

Heathrow Airport Limited
The Compass Centre
Nelson Road
Hounslow
Middlesex
TW6 2GW

Email address: rail@heathrow.com

See distribution list

30 October 2024

Dear Sir/madam,

Proposed G1 HAL Network Change: HAL-NC/G1/2024/001 Removal of Redundant Operating equipment including Automatic Train Protection and Station Driver Only Operated Monitors (the “Proposed Network Change”)

This HAL Network Change notice (this “**Notice**”) is issued in accordance with Condition G1.1 of the HAL Network Code and constitutes a formal proposal for a HAL Network Change under that Condition. Any capitalised terms not defined in this Notice shall have the meaning given to such term in the HAL Network Code.

HAL wishes to implement the Proposed Network Change described above and is required under Condition G1 of the HAL Network Code to give notice of its proposal to the parties listed in paragraph 7 of the Appendix to this Notice. Condition G2 of the HAL Network Code allows all affected Access Beneficiaries, the Secretary of State, the ORR and Transport for London to consider the Proposed Network Change and bring to HAL’s attention, any matters that concern them regarding that change. Affected Access Beneficiaries may assess the impact of the Proposed Network Change on their business and inform HAL what the direct costs and benefits of implementing that change are likely to be (if any).

If the Proposed Network Change is implemented, any direct costs that arise as a consequence of any associated Restriction of Use may be compensated under Schedule 8 of your Track Access Agreement and must not form any part of any claim that you may make in accordance with Condition G2.2 of the HAL Network Code.

The Proposed Network Change covers the removal of redundant Automatic Train Protection (ATP) equipment from Heathrow Airport Limited infrastructure and the switching off and future removal of redundant Driver Only Operated (DOO) platform monitors from Heathrow Central (Terminals 2 & 3), Terminal 4 and Terminal 5 stations.

Both the Class 345 and Class 387 rolling stock to the airport use European Train Control System (ETCS) to provide signalling protection and are not fitted

with ATP. It is intended the redundant ATP equipment will be given to Network Rail as a source of spares.

It is also proposed to formally remove the Class 332 and Class 360 from the Sectional Appendix Table D2A for GW180 as route cleared electrical multiple units on Engineer's Line Reference (ELR), Heathrow Link Line (HLL).

In addition, both the Class 345 and Class 387 rolling stock do not use the DOO monitors (and the associated cameras) on the station platforms with the monitors now within the driver cabs.

We understand that Network Rail will issue their own Network Change covering the removal of ATP equipment from Airport Junction up to the Tunnel portals. The tunnel portals mark the boundary between Network Rail and HAL infrastructure.

In accordance with Condition G1.2(d) of the HAL Network Code, we are seeking comments from you and the persons listed in paragraph 7 of the Appendix to this Notice to establish whether or not you are content for the change to be implemented. We invite you to consider the Proposed Network Change and forward your comments to us by 30th December 2024. If a formal response is not received by this date, it will be deemed that you accept the Proposed Network Change without compensation.

Please reply using the appropriate response template. These can be found on HAL's [Rail regulation | Heathrow](#). Wherever practically possible, please send all responses electronically to rail@heathrow.com.

Respondents should clearly indicate if they consider that all or part of their response is "sensitive information" as defined in Part A of the HAL Network Code.

Please let me know if you require any further details to enable you to respond formally to this Notice.

Yours faithfully,

Paul Quilter

Paul Quilter
Rail Regulation Manager