HEATHROW EXPANSION: HCNF – DCO & ACP

05 June 2019

Heathrow

THE 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)

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

DCO AND AIRSPACE CHANGE PROCESS (ACP): PRIMARY REQUIREMENTS

DCO Noise Policy

1. ANPS is **primary policy** for NW runway scheme (5.67)
2. **Decision Making (ANPS 5.68).**
*Development consent **should not be granted unless** the SOS satisfied that the proposals **will meet the following aims for the effective management and control of noise, within the context of Government policy on sustainable development**……*

EIA

3. *ANPS 4.13 When examining a proposal to which the Airports NPS applies, the Examining Authority should ensure that likely significant effects at all stages of the project have been **adequately** assessed."*
See ANPS 5.51 and 5.52.

ACP

4. **DCO should not prejudice ACP**
"ANPS 5.50 …Precise flight path designs can only be defined at a later stage after detailed airspace design work has taken place. ... ..the airspace proposal will be subject to extensive consultation as part of the separate airspace decision making process established by the Civil Aviation Authority."
"ANPS 5.52 .. The applicant's assessment of aircraft noise should be undertaken in accordance with the developing indicative airspace design."

Aims of noise policy

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;
Where possible, **contribute to improvements** to health and quality of life.

5. **ACP : Consultation Response on UK Airspace Policy**
*"2.69 **The government's overall policy on aviation noise is to limit and, where possible, reduce the number of people in the UK significantly affected by aircraft noise as part of a policy of sharing benefits of noise reduction with industry in support of sustainable development. Consistent with the Noise Policy Statement for England**, our objectives in implementing this policy are to:*
• limit and, where possible, reduce the number of people in the UK significantly affected by the adverse impacts from aircraft noise;
• ensure that the aviation sector makes a significant and cost-effective contribution towards reducing global emissions; and
• minimise local air quality emissions and in particular ensure that the UK complies with its international obligations on air quality"

DCO ENVIRONMENTAL ASSESSMENT: FLIGHT PATHS

- Although we will not know what the final airspace design will be until after our flight path options consultation (currently planned for 2022), we still need to consider the likely effects of flight paths as part of our assessment of environmental effects.

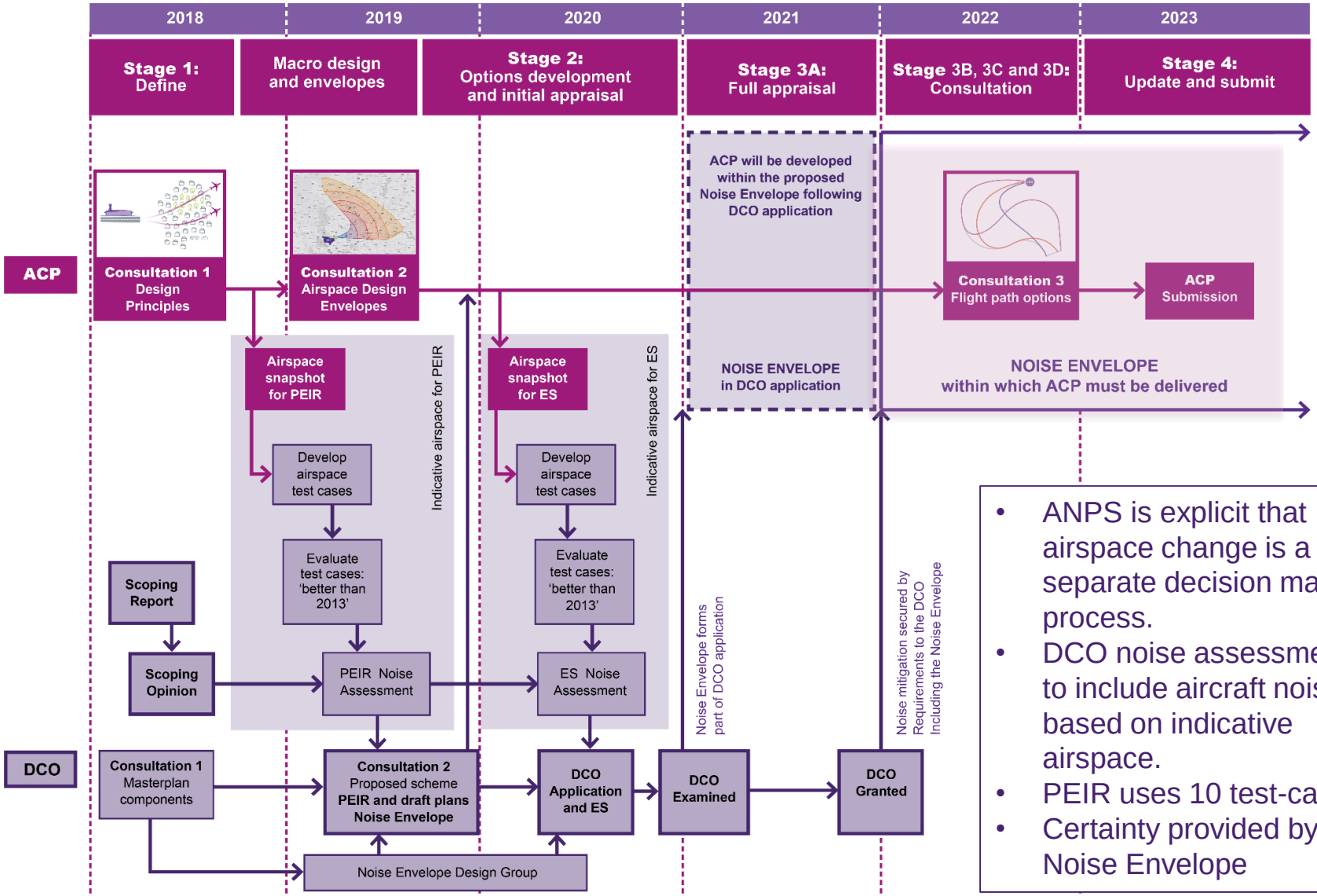
- To do this we have developed a range of **indicative 'test case' airspace designs.** Each test case has been developed to show the range of potential effects.

- The test cases were based on the limited information we have at this early stage in the CAA's airspace design process and so they are indicators of potential effects rather than being actual options for the airspace design.

- The test cases are not necessarily representative of what the final airspace design may look like because our design will continue to develop, however they provide a good basis to inform our environmental assessment for this stage of the DCO.

- *The following slide provides an overview of the different stages involved for both the ACP and DCO and processes and illustrates how they are intergrated.*

ACP & DCO: APPROACH TO INDICATIVE AIRSPACE DESIGN



- ANPS is explicit that airspace change is a separate decision making process.
- DCO noise assessment to include aircraft noise based on indicative airspace.
- PEIR uses 10 test-cases
- Certainty provided by Noise Envelope

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