



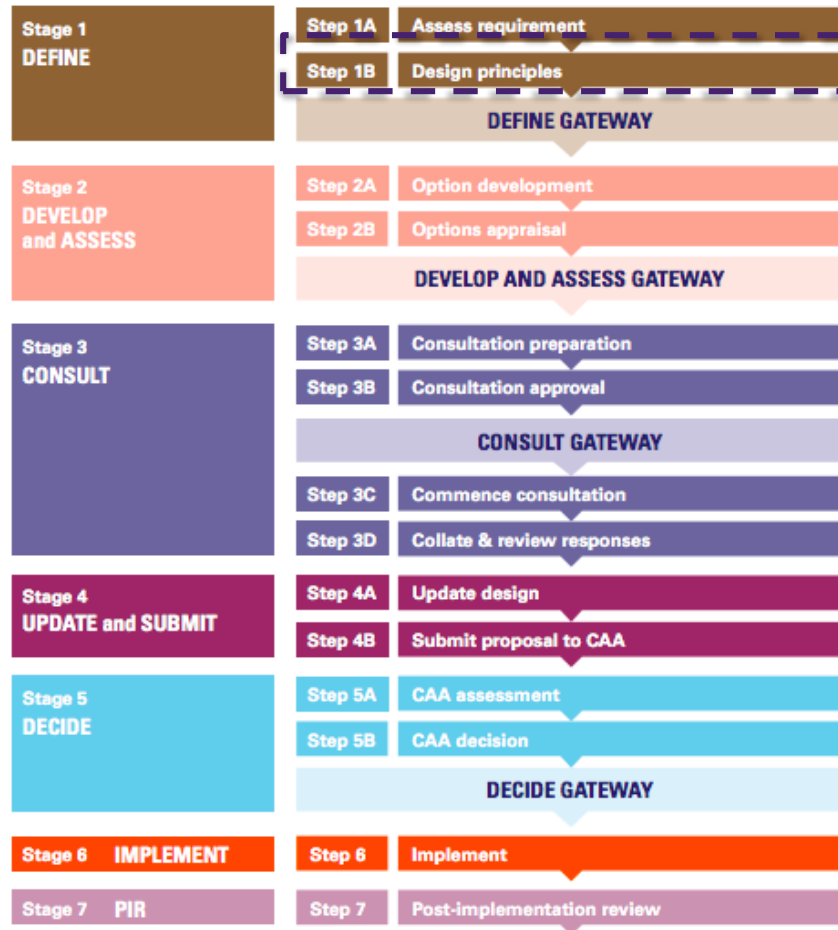
HEATHROW COMMUNITY NOISE FORUM: AIRSPACE UPDATE

SCOPE

- The CAA's CAP1616 process
- What are Design Principles?
- Process undertaken for identifying and prioritising Design Principles
- Publication and feedback on Design Principles
- Questions

WE ARE NOW DEFINING OUR DESIGN PRINCIPLES FOR EXPANSION (STAGE 1B OF CAP1616)

Figure 1: Overview of the airspace change process



← we are here

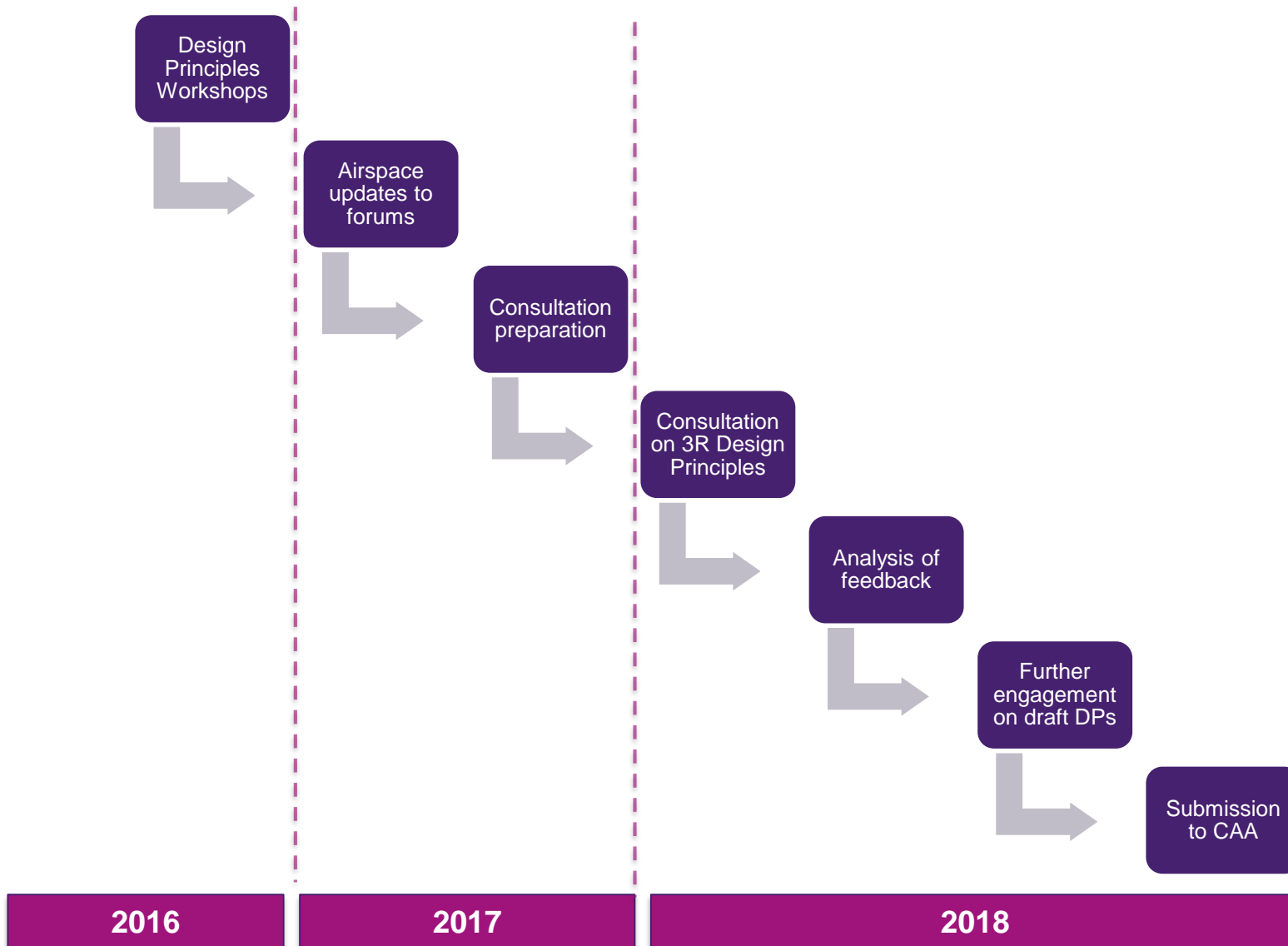
WHAT ARE DESIGN PRINCIPLES?

Stage 1 of CAP1616 involves the development of design principles for submission to the CAA at the 'Define' Gateway of the airspace change process.

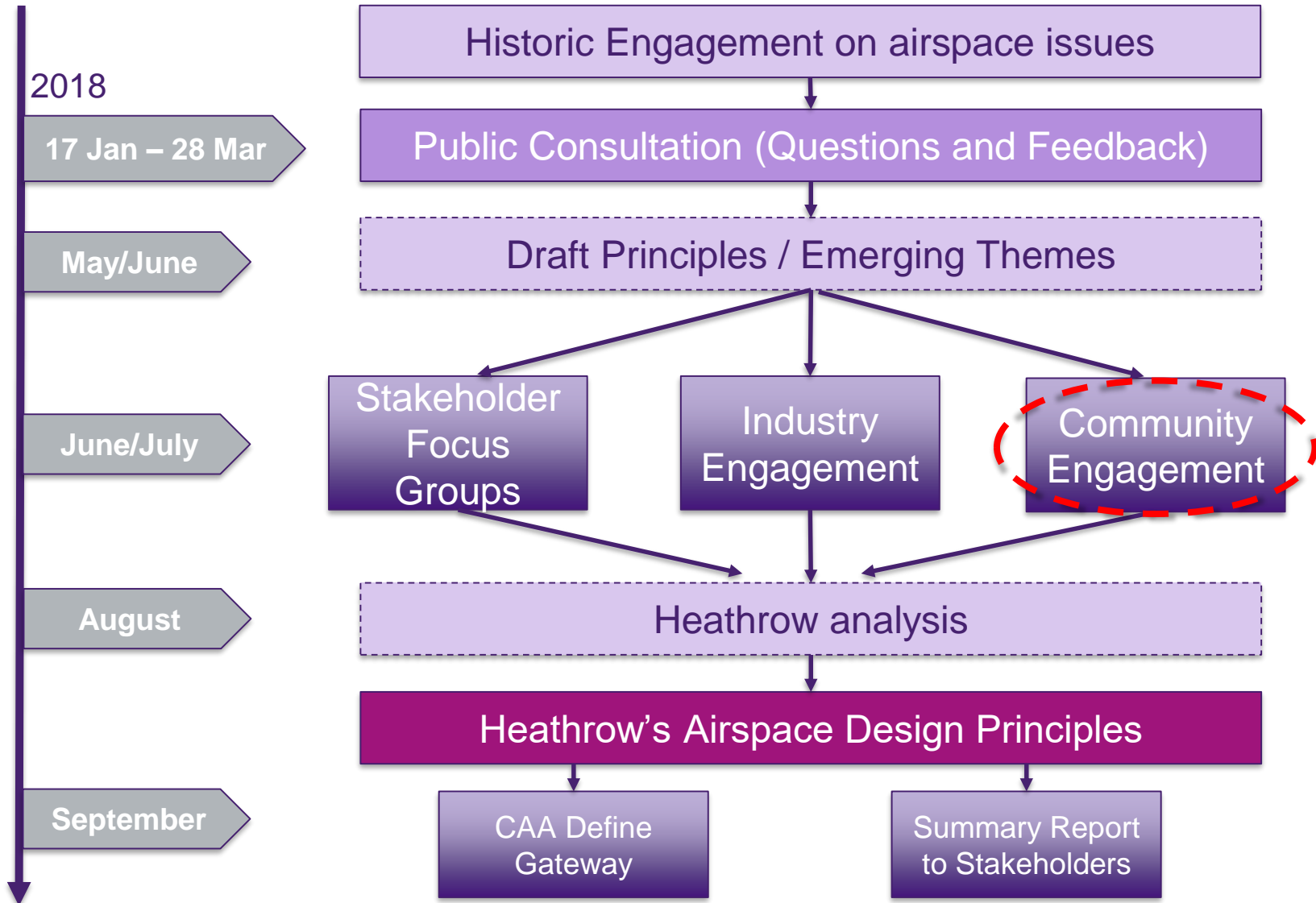
CAP1616 states that:

- the development of design principles should provide “a shortlist of principles to inform the development of airspace design options” and a “framework against which airspace design options are evaluated”.
- principles “are in no way immutable and, as a part of the process for the establishment of the airspace design principles, should be challenged as part of the ongoing dialogue with stakeholders.”

DESIGN PRINCIPLES DEVELOPMENT: TIMELINE



DESIGN PRINCIPLES DEVELOPMENT: HEATHROW'S APPROACH



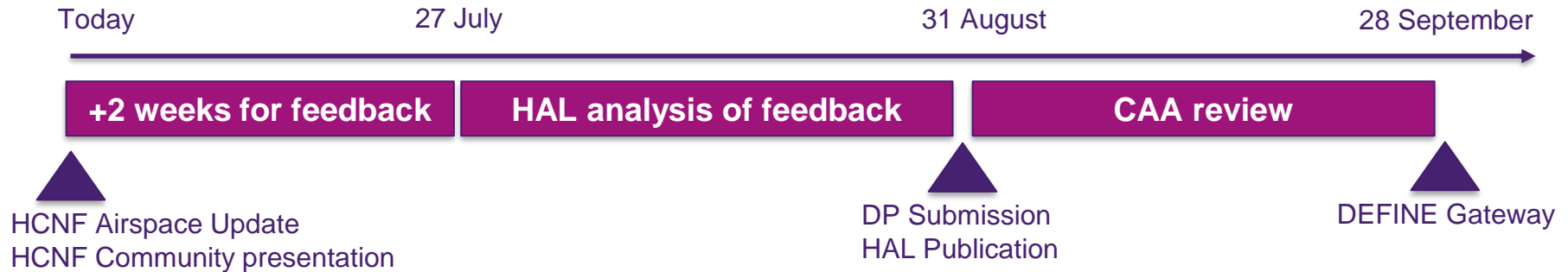
PRIORITISATION OF PRINCIPLES

1. Through established forums (including HCNF), we have developed an understanding of some key principles that our communities and industry stakeholders have consistently raised as being important
2. Some of these principles potentially “contradict” one another when applied in airspace design. Our first consultation aimed to get a wider opinion on some of the main trade-offs.
3. Analysis of 1834 consultation responses identified:
 - Quantitative analysis of patterns in responses (by overflown/not, age, postcode)
 - Qualitative analysis of the “why” behind the responses by investigating responses
 - Additional suggestions for design principles
4. A draft set of proposed, prioritised, design principles was created based on this feedback, and policy/operational requirements (e.g. safety, NPS capacity requirements)
5. Additional engagement was undertaken via:
 - Focus groups with members of the public who did not respond to consultation and were not represented on established forums
 - Seeking feedback on proposed prioritised design principles from established forums (including HCNF)

PRIORITISATION OF PRINCIPLES

- Consultation was not a referendum: principles were not prioritised based on number of responses
- Quantitative and qualitative analysis of consultation responses
- 6 Stakeholder groups identified:
 1. Community: Engaged and Overflown (e.g. HCNF)
 2. Community: Engaged and Not Overflown (e.g. approx. 18% of consultation respondents)
 3. Community: Not engaged (e.g. Stakeholder Focus Groups)
 4. Airlines
 5. Other Airports
 6. General Aviation Community
- Stakeholder focus forums set up to seek feedback from group 3
- Key issues/preferences identified for each stakeholder group

PUBLICATION AND FEEDBACK ON DESIGN PRINCIPLES



- The CAA will publish our Design Principles submission, including all evidence, prior to the Define Gateway
- HAL will publish:
 - A Design Principles overview report (how and why the proposed design principles were chosen/ prioritised)
 - An independent Consultation Feedback Report
- If accepted by the CAA, they will then be 'fixed' and we will use them to qualitatively evaluate our airspace design options
- We will share Consultation 2 material with HCNF prior to consultation start

QUESTIONS?

Heathrow

Building for the future