



AIRSPACE CHANGE AND DEVELOPMENT CONSENT PROCESSES

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WHAT ARE THE APPROVAL PROCESSES?

There are two approval processes.

Development Consent Order (DCO)

- This is the approval for the construction of the third runway and all the related ground infrastructure
- The process requirements are described in the Airports National Policy Statement (ANPS)

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
- The process requirements are described in the CAA's airspace change process guidance (referred to as CAP1616)

WHY ARE THERE TWO PROCESSES?

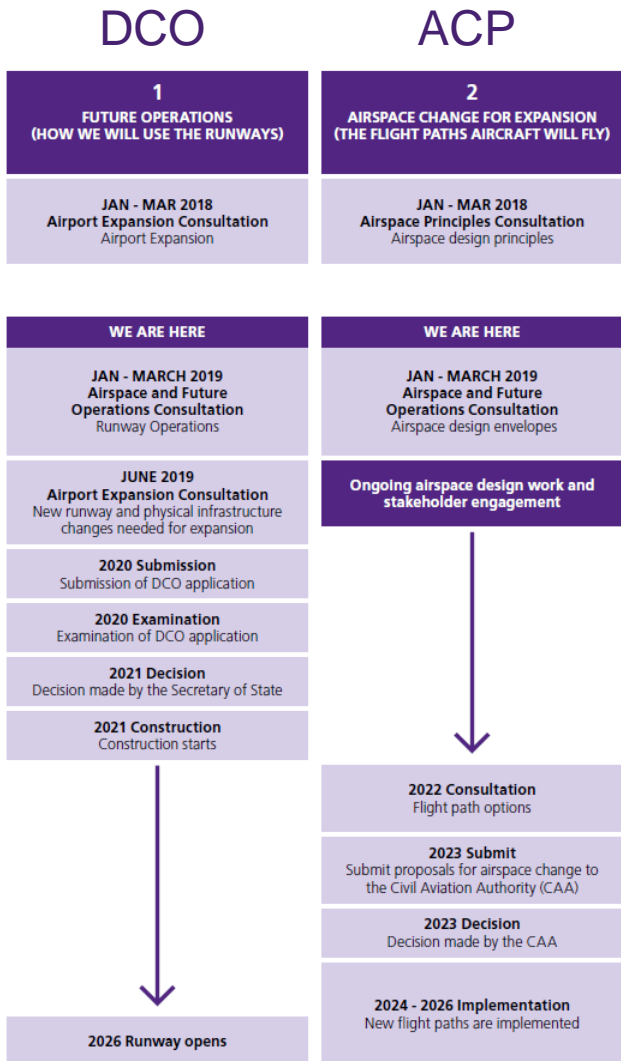
The two processes have differing remits

DCO	ACP
The DCO provides approval of the masterplan that enables construction to commence	The ACP provides approval to implement and operate new airspace
DCO does not cover all the fine details of the final construction but defines the overall constraints and limits	ACP requires full safety assurance of all the design detail

A broad analogy for the difference in terms of building a house is that:

- the DCO is broadly like the planning permission which would allow you to start work, whereas
- the ACP is like the building regulations for the roof that must be signed off before the house is declared habitable.

HOW DO THE PROCESSES WORK TOGETHER?



The two processes run in parallel

DCO approval would come c.2years before the airspace is approved but at a high level both have similar requirements:

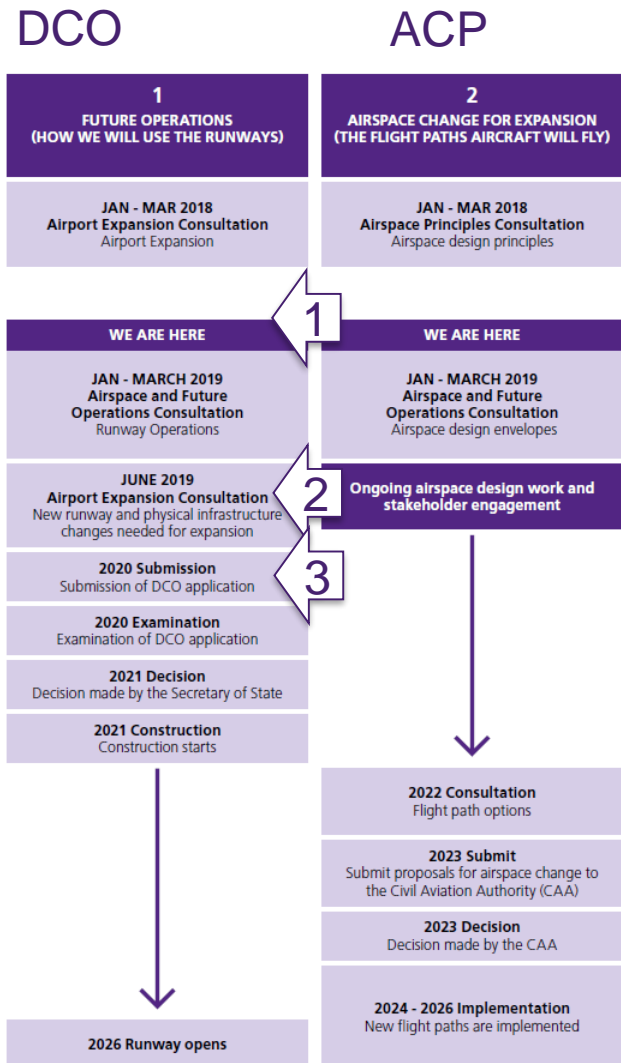
The DCO and ACP both require evidence of **Good Design**. Our integrated approach ensures good design by:

- Allowing time for consultation at key stages
- Demonstrating response to feedback
- Seeking, and acting on, balanced feedback

Both the DCO & ACP processes require us to meet the same 3 key tests from the Noise Policy Statement for England:

- Avoid significant adverse impacts on health and quality of life from noise;
- Mitigate and minimise adverse impacts on health and quality of life from noise; and
- Where possible, contribute to improvements to health and quality of life.

HOW DOES THE ACP INFLUENCE THE DCO?



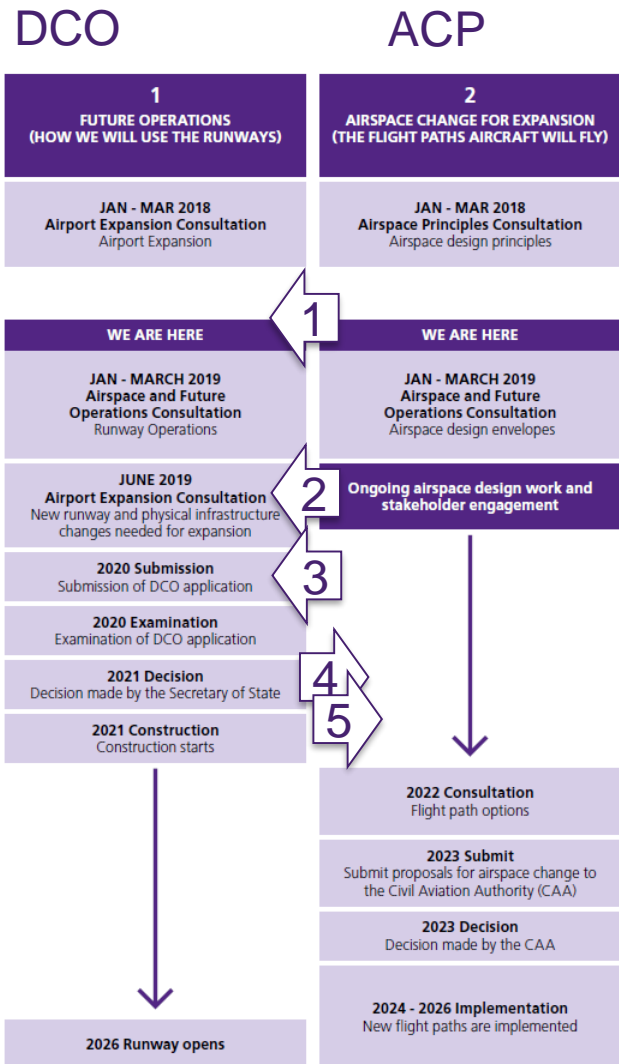
Information initially passes from ACP into DCO:

1. The ACP work following the airspace design principles has informed the Airspace and Future Operations consultation (in particular with regard to airspace alternation)
2. The June 2019 consultation for DCO will include a Preliminary Environmental Impact Report (PEIR). The ACP work will feed in a latest view of **'indicative airspace designs'** to inform the PEIR. These will be used to define the range of potential effects from airspace associated with the expansion.
3. Our DCO submission in 2020 will include an Environmental Statement (ES). ACP work will feed in a latest view of **'indicative airspace designs'** to inform the ES. These will be used to define the range of potential effects from airspace associated with the expansion.

The ANPS recognises that DCO must not prejudge the ACP and that the airspace design information passed into the DCO can only be indicative at the time of the DCO submission.

The indicative design information at this stage will describe designs that demonstrate the potential range of impacts based on the maturity of the design at that stage. They **will not represent formal airspace design options**, because the outcomes of either the final consultation, or the results of detailed operational testing and safety work cannot be prejudged by the DCO (see slide 8 for more on this).

HOW DOES THE DCO INFLUENCE THE ACP?



The planning inspectorate will consider all the information and formalise a 'noise envelope' for the future operation as part of the approval conditions.

4. The noise envelope will feedback into the ACP process. The final ACP design will have to show how its operation will fall within the noise envelope.

This is the control mechanism that links the finalisation of the ACP process to the DCO decision.

5. The DCO will also fix details of the final runway and its operation, for example respite regimes, night and movement restrictions. These will all influence the final ACP design and analysis of impacts.

WHY CAN'T ACP BE COMPLETED BEFORE DCO?

- The earlier analogy illustrates how the ACP is like building regulations.
- It is a final check/sign off of the safety of the design itself, that will declare it safe for implementation.
- Safety assurance work can only be finalised with reference to all the final details.
- Therefore ACP can only produce and consult on final design options after the DCO decision has fixed parameters such as the noise envelope, runway dimensions, runway operations and any other factor that could affect flight paths or the number, timing or nature of flights.

Q&A