



AIRPORT EXPANSION CONSULTATION: UPDATE TO HCNF



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Heathrow

A REMINDER OF THE PROCESSES WE NEED TO FOLLOW TO DELIVER EXPANSION

There are two separate approval processes that Heathrow are following to deliver the third runway:

Airspace Change Process (ACP)

- This is the approval for the design and operation of new or changing flight paths and any changes to airspace boundaries



Development Consent Order (DCO)

- This is the approval for the physical construction of the third runway and all the related ground infrastructure

Both processes emphasise the need for effective ongoing stakeholder engagement in addition to formal public consultation requirements



HEATHROW RECENTLY CONCLUDED ITS CONSULTATION EXERCISE ON AIRPORT EXPANSION FOR THE DCO

June 2019 – Airport Expansion Consultation

- Statutory consultation for Development Consent Order
- Heathrow's preferred masterplan, including the new runway and associated infrastructure
- Managing and mitigating the effects of airport growth

Key facts and figures

- 43 consultation events held....
-over a 12 week period
- 7,228 attendees
- Over 10,000 responses received

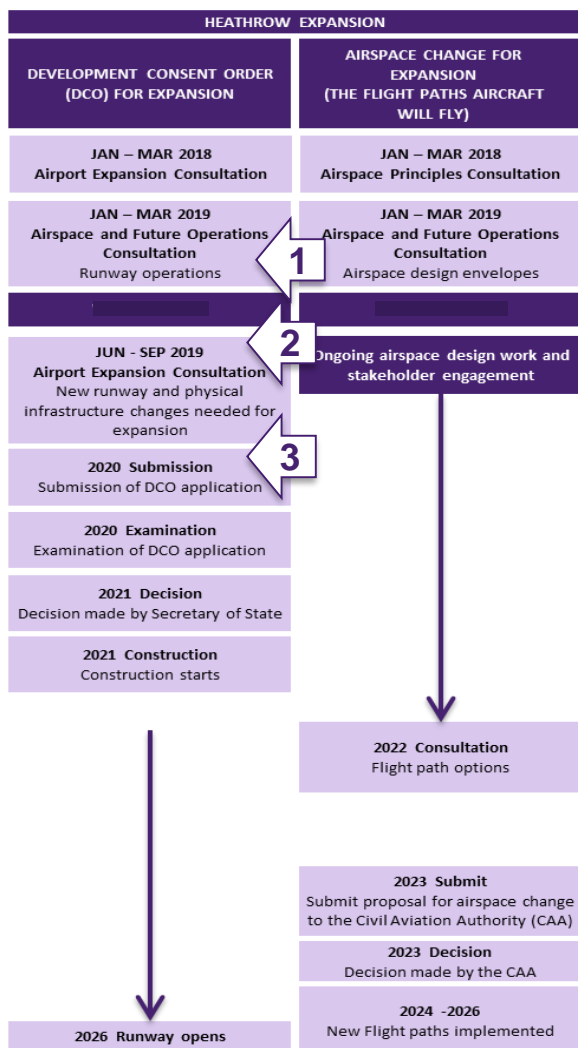


AIRSPACE EXPERTS WERE ON HAND AT THE AEC TO ANSWER QUESTIONS ON FUTURE RUNWAY OPERATIONS

- AEC was **not** a consultation on options for future airspace design
- However Airspace experts were on hand at consultation events to help explain how the proposed Future Runway Operations and other proposals may impact on airspace use, including:
 - Runway alternation
 - Airspace alternation
 - Flight path alternation
 - Night flights
- Airspace experts were also there to provide an overview of the ACP process and when Heathrow would next consult on the subject



REMINDER OF HOW THE AIRSPACE CHANGE PROCESS FEEDS INTO THE ENVIRONMENTAL SUBMISSIONS TO THE DCO



1. The ACP work following the airspace design principles informed the Airspace and Future Operations Consultation (in particular with regard to airspace alternation)
2. The June 2019 consultation for DCO includes a Preliminary Environmental Impact Report (PEIR). The ACP work provides a latest view of ‘indicative airspace designs’ to inform the PEIR.
3. Our DCO submission in 2020 will include an Environmental Statement. ACP work will provide a latest view of ‘indicative airspace designs’ to inform this.

The Airports National Policy Statement recognises that DCO must not prejudice the ACP and that the airspace design information passed into the DCO can only be indicative at the time of the DCO submission.



THE PEIR WAS CREATED ON THE BASIS OF ASSUMPTIONS REGARDING THE FINAL AIRSPACE DESIGN FOR EXPANSION

- **PEIR** uses indicative airspace designs from the ACP processes, including:
 - ‘snapshot’ of the range of options being considered by the ACP process as at Q4 2018
 - ‘baseline’ views of the two-runway airspace designs as of Q4 2018.
- Together, these were used to define the range of “*likely significant environmental effects*” from the operation of the runways, based on the maturity of each airspace design at that stage.
- The formal DCO submission in June 2020 will include an **Environmental Statement (ES)** containing an environmental impact assessment:
 - The ACP process will have moved on from the initial ACP snapshot
 - The ES will draw a new, more up to date, snapshot from each of the various ACPs as of Q4 2019
 - This will ensure that the DCO environmental assessment is even more robust



ENVIRONMENTAL ISSUES ARE REQUIRED TO BE ASSESSED AT DIFFERENT STAGES OF THE ACP PROCESS

ACP process requires Change Sponsors to undertake analysis of the environmental impact of the proposed airspace change at different Stages



Stage 2: Develop and Assess: Step 2B

- Requires sponsors to produce an “Initial Options Appraisal”
- Contains an *indicator* of the likely noise impacts
- And a *high level view* of other costs and benefits of the different airspace design options, including air quality, carbon emissions

Stage 3: Consult

- Sponsors produce a “Full Options Appraisal”
- *Detailed quantitative* assessment of costs and benefits of the shortlisted options

Stage 4: Update and Submit

- Sponsors update Full Options Appraisal depending on consultation feedback and any modifications made to the design as a result



WHERE ARE WE IN THE CONSULTATION PROCESS?

1. Development Consent Order (DCO) - three separate consultations have been held about the infrastructural changes needed for expansion, including runway operations.

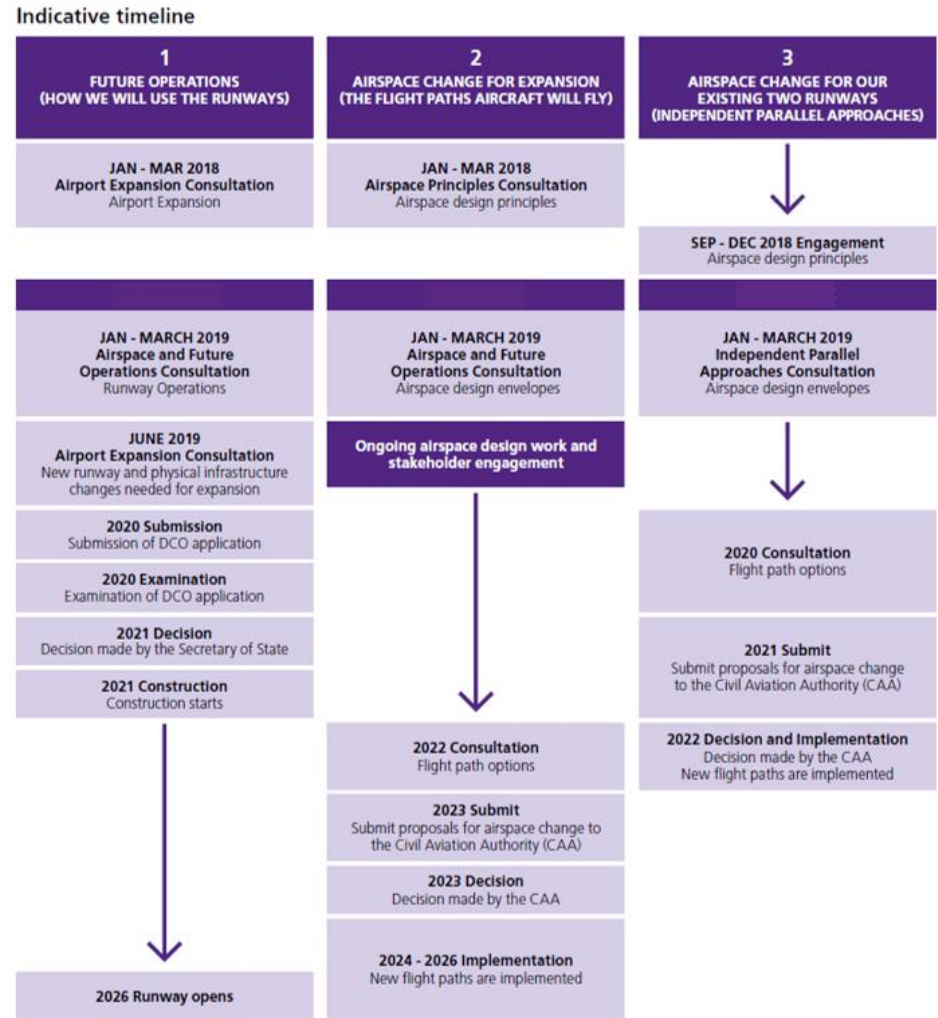
Next step: DCO application submission in 2020

2. Airspace Change for Expansion – two sets of consultations have been held regarding airspace design principles and design envelopes.

Next step: Flight path consultation in 2022 and final submission to CAA in 2023

3. Independent Parallel Approaches (IPA) – two sets of consultations regarding design principles and design envelopes

Next step: Flight path options consultation in 2020 and final submission to CAA in 2021



QUESTIONS?

