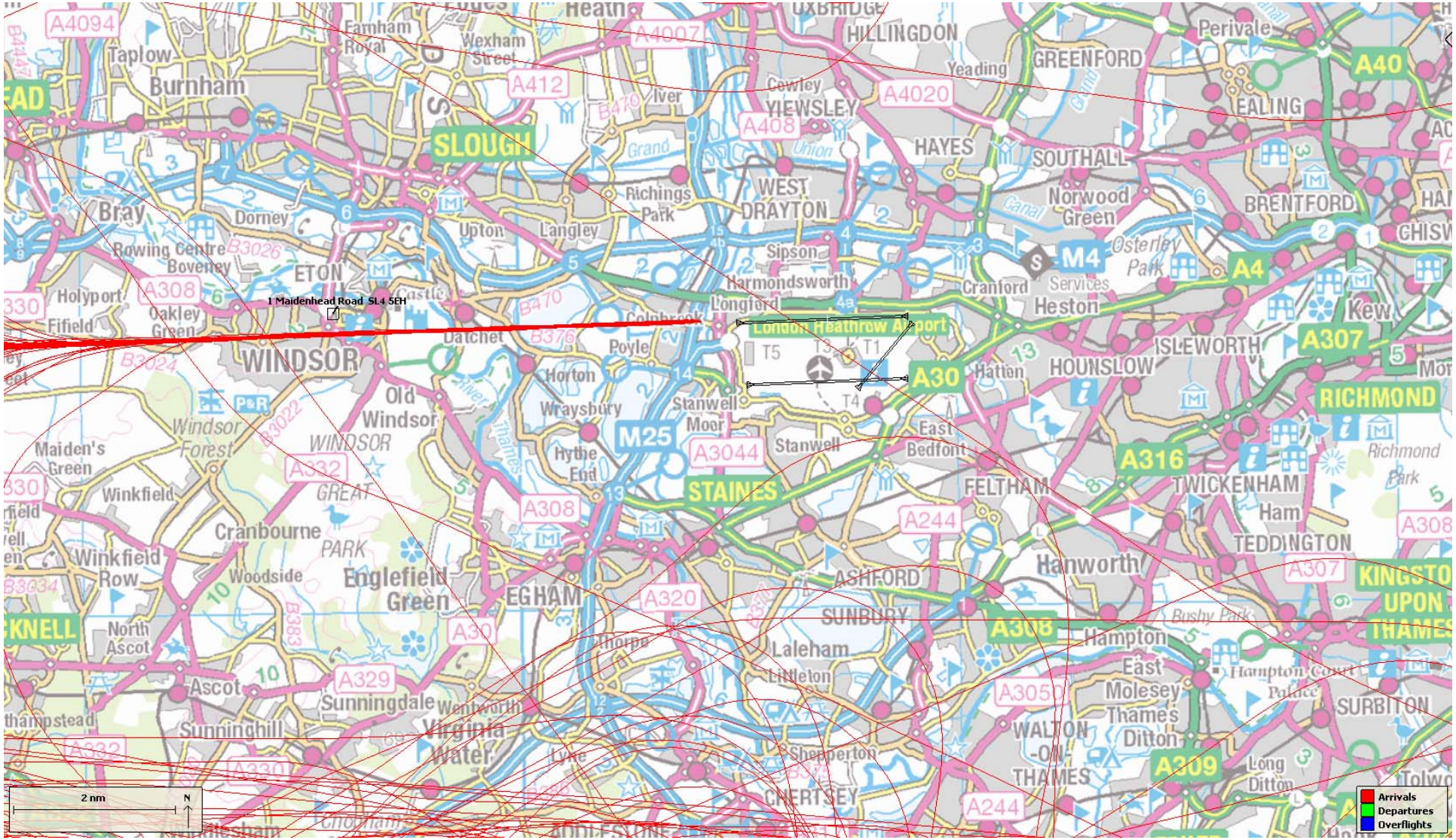
Arrivals – on easterly operations



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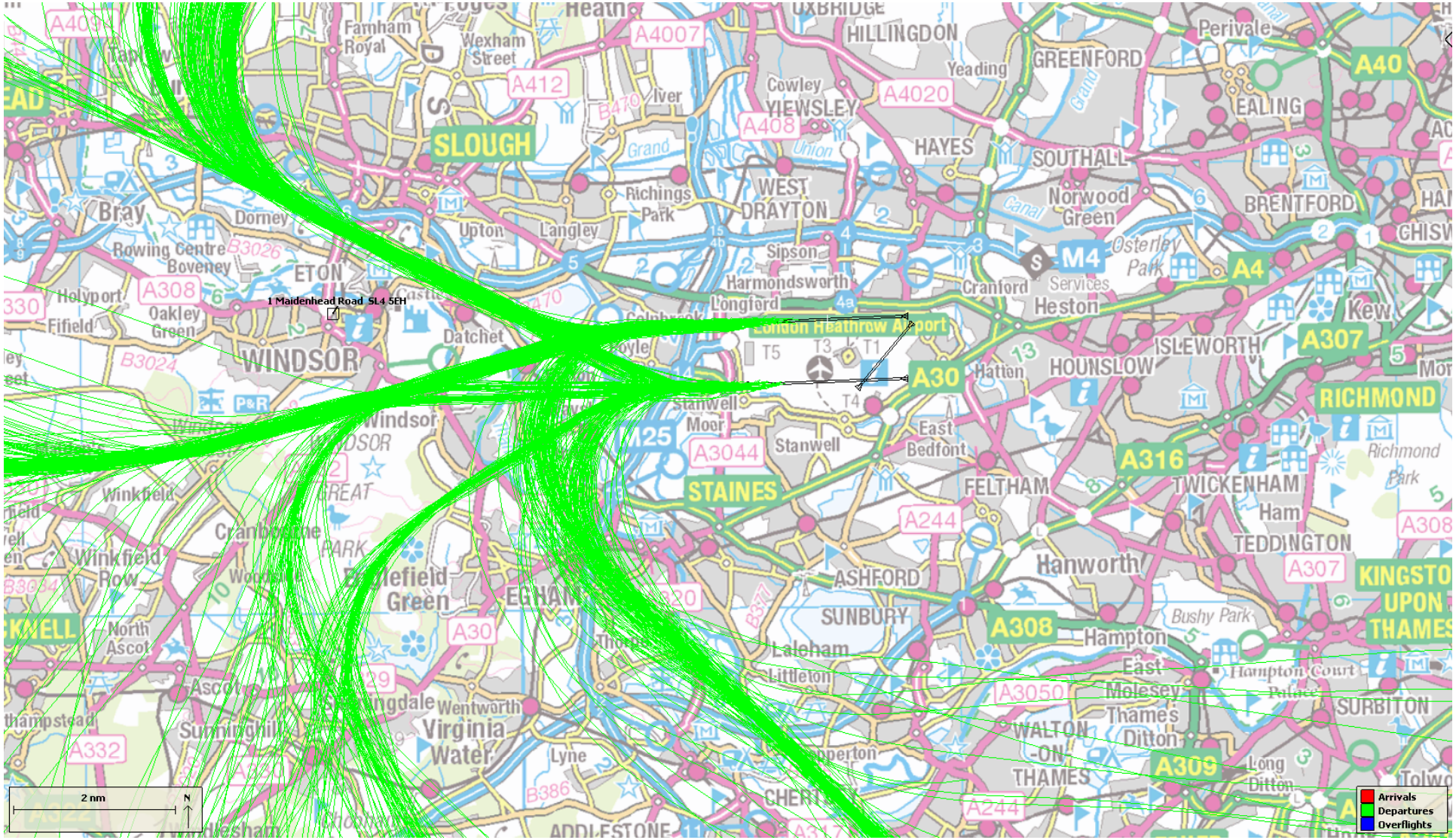
Departures on westerly operations



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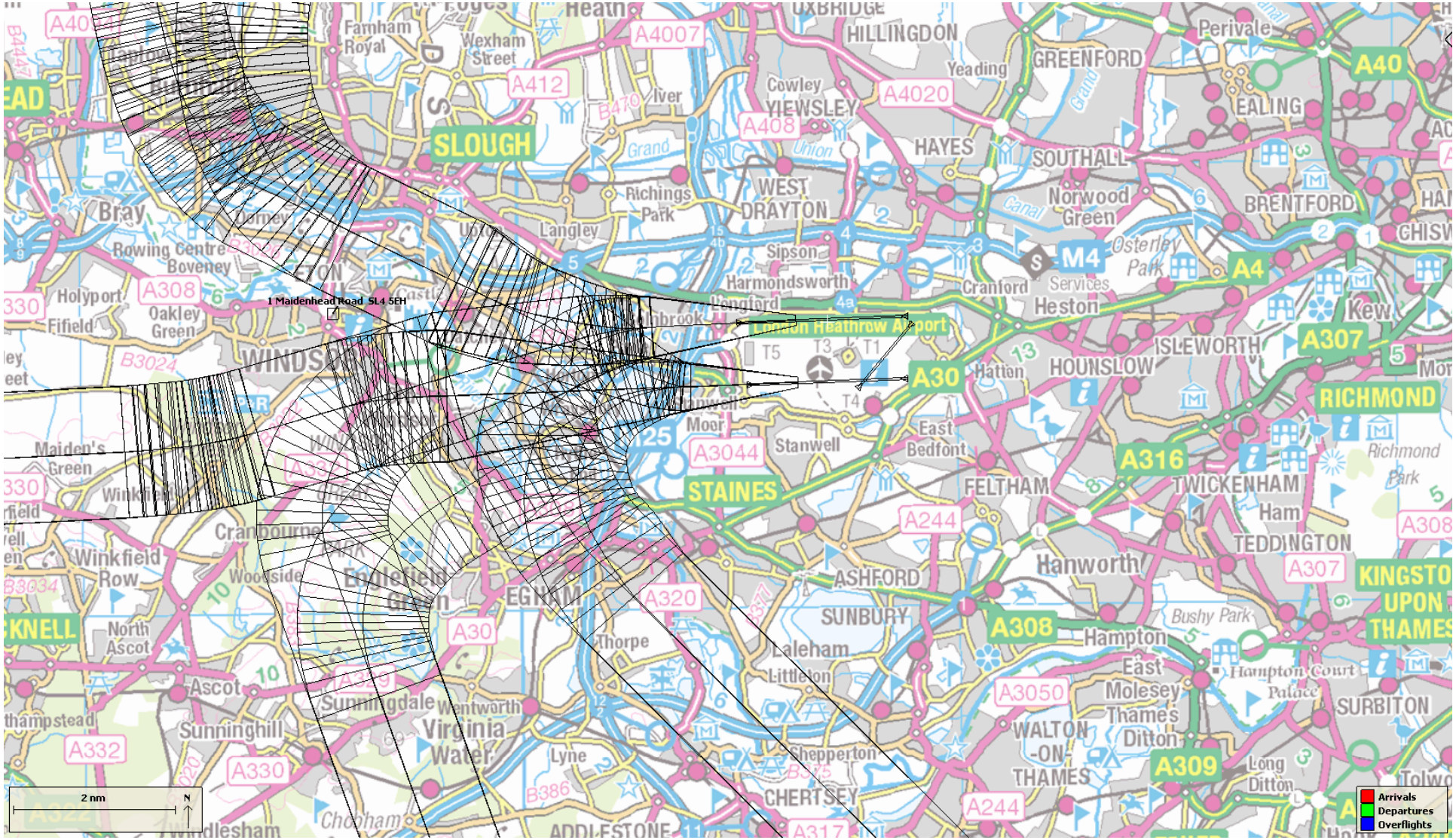
Westerly departures routes (no tracks)



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Ending of the Cranford Agreement

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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.

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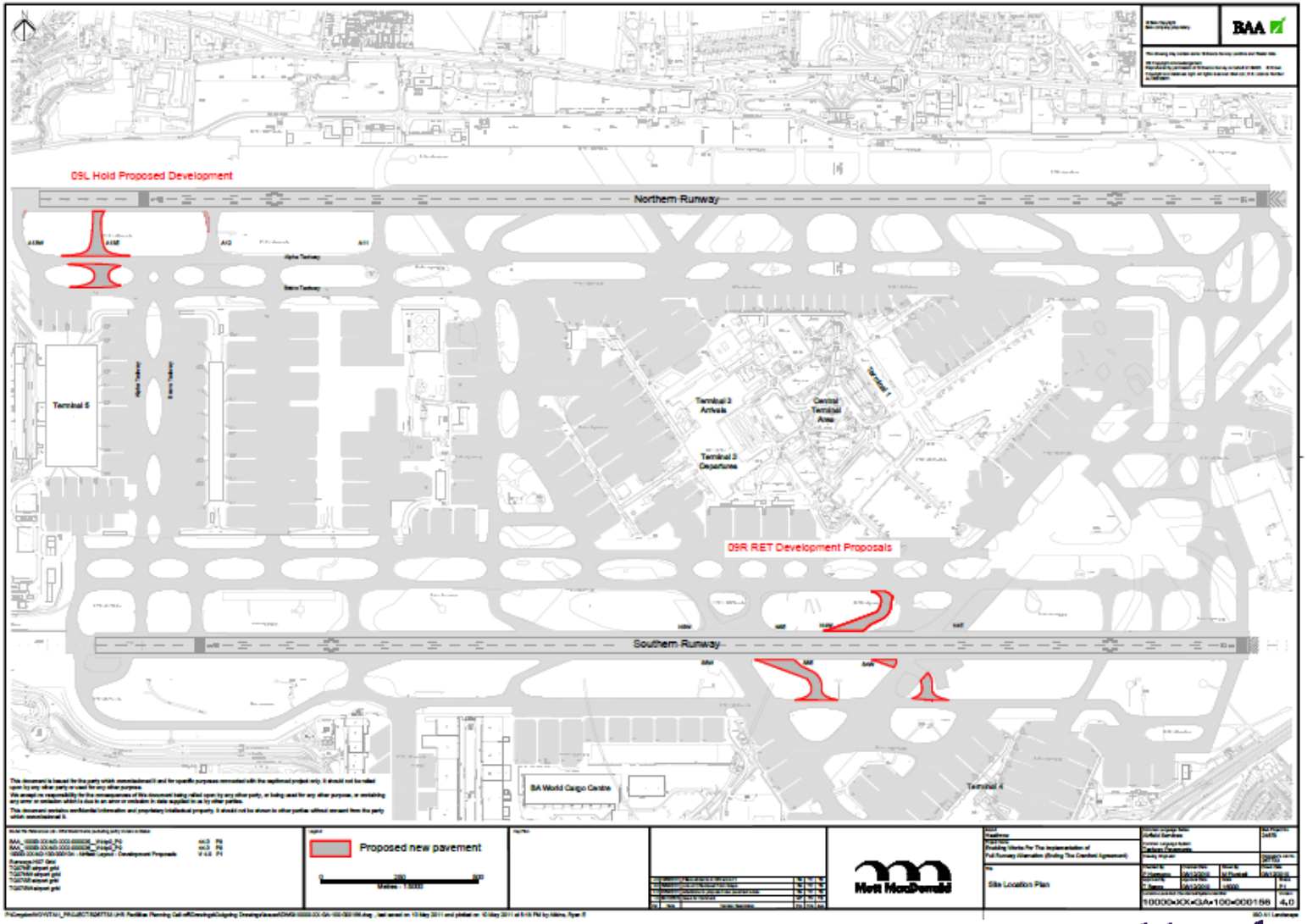
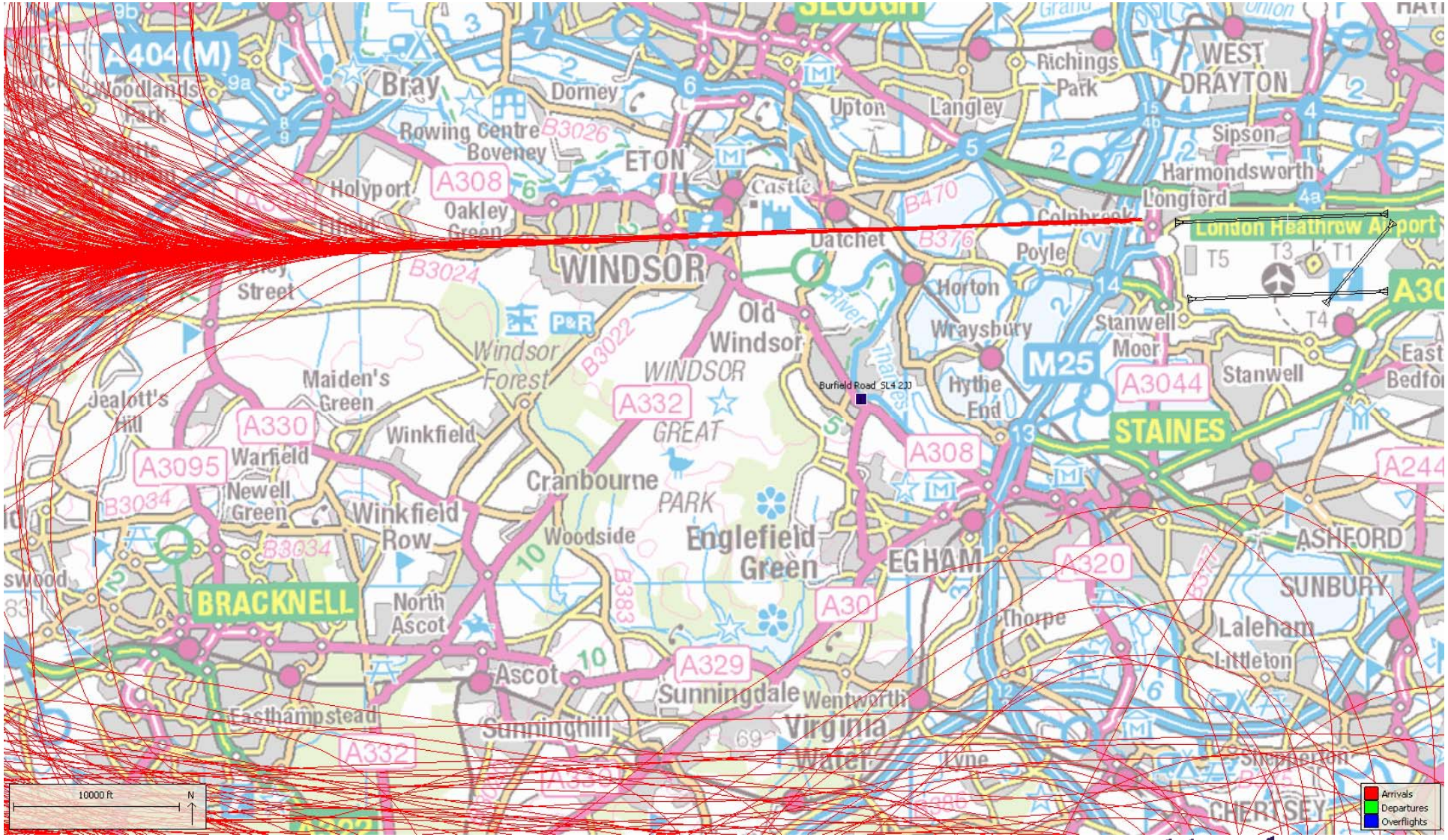
Plan of taxiway redevelopment required



Prior to ending of the Cranford Agreement



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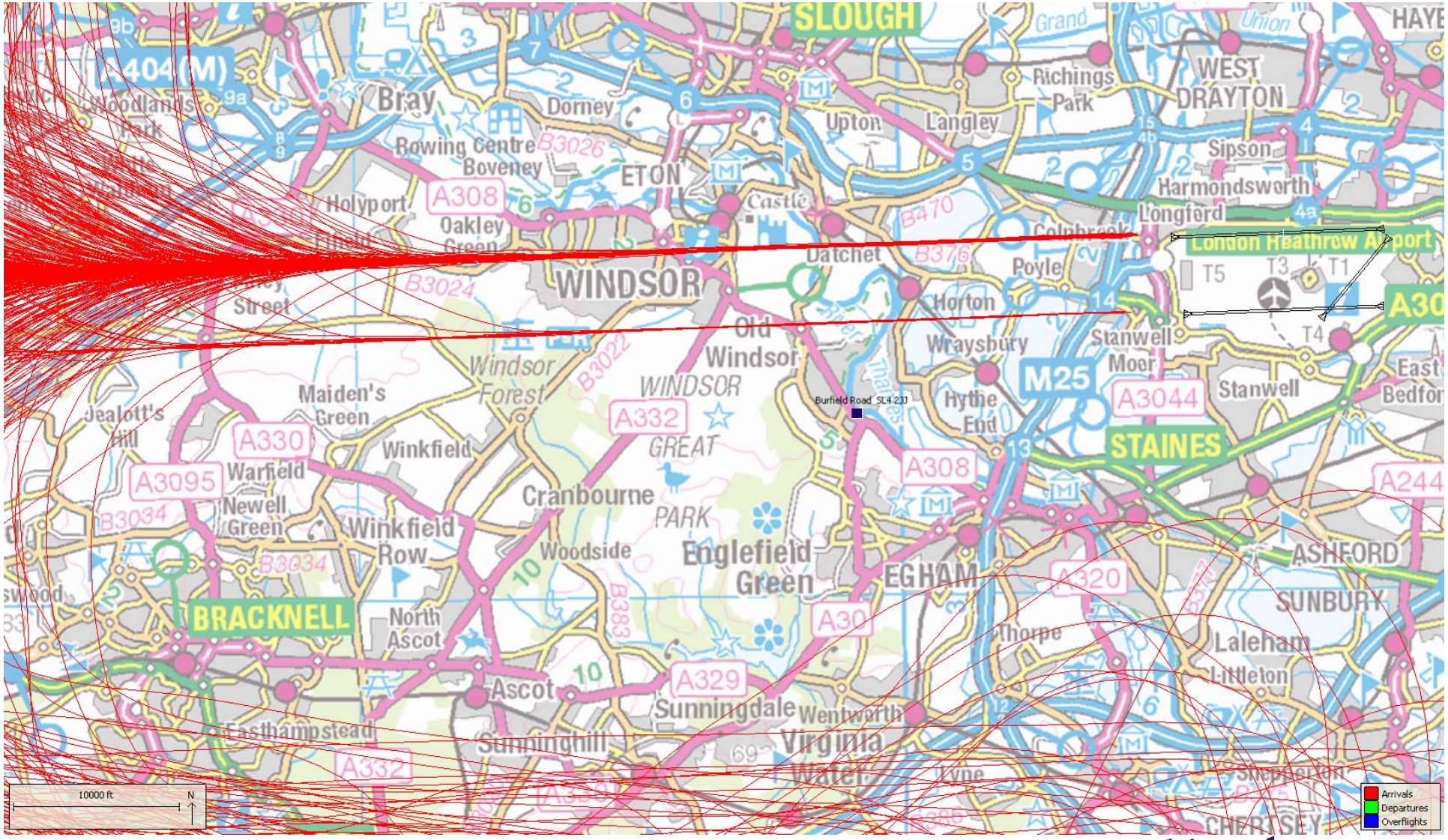
Operations after the ending of the Cranford Agreement



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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

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Operational Freedoms trial

Update

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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

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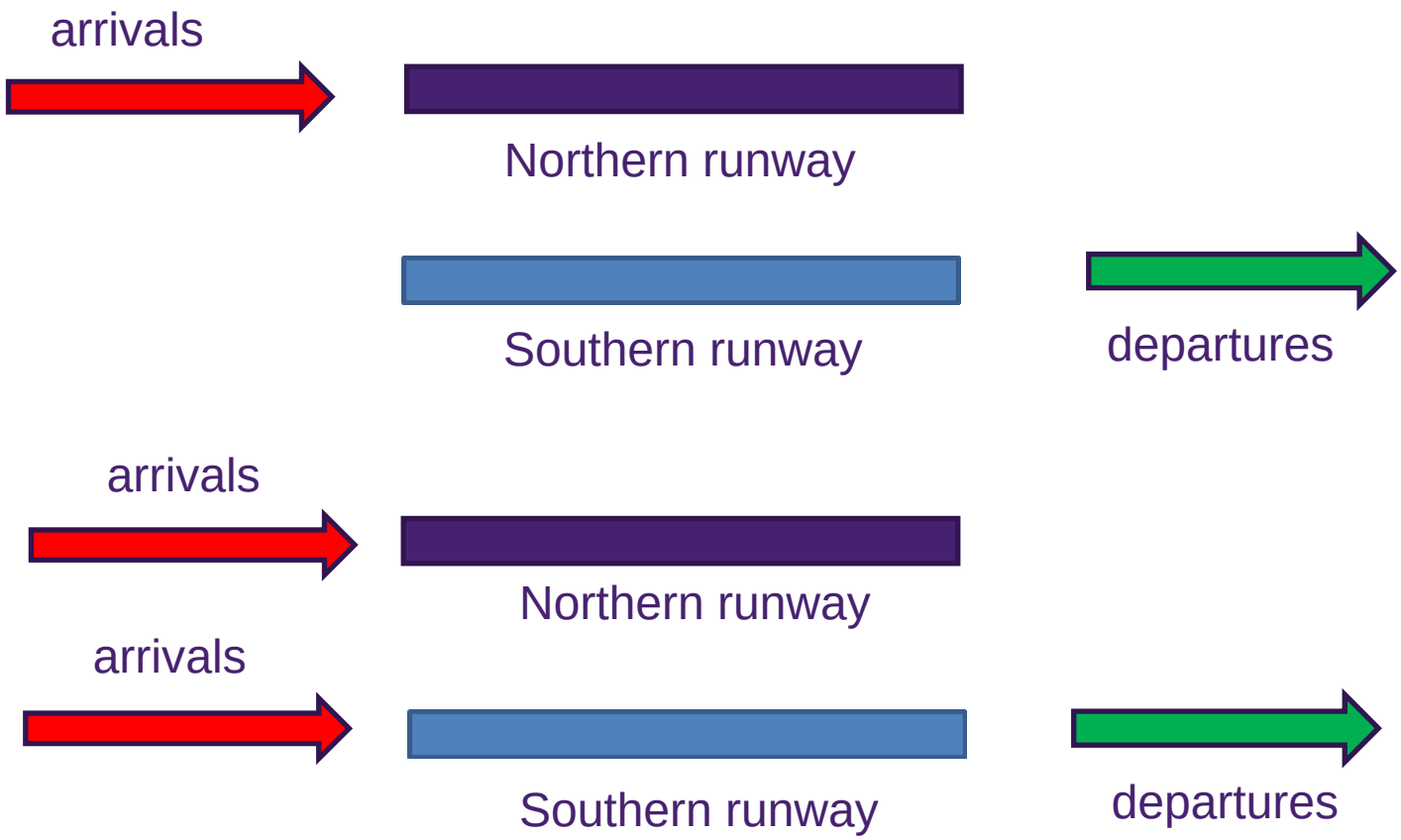
Operational Freedoms Trial – dual arrivals (on easterly operations)



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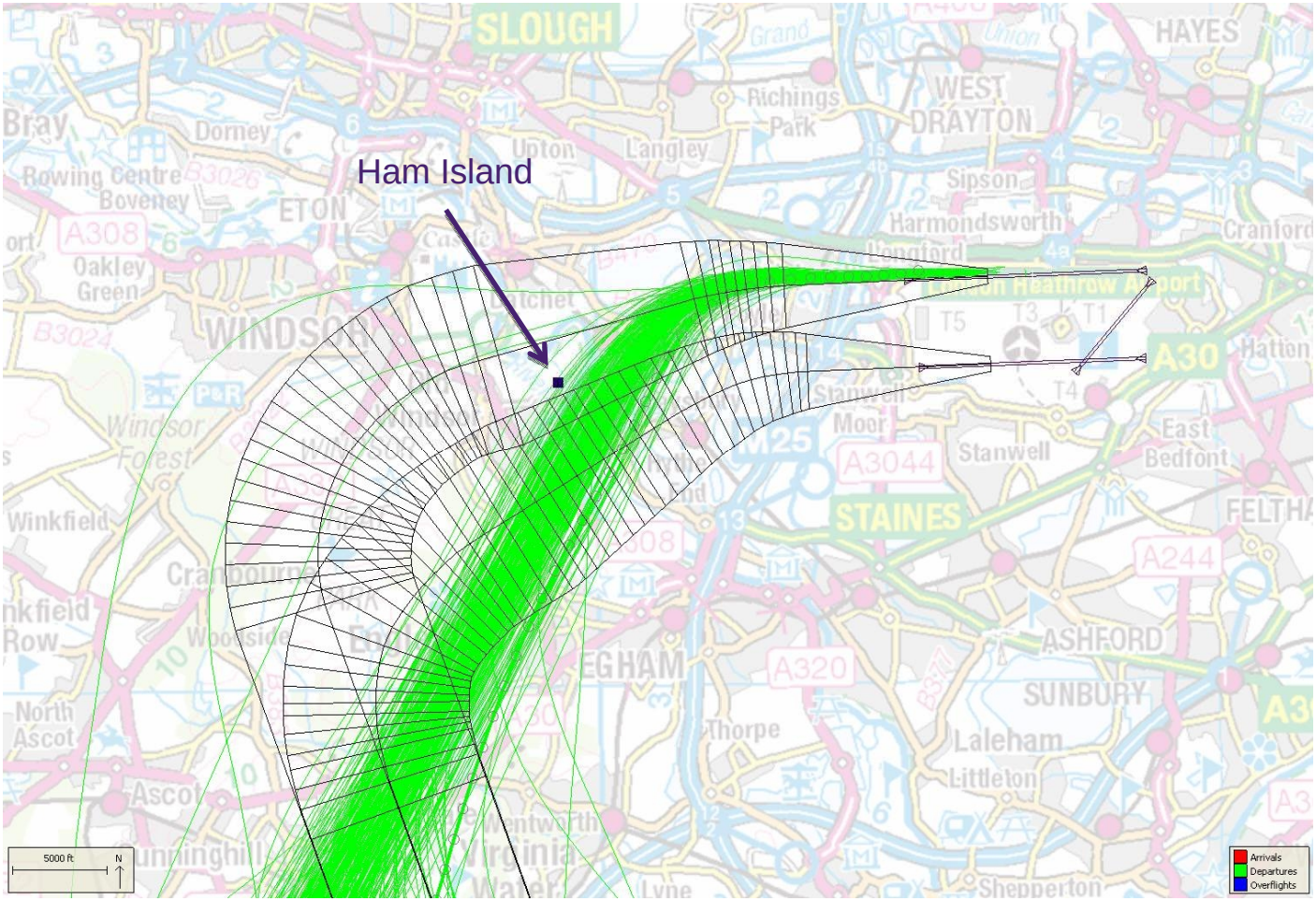
Operational Freedoms trial – early vectoring (this procedure ended on 31 January 2013)



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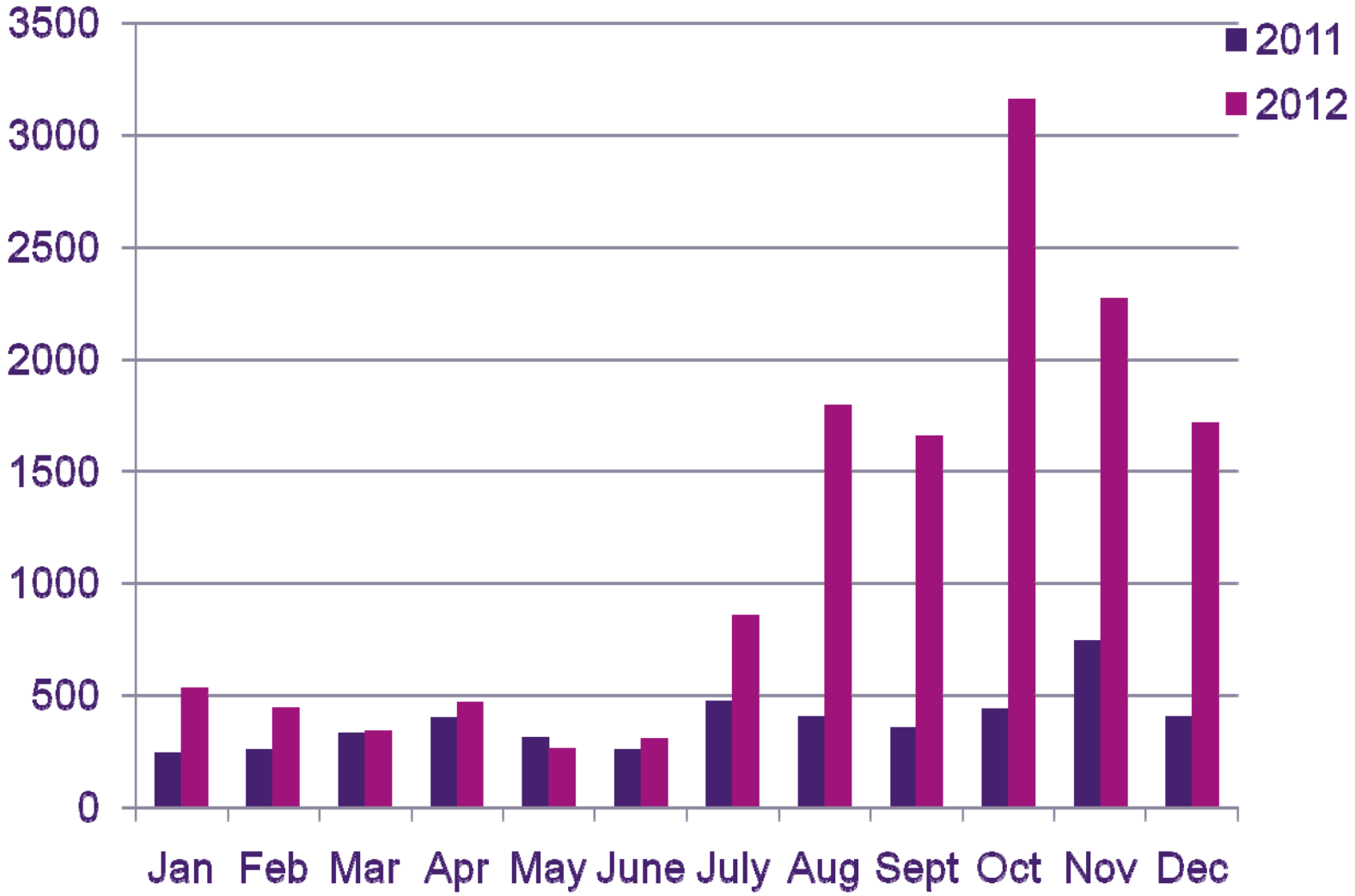
Complaint numbers 2011 v 2012



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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

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Aviation Capacity debate

Update

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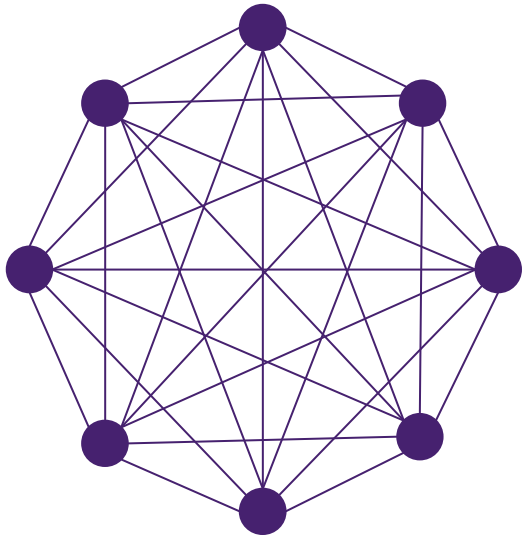
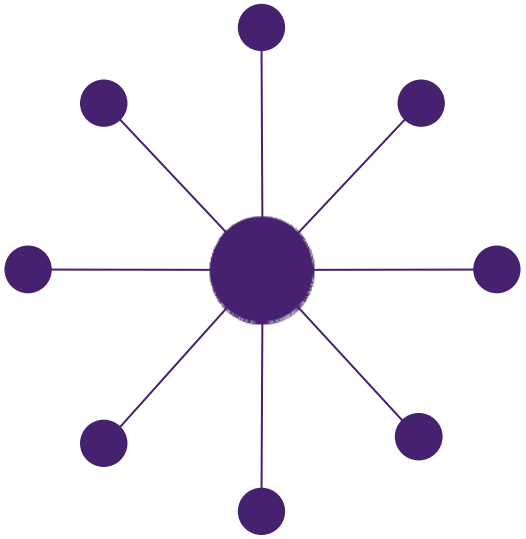
What is a hub?

The most efficient way of connecting many points



Point-to-Point
linking 8 points
requires 28 routes



Hub
Linking 9 points
requires 8 routes

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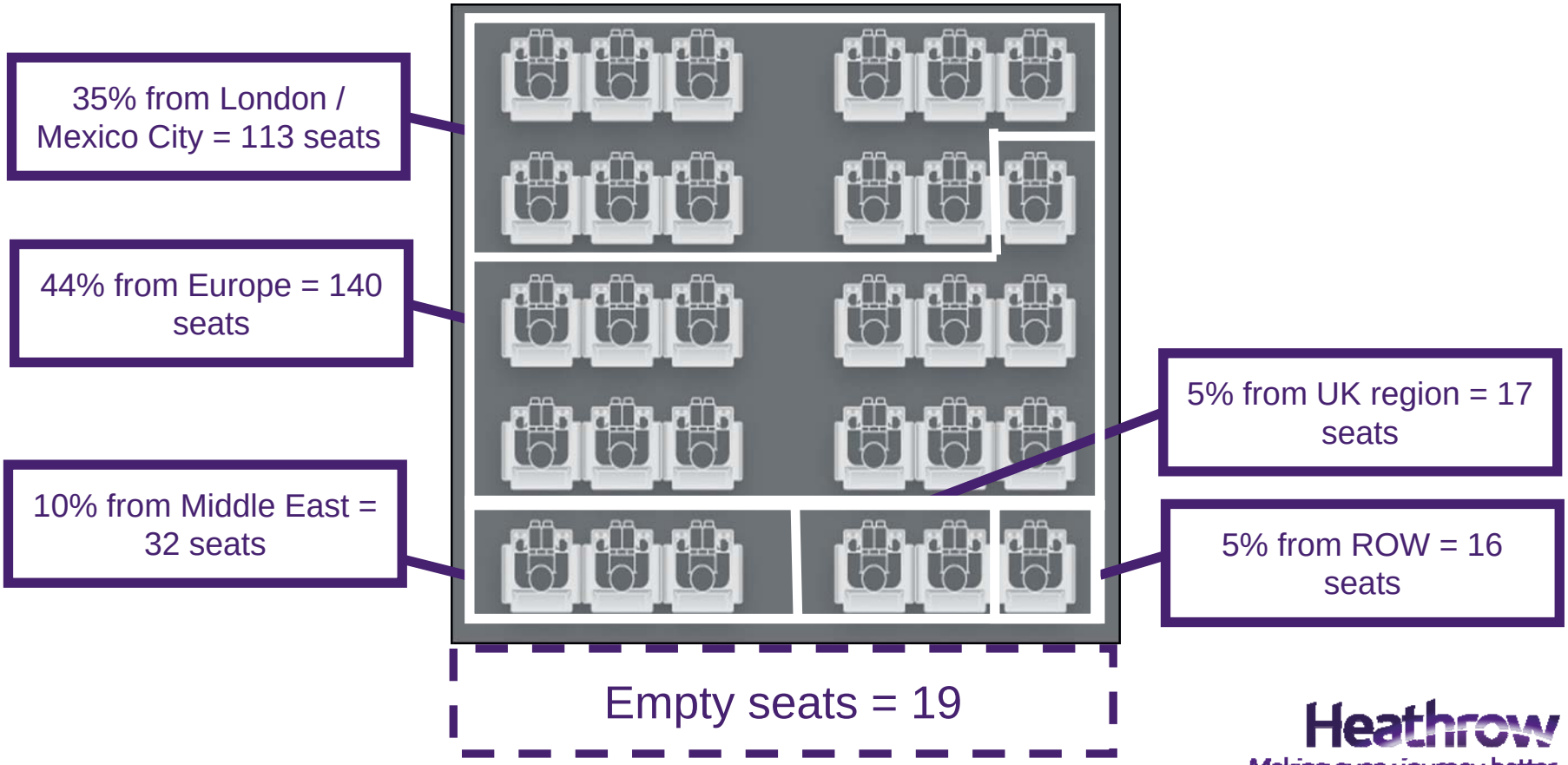
What is a hub airport?

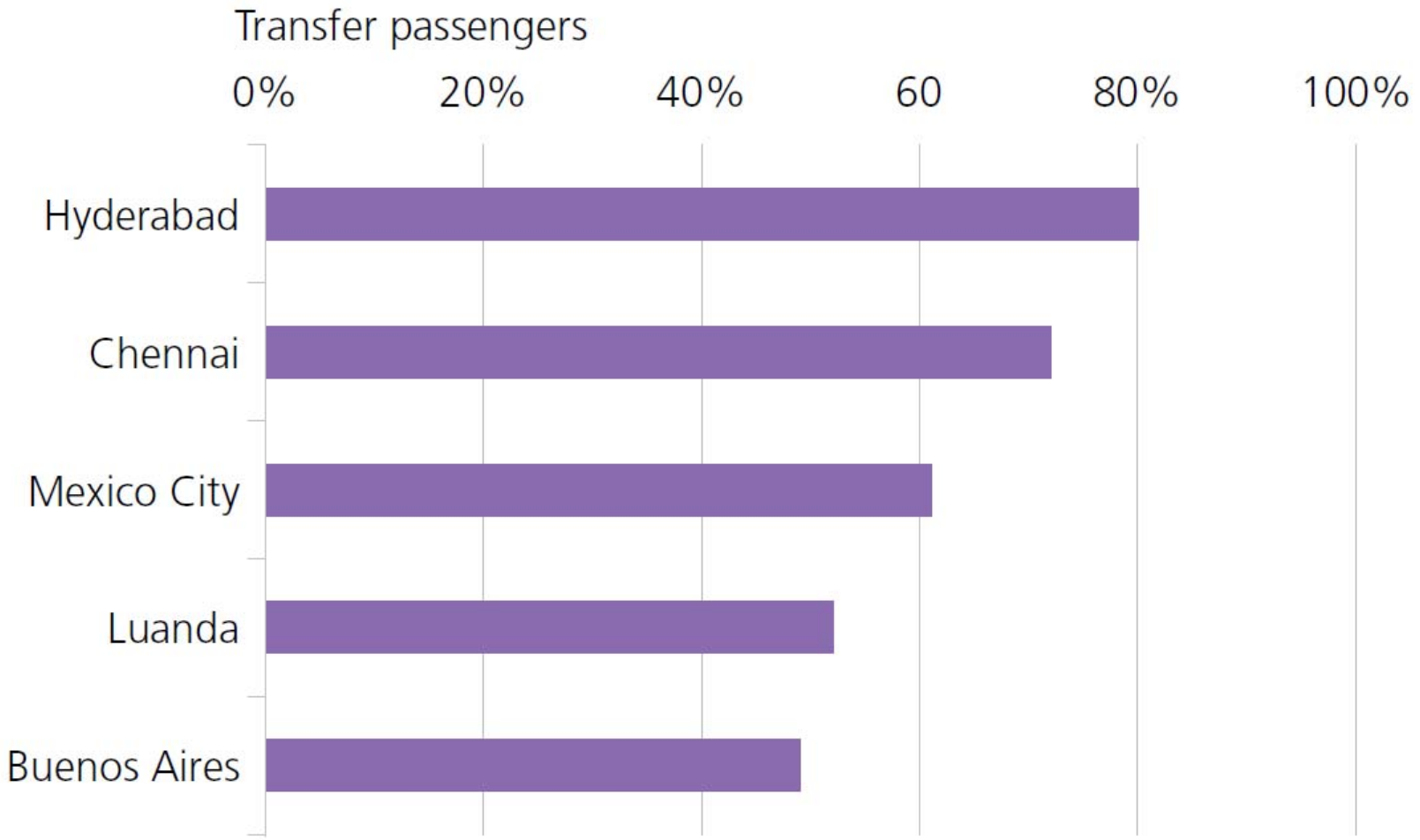
An airport where local passengers combine with transfer passengers to allow airlines to fly to more destinations more often than could be supported by local demand alone

The Mexico City route (747)



Source: Heathrow analysis; 2011 CAA Passenger Survey Data

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



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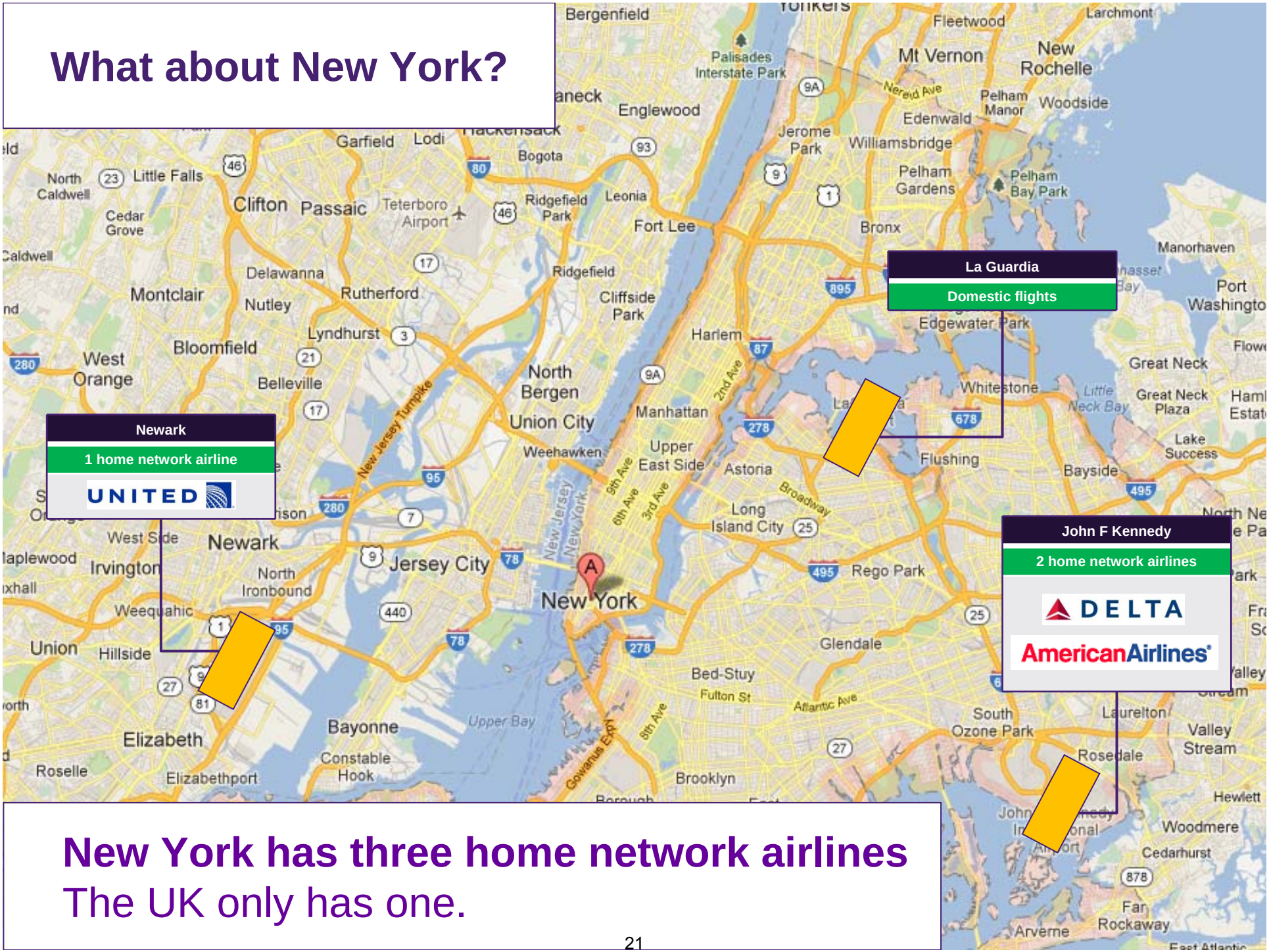
Source: IATA

What about New York?



New York has three home network airlines

The UK only has one.

A split hub: Heathwick

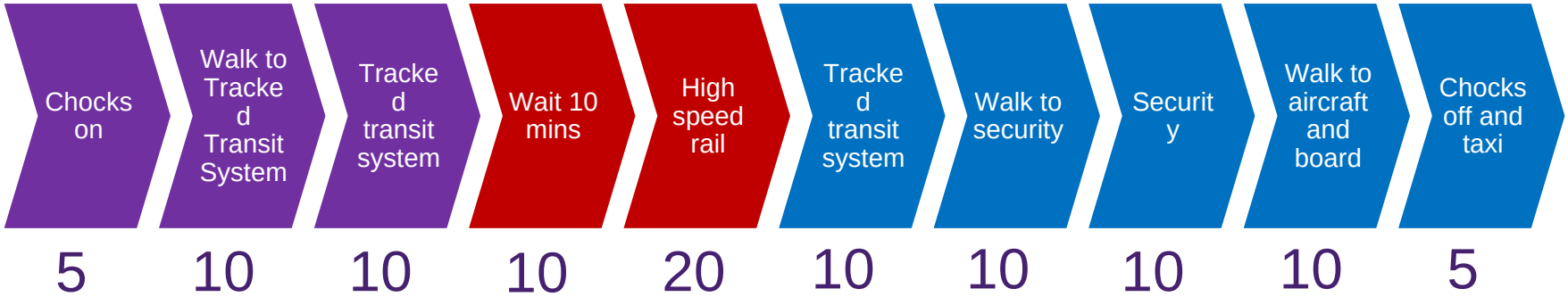
Heathwick - minimum connect times

Amsterdam

45m

Heathrow today: **60 minutes**

Heathwick proposal: **100 minutes**



Not competitive with other European hubs

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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

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