

NOTICE OF MEETING

Tuesday 12th January 2010

4.30 pm in the Board Room at City Aviation House,
London City Airport



AGENDA

1. PRESENTATION

Rob Jenner of W.S.Atkins will brief the Committee on the forthcoming works in the Airport's main terminal

2. APOLOGIES FOR ABSENCE should be notified to the Secretary -Telephone: 01487 842623 or 07738 490768, E-Mail: secretary@lcacc.org

3. COMMITTEE MEMBERSHIP

(a) The **London Borough of Towers Hamlets** has appointed Cllr Waiseul Islam to be their representative in succession to Cllr Ann Jackson.

(b) John Scarff of British Airways and Andy Fitzhugh of Cobalt Ground Solutions have been appointed as the representatives of the **Airline Operators Committee**

(c) The **London Borough of Newham** has still to appoint a third member. The Council's officers have been reminded about this.

(d) Adisa Akintola has been in touch with the **Gallions Housing Association** without success and in consequence it is proposed to remove them from membership of the Committee. The seat will be reallocated as part of the present review of the Committee's membership and constitution.

(e) The Airport is still looking for a permanent representative of the communities living in the southern part of **Beckton**. One possibility is currently being explored.

(f) The Airport has been considering whether to appoint a representative of airport passengers and, if so, how that person should be chosen. The Airport will report.

(g) The **London Borough of Waltham Forest** has written seeking the right to appoint one member of the Committee to represent the Borough. The Council have been told that this will be considered as part of the present review of the Committee's membership and constitution.

(h) The Contacts Page on the Committee's website has been updated to include the telephone number and, if available, the e-mail address of the of the community representatives. The e-mail addresses have been entered such a way that they cannot be picked up by the crawlers used by spammers.

(i) There is a list of current members at Annex A.

4. THE MINUTES OF THE MEETING HELD ON TUESDAY 6TH OCTOBER 2009 – PREVIOUSLY CIRCULATED

5. MATTERS ARISING

(a) **Item 9 – Planning Application**

It is understood that the challenge to the Council's decision on the planning application is still at the pre-hearing stage. There may be more to report at the meeting.

(b) Item 10 – Committee Constitution

The expected DfT note on the revision of the Department's 2003 *Guidelines* for Airport Consultative Committees has still to be issued. Without this note the review of the Committee's constitution cannot properly be finalised for discussion among members. The Secretary will update members at the meeting.

(c) Item 12 – Planning Applications – Notification/Consultation with Local Residents

UKACCs wrote to the *Local Government Association* on 22 September 2009 asking if protocols on the lines adopted by the Association of the London Borough Planning Officers could be introduced on a countrywide basis. A reply is awaited.

(d) Item 15(a) – People with Reduced Mobility (PRMs)

On 18 December 2009 the Secretary sent to members copies of returns received from the Airport showing:

- the monthly numbers of PRMs handled by the Airport for 2007, 2008 and 2009 (January – September)
- the contractor's PRM monitoring return for the June-September 2009

It is understood that the Airport's PRM quality standards are about to be published on the Airport's website – the Secretary will report.

(e) Item 15(c) – Parking in Local Streets

The Council have still to respond to the Airport's letter asking if they are in a position to begin discussions about possible parking controls. Thus far there has been no response from local members concerning parking in nearby streets.

6. CORRESPONDENCE

The Secretary has received only one complaint. This has not been pursued since the complainant has not responded to an interim reply asking if he wished for his complaint to be sent on to members for possible discussion at this meeting and/or to the Airport for investigation.

7. AIRPORT DIRECTOR'S REPORT

Gary Hodgetts will report.

8. COMMUNITY REPORT

Elizabeth Hegarty will report.

9. STANDING ITEM ON ENVIRONMENTAL ISSUES

Gary Hodgetts will table the Airport's report.

10. NOISE ACTION PLANS

As reported at the Committee's last meeting, the Airport's draft *Noise Action Plan* (NAP) was published for consultation on Friday 25th September. Since then copies of the draft plan have been available via the Airport's website¹ or via the Committee's website².

¹ <http://www.londoncityairport.com/downloads/Draft%20Noise%20Action.pdf>

² <http://www.lcacc.org/noise/index.html#NAP>

On 17 November the Secretary wrote to members with details of the consultation events held in December in Thamesmead, Poplar, the Gallions shopping centre at Beckton and Britannia Village Hall at West Silvertown. Details of these events were also posted to the Committee's website

The closing date for comments on the draft plan is 15 January 2010. In accordance with the Government's guidance the Airport will then be required to examine and reflect upon the comments received and finalise the Plan including a description of the comments received during the consultation process and a reasoned justification for the response to the issues raised. The completed plan will then be sent to the Secretary of State for Transport and copied to the Secretary of State for Environment, Food and Rural Affairs to be considered for adoption. The Plan will be reviewed every five years.

Information about how to submit comments on the draft Plan can be found in the Airport's press release³ or on the Airport's website.

11. **POLICING AND CRIME ACT 2009**

This legislation has been discussed by the Committee on a number of occasions and the Secretary has tried to keep members abreast of the passage of the Bill through Parliament.

On 16th November the Secretary wrote to members to let them know that the legislation had received the Royal Assent on 12th November and was now an Act of Parliament⁴.

Sections 79 and 80 of the new Act amend the *Aviation Security Act 1982* to make the following provision in relation to airport security:-

- Enhancing inter-agency co-operation in establishing airport security arrangements with greater clarity of roles and responsibilities;
- Introducing a systematic regular assessment of how threats to airports are being mitigated;
- Enhancing airport security planning at UK airports both locally and nationally as Airport Security Plans will help ensure more effective deployment of resources to mitigate threats;
- Bringing in a consistent funding process for dedicated police activities at airports that ensures police authorities are reimbursed by airport operators for agreed dedicated policing costs.

The new provisions will come into force on a date to be appointed by order of the Secretary of State. The Airport will need to have discussions with the Metropolitan Police (SO18) about the application of the new provisions at the Airport.

12. **PLANNING APPLICATION – FUEL TRANSFER OPERATION**

On 13th November the Secretary sent members details of an application for planning permission submitted to the London Borough of Newham (LBN) by Shell International Limited seeking to change the use of a warehouse adjacent to King George V Dock at the Airport so that it can be used for a fuel transfer operation.

Later all members and their deputies were invited to a briefing by Shell International on Monday 22 November 2009 at which local members were present to hear more about the application and to ask questions. Those attending may wish to comment further on this application.

³ <http://www.londoncityairport.com/LandingPage.aspx?Page=noiseactionplan>

⁴ http://www.opsi.gov.uk/acts/acts2009/ukpga_20090026_en_1

13. **NATS CONSULTATION – TERMINAL CONTROL NORTH – AIRSPACE CHANGES**

On 26th October the Secretary sent members a copy of a NATS press release announcing that there would be no second Terminal Control North (TCN) consultation on revised air routes until at least September 2010.

The NATS proposals have, of course, been discussed in Committee on more than one occasion. In particular members will recall the NATS briefing for members at the special session on 9th May 2008 and the variation of the Airport's *Standard Instrument Departures* (SIDs) in the middle of 2009.

14. **CAA REPORT - AIRSPACE FOR TOMORROW**

On 5th November the Secretary sent members information about the new CAA report *Airspace for Tomorrow*⁵ which sets out in broad terms, how the CAA intends to develop the UK's future airspace arrangements in co-operation with the Department for Transport, Ministry of Defence, NATS and other aviation stakeholders.

The CAA say this document is intended to give a summary of:

- How UK airspace is used and controlled today.
- The key factors which the CAA thinks will cause the UK's airspace arrangements to evolve.
- The CAA's vision for the future airspace arrangements in 2030 – some of the concepts which will be considered to achieve the vision and the associated benefits.
- The purpose and direction for the Future Airspace Strategy (FAS) which is being developed. The development of the Strategy is a complex process which will take place over the next two to three years, with a formal consultation due to begin in 2010. It will then underpin the CAA's work in airspace terms out to 2030 and beyond, including the relevant application of environmental targets set by the Government for 2050.

15. **HOUSE OF COMMONS TRANSPORT SELECT COMMITTEE: THE FUTURE OF AVIATION**

On 7th December 2009 the Secretary sent to all members a copy of the press release issued by the Select Committee announcing the publication of this Report. The press release is reproduced at Annex B attached. There was also a link to the Report itself which can be accessed via the House of Commons website⁶. The Committee may wish to discuss some or all of the Committee's findings.

16. **THE COMMITTEE ON CLIMATE CHANGE (CCC): AVIATION REPORT**

On 9th December 2009 the Secretary sent to all members a note about this report which was requested by the Government "*to assess scope for [emissions] reductions, including from improvements in technology and the effect of appropriate policy levers; and the implications of further aviation expansion beyond 2020*". A copy of the note is reproduced at Annex C. The Committee may wish to discuss some aspects of the report?

17. **REFORMING THE FRAMEWORK FOR THE ECONOMIC REGULATION OF UK AIRPORTS – CONSULTATION – GOVERNMENT RESPONSE**

On 14th December 2009 the Secretary sent to all members details of the Government's response to this consultation. A copy of his note (omitting paras 7.1 to 7.39 of Appendix 3) is

⁵ <http://www.caa.co.uk/docs/7/20091109AirspaceForTomorrowFinalVersion.pdf>

⁶ <http://www.publications.parliament.uk/pa/cm200910/cmselect/cmtran/125/125i.pdf>

reproduced at Annex D to this Agenda. The Government's decision on *Passenger Focus* is likely to have implications for the membership and functions of Consultative Committees.

18. **ANY OTHER BUSINESS**

19. **DATE OF NEXT MEETING**

Tuesday 6th April 2010 at 16.30 hours at City Aviation House, London City Airport.

ANNEX A

Item 2 - Membership of Committee 2009/20012

<u>Name</u>	<u>Representing</u>	<u>Name of Deputy (if known)</u>
<i>Local and Public Bodies</i>		
Cllr Alec Kellaway	London Borough of Newham	Cllr Pat Holland
Cllr Steve Brayshaw	- ditto -	Cllr Patrick Murphy
TBA	- ditto -	
Cllr Denis Hyland	London Borough of Greenwich	Cllr Peter Brooks
Cllr Peter Craske	London Borough of Bexley	Cllr Colin Tandy
Cllr Waiseul Islam	London Borough of Tower Hamlets	
Tim Martin	London Borough of Barking and Dagenham	
Tom Jackson	London Development Agency	
Hamish Stewart	Royal Docks Management Authority	Tina Prescote
Declined	Gallions Housing Association	
<i>Airport and Airport Users</i>		
Gary Hodgetts	London City Airport	Anna Gawthorpe
Janet Goulton	- ditto -	Elizabeth Hegarty
John Scarff	Airline Operators Committee	
Andy Fitzhugh	- ditto -	
Gillian Econpouly	London Chamber of Commerce and Industry	Peter Campbell
John Williams	Guild of Travel Management Companies	
Rita Beckwith	Docklands Business Club	Janette Withey
Howard Sheppard	Canary Wharf Limited	Jim Berry
<i>Local Communities</i>		
Dennis James	Custom House and Canning Town	Olusola Ogunbanjo
Jagadish Jha*	Beckton	
Gertie Duffy	North Woolwich	Victoria Karanja
Sid Keys	Silvertown	Judith Dunlop
Cloey Wong	West Silvertown	
Rose Geaney	Area Tenants Liaison Committee – Royal Docks	
Adisa Akintola	West Thamesmead Residents Forum	
Sister Christine Frost	Tower Hamlets Local Area Partnership 7	
<i>Attendees(Non Voting)</i>		
Frank Evans	Department of Transport	
Max Dixon	Greater London Authority	

Chief Inspector Gordon
Atkinson Metropolitan Police (SO18)
Sergeant Tony Galinis Metropolitan Police (Royal Docks Neighbourhood Team)
Rev Patricia Capriello Airport Chaplain

* Temporary appointment

It is the normal practice for meetings of the Committee to be attended by officers of the Airport, the above mentioned attendees and other bodies to provide advice to members as required. These people do not vote.

ANNEX B

Item 15 - Membership of Committee 2009/20012
House of Commons Transport Select Committee: *The Future of Aviation* – Press Release

In a wide-ranging report, the Transport Select Committee today calls on the Government to ensure that the UK's major airports, particularly Heathrow, are connected to a future high-speed rail system.

Committee Chairman, Louise Ellman MP, said "Aviation is important to the UK economy, both in the southeast of England and in the regions. Regional airports are important for regional economic growth and transport. Heathrow is a major European hub airport but only six UK cities have flights into it. Even with expansion, we need to improve direct access to Heathrow from the national rail network in order to maximise the economic benefits and to reduce the environmental impacts."

The Committee concludes that the 2003 White Paper, *The Future of Air Transport*, continues to provide a sound basis for aviation policy but warns the Government that it must update its assessment of the economic value of aviation for the UK economy regularly and ensure that its figures are subject to independent external scrutiny.

In view of the economic benefits to the UK, the Committee endorses the Government's support for a third runway at Heathrow, subject to the effective application of tough environmental conditions. However, it questions the need for a second runway at Stansted and asks ministers to reconsider whether Gatwick might prove to be a better location for expansion after 2019.

Stressing the need to curb pollution from aviation, the Committee calls for higher environmental standards to reduce CO₂, air pollution and noise.

With regard to carbon emissions from aviation in the UK, the Committee sets out a number of principles that it believes should be applied to future UK policy in this area, and looks forward to the Committee on Climate Change's report (8 December) detailing how the aviation industry can sensibly reduce its greenhouse gas emissions over the coming decades.

Calling for decisive effort by Government to ensure older and noisier planes are taken out of use promptly, the Committee also asks the Government to review the adequacy of current research into the effects of noise and to revisit its impact assessment procedures and compensation arrangements.

The Committee recognises the importance of Air Passenger Duty (APD), but is concerned that, when setting the level of APD, the Government needs to be mindful of the vulnerability of the aviation industry in the current economic climate. It also needs to take account of competition from other European airports.

Looking to air travellers, MPs repeat a previous call for the ATOL levy to be increased and extended to cover all international flights and not merely package holidays. They also ask the Government to

clarify how much revenue is raised from aviation taxes and to set out the basis for its claim that an additional £10bn could be raised if VAT and fuel duty were applied to aviation.

ANNEX C

Item 16 - The Committee on Climate Change (CCC):: *The Future of Aviation*

In January 2009 the Government adopted a target to reduce UK aviation emissions back to 2005 levels in 2050 alongside its decision to support expansion of Heathrow airport. Together with deep cuts in other sectors, this would achieve the UK's legislated economy-wide greenhouse gas (GHG) target to reduce emissions by 80% in 2050 relative to 1990 without the need to rely on purchase of credits in the global carbon market.

The Committee was requested by the Government “*to assess scope for [emissions] reductions, including from improvements in technology and the effect of appropriate policy levers; and the implications of further aviation expansion beyond 2020*”.

This report sets out the Committee's assessment of options for reducing UK aviation emissions up to 2050.

Meeting the UK Aviation target – options for reducing emissions to 2050

- [Full Report](#)
- [Executive Summary](#)
- [Press Release](#)

Download individual chapters of the report:

- [Chapter 1: Background and methodology for the review of UK aviation emissions](#)
 - [Chapter 2: Reference demand and emissions projections](#)
 - [Chapter 3: Alternatives to air travel – high-speed rail and videoconferencing](#)
 - [Chapter 4: Fleet efficiency improvement through technology innovation](#)
 - [Chapter 5: Use of biofuels and other alternative energy sources in aviation](#)
 - [Chapter 6: Non-CO2 climate effects of aviation](#)
 - [Chapter 7: Meeting the 2050 target](#)
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ANNEX D

Item 17 - Reforming the Framework for the Economic Regulation of UK Airports – Consultation – Government Response

Members will recall this consultation which was discussed at the Consultative Committee's meeting in April 2009. It seemed that at London City Airport the impact of Department's proposals would not be very great. Nonetheless the Committee agreed to respond to the consultation as follows:

- The Committee agrees with shift to the proposed new licensing regime which, as the Department says, offers more flexibility than the present system and also a proportionate and effective means to implement some of the provisions of the Airport Charges Directive which is due to come into force from 2011.

- The Committee agrees also that the proposed new duties of the *Civil Aviation Authority* represent an improvement on those which obtain at present and in particular the proposed new primary duty to promote the interests of passengers and to have regard to the environmental impacts of airport development
- The Committee has reservations about the proposal that at national level *Passenger Focus* should henceforth represent air passengers instead of the *Air Transport Users Council (AUC)*. At present *Passenger Focus* has no experience of representing the interests of air passengers and indeed it does not represent passengers in London at all. Better perhaps to review and enhance the functions of AUC but if the transfer to *Passenger Focus* is decided upon it should be introduced with great care to ensure that the huge specialist knowledge and experience built up at AUC was not lost or dissipated.

We have now heard from the Department by e-mail (see Appendix 1) while at Appendix 2 is a Government Statement by Paul Clark MP, Parliamentary Under Secretary of State for Transport and at Appendix 3 a copy of Chapter 7 of the Government's response dealing with passenger representation which was the main focus of the committee's discussion at its April meeting

The following documents are also relevant:

- Opinion of the DfT's Independent Panel on Airport Regulation – see the [Department's website](#)
- Licence conditions for the new regulatory framework for Airports – DfT's [request for advice](#)
- CAA's response – [click Here](#)

APPENDIX 1

From: regulating_air_transport consultation <regulating_air_transport.consultation@dft.gsi.gov.uk>
Date: 10 December 2009 15:20:19 GMT
To: regulating_air_transport consultation <regulating_air_transport.consultation@dft.gsi.gov.uk>
Subject: FW: The Department for Transport: regulating civil aviation (without attachments)

Dear Consultee,

Regulating civil aviation

I am writing to inform you that today we are publishing the Government's decisions on reforming the Regulatory Framework for the Economic Regulation of Airports and a further consultation on financial elements of the package. We are also publishing a consultation on proposals to modernise other aspects of the regulatory framework for the Civil Aviation Authority (CAA).

Both sets of proposals have been developed in parallel to modernise the regulatory framework of the civil aviation sector. Together they will ensure that the needs of the consumer and, where appropriate, the environment are at the forefront of the CAA's decisions, whilst maintaining an emphasis on safety. ***Review of the Framework for the Economic Regulation of Airports***

We are announcing the Government's decisions on reforming the Regulatory Framework for the Economic Regulation of Airports. The decision document and accompanying impact assessment (as well as other related documents) can be found on the Department for Transport's website at:

<http://www.dft.gov.uk/pgr/aviation/airports/reviewregulationairports/>

These proposals were consulted on in March 2009 and are ***not open to further consultation***. However, you can find a summary of consultation responses on the following pages:

<http://www.dft.gov.uk/consultations/closed/ukairports/>

We have also published a consultation on promoting financial resilience for major airports, along with accompanying impact assessments. Please note: **this consultation closes on 4th February 2010**. These documents can be found at the following site:

<http://www.dft.gov.uk/consultations/open/financialresilience/>

Consultation on Proposals to Update the Regulatory Framework for Aviation

Finally, we have also published a consultation on further proposals to modernise the regulatory framework for aviation. This includes proposals to reform the CAA's legislative framework; the Air Travel Organisers' Licensing (ATOL) scheme; and the procedure for making airport byelaws.

These documents can also be found on the Department's website together with a standard response form which we would encourage you to use:

<http://www.dft.gov.uk/consultations/open/regulatingairtransport>

Please note: **this consultation closes on 11th March 2010**.

How to respond to the consultations

Please respond by post or email to the following address:

Aviation and Consumer Policy
The Department for Transport
Zone 1/25
Great Minster House
76 Marsham Street
SW1P 4DR

Email: regulating_air_transport.consultation@dft.gsi.gov.uk

We would like to hear from as wide a range of interested parties as possible and therefore would welcome your contribution.

Yours faithfully,

JONATHAN MOOR

Director General for Civil Aviation

APPENDIX 2

REFORMING AIRPORT ECONOMIC REGULATION AND CONSULTATION ON UPDATING THE WIDER AVIATION REGULATORY FRAMEWORK

Statement by:

Paul Clark MP, Parliamentary Under Secretary of State for Transport

Date delivered:

10 December 2009

Statement type:

Written

Parliamentary Under-Secretary of State for Transport (Paul Clark): My right honourable and Noble Friend the Secretary of State for the Department for Transport (Lord Adonis) has made the following Ministerial Statement:

In March, the Government consulted on a number of proposals designed to modernise the framework for the airport economic regulatory regime and put passengers at its heart. The Review primarily seeks to ensure that economic regulation improves the passenger experience and encourages timely and appropriate investment.

Having considered responses to the consultation, I intend to introduce as soon as parliamentary time will allow a package of reforms that:

- Modernise the statutory duties of the Civil Aviation Authority (CAA) in this area. The Government will replace the CAA's existing duties with a single primary duty to promote the interests of end consumers of passenger and freight services at airports. In order to provide clarity about the additional factors the CAA need to take into account when making decision, the Government will also be introducing new subordinate duties.
- Introduce a new licensing regime that is flexible and targeted. The new regime gives the regulator sanctions and enforcement powers to incentivise licensee compliance.
- Introduce a new framework of merit based appeals to ensure the regulator is accountable for the decisions it makes.
- Enhance passenger representation within the aviation sector. To ensure that passengers have an independent and influential advocate with an end-to-end journey perspective, the Government will introduce legislation to make Passenger Focus the passenger representative body for aviation. Passenger Focus will build on the firm foundations established by the Air Transport Users Council.
- Promote the financial resilience of major airports. In October, this year I brought forward the announcement on financial resilience in order to provide as much certainty as possible for the industry and its investors, and support sustained investment. In this announcement I said that the Government intended to consult on two further financial aspects and this consultation is published today.

A few [responses](#) to the Consultation raised the importance of connecting regional economies to London airports and international destinations. The Government recognises this issue and will commission research to gather further evidence.

This package of reforms is intended to provide a modern and flexible economic regulatory framework for airports which I believe reflects best practice in other regulated regimes and promotes the interests of passengers, investment, as well as the principles of Better Regulation.

I also intend to [consult](#) on further proposals to update the regulatory framework for aviation.

The Government commissioned Sir Joseph Pilling to carry out a strategic review of the Civil Aviation Authority to ensure that it remained able to meet current and future challenges. He described the CAA as a "highly successful organisation" and concluded that it remained appropriate to have a specialist aviation regulator, with a broad range of functions from safety to economic regulation. But he also identified that changes were needed to modernise the CAA's legislative and governance framework. In particular, he considered it important that the CAA's role should be to safeguard the public interest, and he recommended that we make it absolutely clear in the legislation that the CAA's primary responsibility is to the public rather than the aviation industry.

I am consulting on proposals giving the CAA a clear statutory focus, consistent with our international obligations and aligned with Better Regulation principles, by assigning new objectives to the organisation. These will apply to most of the CAA's functions and will ensure that the CAA focuses its attention on pursuing the interests of consumers and seeking environmental improvements while maintaining a high standard of safety.

To support the CAA in delivering its objectives, I am also proposing to give powers to enable it to obtain relevant information and make arrangements for that information to be made publically available where this is in the interests of consumers or those affected by aviation. The CAA would only be able to use this power where it could demonstrate that the benefits of publishing information outweighed the costs.

I also want to see the CAA's governance and enforcement arrangements aligned with modern regulatory practice. I am proposing to give the CAA access to a range of civil sanctions, which will address concerns previously expressed about the disproportionate and inappropriate nature of criminal sanctions for certain offences.

We have looked at financial protection for air passengers following the failure of the XL Leisure Group in 2008. This highlighted the need to reform the ATOL scheme which provides reimbursement and repatriation in the event of insolvency.

We are committed by European legislation to provide financial protection for passengers on package holidays. We decided in 2005 not to extend this to all flights. Although that remains the right decision, the concept of a package holiday has become blurred by the way many holidays are sold through mix-and-match components. Consumers must be able to make informed choices. My objective now is to create a clear boundary of protection, and this objective is shared by the travel trade. The consultation puts forward several options for this.

I am also consulting on a number of measures to rationalise the process for making airport byelaws. The main aims are to modernise and streamline the existing airport byelaw-making process and increase the level of consultation with interested parties during the preparation of airport byelaws.

The proposals in this consultation will provide strategic direction for the CAA and help it regulate the aviation industry in tune with modern needs.

Copies of the decision document, both consultation documents and associated publications have been placed in the libraries of both Houses.

APPENDIX 3

7. Enhancing passenger representation within the aviation sector

(Paragraphs 7.1 to 7.39 omitted – see circulated document)

Summary of key proposals

7.40 To summarise, we do not believe consultation responses have raised any fundamental issues which undermine the purpose or viability of the original proposal. We also note that no stakeholder contested the view that Passenger Focus was an authoritative and influential passenger advocate in the rail sector. Therefore we continue to believe that Passenger Focus is the most appropriate body to represent air passengers in Great Britain and that this should be funded via the airport licence fee. This will ensure that passengers have an independent, authoritative and influential passenger advocate whose integrated perspective will be more aligned with the passengers' own perspective. In this way we believe this decision builds on the Pilling model of a strengthened AUC. This decision is also consistent with wider Government policy, which has generally been to reduce the number of sector specific consumer representation bodies. We recognise that stakeholders have raised a number of practical issues around implementation, in particular around how Passenger Focus will interact and work with other bodies, and we will ensure that these are addressed in implementing this decision.