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Investor Relations

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04 January 2002

Office of International Corporate Finance  
Securities and Exchange Commission  
450 Fifth Street, NW  
Washington DC 20549  
USA



SUPPL

Dear Sirs

**BAA plc (File No 82-3372) 12g3-2(b) Exemption**

Please find enclosed information and/or documents furnished by or on behalf of BAA plc (file no 82-3372) under paragraph (b)(1)(iii) of Rule 12g3-2, which information shall not be deemed "filed" with the SEC or otherwise subject to the liabilities of Section 18 of the US Securities Exchange Act of 1934.

To confirm receipt please fax the attached sheet to the number indicated. Thank you.

Yours faithfully

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THOMSON  
FINANCIAL

pp **Marcela Zeman**  
**Head of Investor Relations**

To: Marcela Zeman  
Head of Investor Relations  
BAA plc  
130 Wilton Road  
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SW1W 1LQ

Fax: 44 20 7932 6783

From: Office of International Corporate Finance  
Securities and Exchange Commission  
450 Fifth Street, NW  
Washington DC 20549  
USA

Re: SEC notification 4 January 2002

**BAA plc (File No 82-3372) 12g3-2(b) Exemption**

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\_\_\_\_\_  
Signed

\_\_\_\_\_  
Name

\_\_\_\_\_  
Date

4 January 2002

**MIKE TOMS JOINS BAA BOARD AS GROUP PLANNING AND  
REGULATORY AFFAIRS DIRECTOR**

BAA plc, the international airport group, today announced the appointment of Mike Toms to the Board of BAA plc as group planning and regulatory affairs director with effect from 1 February 2002. His responsibilities will include planning, environmental issues, regulation, airport charges, aviation policy and strategy development.

Mike Toms, aged 48, joined BAA as a planner in 1979 and has held a number of senior positions within the company, including director, corporate strategy. He was previously head of airport economics for BAA and was seconded to the Airports Council International as chief economist. He successfully led BAA's team for the last regulatory review in 1996.

Mike Toms holds a first class honours degree from the University of Durham and MA in town planning from the University of Nottingham. He is a Member of the Royal Town Planning Institute (MRTPI) and a Member of the Royal Institution of Chartered Surveyors (MRICS). He is the author of numerous articles on airport planning, economics and privatisation.

For further information on BAA plc see [www.baa.com](http://www.baa.com)

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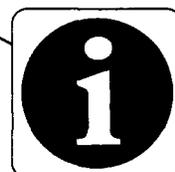
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## News Release

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## **BAA FILES DETAILED SUBMISSION TO CAA ON REGULATORY REVIEW**

BAA plc, the international airport group, today submitted to the Civil Aviation Authority its detailed response to the Authority's initial proposals for the 2003-2008 regulatory regime, which were announced on 2 November 2001. At the end of the current consultation period next month the CAA will refer BAA's London Airports to the Competition Commission. The review is expected to conclude towards the end of 2002.

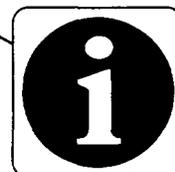
In its submission, BAA welcomed many of the regulator's initial conclusions, in particular:

- The recognition that the encouragement of investment in capacity is the biggest challenge for regulation.
- The acceptance that airport charges at Heathrow must rise, both to help to allocate existing capacity, and to incentivise investment.
- The principle of a move to a dual till over time subject to the inclusion of surface access projects.
- The acknowledgement, after exhaustive review, that BAA's capital projects process is thorough, efficient and effective.
- The adoption of BAA's proposal for a broadly based service quality factor in the price formula.

# **News Release**

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However, BAA also described the CAA's initial proposals as "extremely complex" and urged the CAA to consider adopting changes in order to allow for:

- A flexible approach to developing BAA's London airports as the market and government policy evolves.
- An earlier price rise at Heathrow to allow for the cost of Terminal 5 and other infrastructure projects.
- Sufficient headroom to allow BAA to proceed with investment with confidence.
- Consistency in regulatory policy to mitigate regulatory risk.
- A legally robust regulatory framework consistent with the government's international obligations.

BAA's submission will be published in full by the CAA's Economic Regulation Group on its website ([www.caaerg.co.uk](http://www.caaerg.co.uk)) today.

For further information on BAA plc see [www.baa.com](http://www.baa.com)

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