



# Airspace Modernisation

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Building for the future

# 1. RECAP: THE ACP AND DCO PROCESSES

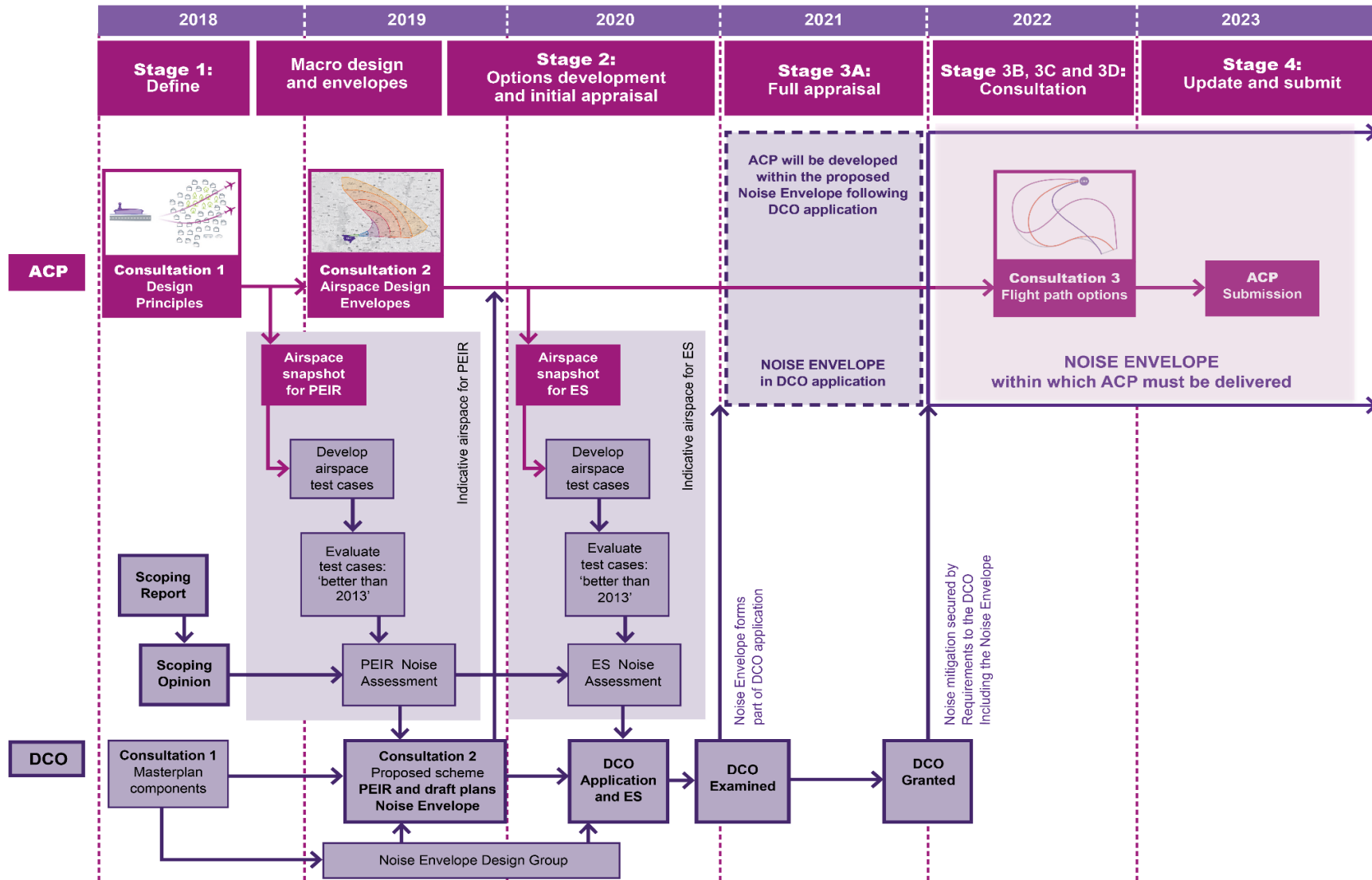
# 2. THE UK'S AIRSPACE MODERNISATION PROGRAMME



## RECAP: THE ACP AND DCO PROCESSES

- **The ACP is not part of the DCO process** and must be applied for and approved separately by the CAA
- The two main reasons that the ACP for changes to the airspace design will be gained after the DCO are:
  - The flight path options in the ACP must meet the planning conditions set out by the Secretary of State when the DCO is approved
  - The ACP must integrate with changes to the airspace design across all UK airports (as part of the airspace modernisation programme) that will be developed between now and 2024. We are working closely with other airports in the south-east
- As such, a more comprehensive set of airspace information will be provided to the CAA as part of the ACP than will be included in the DCO
- The Environmental Impact Assessment included in the DCO submission must include an assessment of the likely significant environmental effects of flying from a three-runway airport. This will be based on 'indicative designs' for future flight paths
- Following DCO approval, the airspace design will be finalised through the ACP process, which will involve detailed assessment of all potential impacts and effects (including safety assurance). All information will be shared at full public consultation

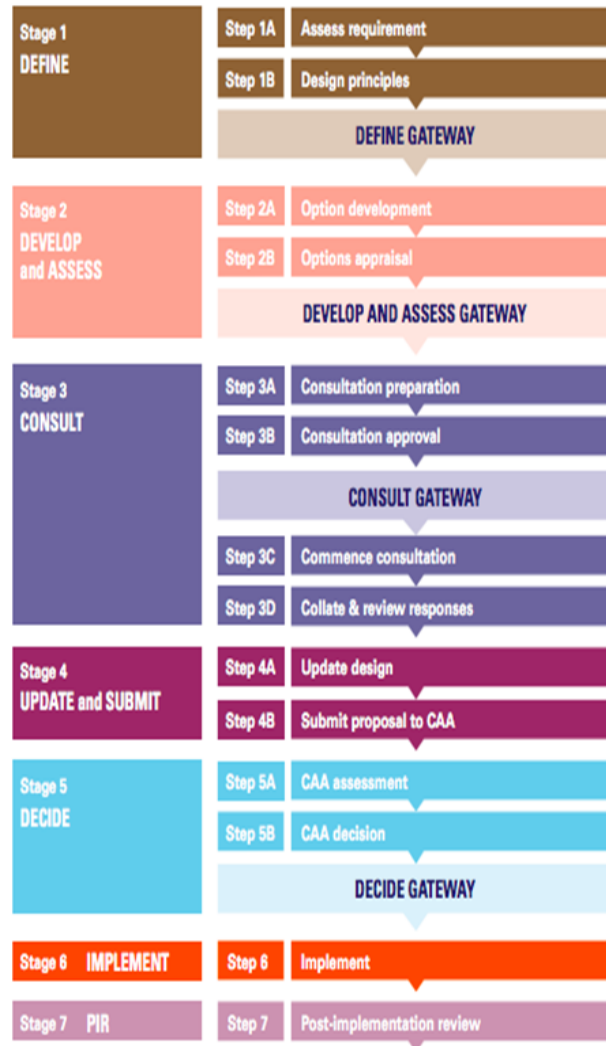
# HOW INFORMATION FLOWS BETWEEN THE ACP AND DCO PROCESSES



## HOW ACP INFORMATION FED INTO THE DCO PRELIMINARY ENVIRONMENTAL IMPACT REPORT

- The June Airport Expansion Consultation for DCO included a Preliminary Environmental Impact Report (PEIR) which required significant input from the developing airspace change design
- A set of ‘test cases’ were developed for a three-runway Heathrow, based on a snapshot of the latest design information taken in November 2018:
  - The snapshot was informed by responses to the Airspace Design Principles Consultation (Jan 2018)
  - The snapshot also informed the Airspace Design Envelopes in Heathrow’s Airspace and Future Operations consultation (Jan 2019)
- In addition, the PEIR was informed by “baseline” views of the two-runway airspace design options, as at January 2019
- The test cases were in the PEIR to:
  - Assess how well the DCO performs with respect to the ANPS requirements
  - Enable a preliminary assessment of the likely significant effects of expansion
  - Articulate how the geographical location of likely significant effects (adverse and beneficial) could change as a result of different indicative airspace designs

## HOW ACP INFORMATION WILL FEED THE DCO SUBMISSION



- The formal DCO submission will be in 2020. This will include an Environmental Statement (ES) containing an environmental impact assessment
- The Airports National Policy Statement (ANPS) para 5.52 states:
 

*"The applicant's assessment of aircraft noise should be undertaken in accordance with the developing indicative airspace design. This may involve the use of appropriate design parameters and scenarios based on indicative flightpaths."*
- The airspace design work has matured since Heathrow produced its PEIR, therefore new airspace design options will be considered in the ES
- The design options and design parameters for airspace will be taken from the airspace design work emerging from Stage 2A of the ACP process
- This approach means that indicative airspace for the ES is based on an updated 'snapshot' of the airspace design, reflecting 'best' and 'worst' cases, taken from the comprehensive list of flight path options developed at Stage 2A of the ACP

## *HOW THE DCO DECISION THEN INFORMS THE ACP PROCESS*

- The Planning Inspectorate will consider all of the information provided within the DCO submission
- The DCO decision will formalise the 'noise envelope' and any other environmental conditions for the future operation as part of the approval conditions:
  - The noise envelope and other environmental conditions will feedback into the ACP process
  - The final airspace designs will have to fall within the noise envelope
- This is the control mechanism that links the finalisation of the ACP process to the DCO decision
- The DCO decision will also fix details of the final runway and its operation, for example respite regimes, night and movement restrictions
- **The DCO will not provide consent for detailed flight paths**
- The final ACP design and analysis of impacts will be taken to public consultation at Stage 3 of the CAP1616 process (planned for 2022)

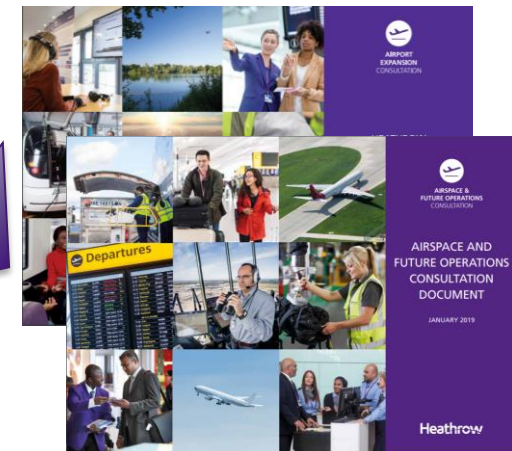


## 1. RECAP: THE ACP AND DCO PROCESSES

## 2. THE UK'S AIRSPACE MODERNISATION PROGRAMME

# HEATHROW'S ACP IS PART OF A BROADER PROGRAMME OF AIRSPACE MODERNISATION

- Heathrow's programme of airspace change is part of a broad programme of modernisation across Europe:
  - The programme involves developing and deploying new navigation technologies and operational concepts to support growth and reduce delays across Europe
- In the UK the CAA are progressing airspace modernisation through its Airspace Modernisation Strategy:
  - For Heathrow, this includes a requirement for a *“fundamental redesign of the terminal route network using precise and flexible satellite navigation”*
- Heathrow has chosen to redesign its flight paths for modernisation at the same time as undertaking the ACP process to design flight paths for an expanded Heathrow



## MODERNISATION AND THE NEED FOR A MASTERPLAN

- Heathrow is working with NATS and surrounding airports to bring together the separate airport ACPs and develop a masterplan to deliver a coordinated programme of airspace modernisation in the South East of England

### The “South East airspace change masterplan”:

- Identifies where airspace changes could be developed in light of:
  - Forecast growth in aviation
  - Areas where planned development on the ground will require airspace changes
  - Airspace bottlenecks
  - Areas where new direct routes are possible
- Identifies other changes that may be required to deliver one or more benefits:
  - Safety
  - Local air quality improvements
  - Improved access to other users
  - New technologies
  - Reduction in noise
  - Fuel efficiency improvements
  - Improved access to military
- Identifies:
  - Operational concepts required
  - Key risks / mitigations
  - Party responsible for each ACP
  - Assumptions on which the changes are based
  - Timing and recommended sequencing of ACPs
  - Interdependencies between ACPs

- Delivery of the masterplan is to be strengthened by proposals set out in the Government’s Air Traffic Management and Unmanned Aircraft Bill which seeks to introduce legislation to compel airports to deliver their ACPs in line with the masterplan

## MASTERPLAN DEPENDENCIES

- The masterplan brings together the ACPs of 18 airports and NATS to provide an overarching view of the combined ACP activities at a Programme Level
- It provides a high level “Programme” view of the key milestones for each airport
- An independent “Airspace Change Organising Group” (ACOG) has been established to oversee the delivery of the masterplan
- ACOG is responsible for coordinating the process; considering the risks, opportunities and any associated interdependencies of each of the proposed ACPs and will report progress to the CAA
- A second phase of the masterplan will be delivered once all airports and NATS have reached Stage 2B of the ACP process

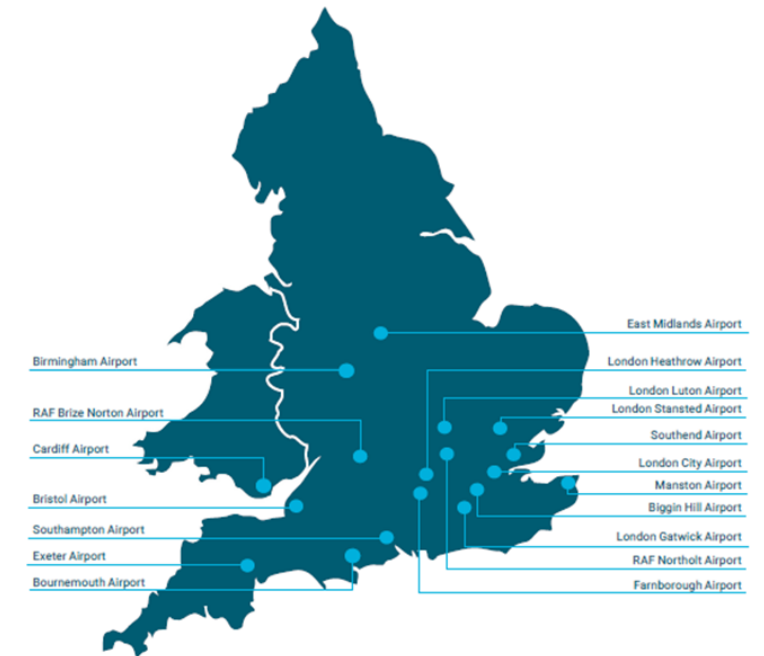


Figure 1: Geographical Scope of this Masterplan.

- Crucially, this second view will provide further clarity on the interdependencies of the proposed ACPs
- It is expected that Stage 3 consultations will be conducted in a coordinated and sequenced manner to reduce the consultation burden on airports, stakeholders and affected communities

# ANY QUESTIONS?

# Heathrow

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