

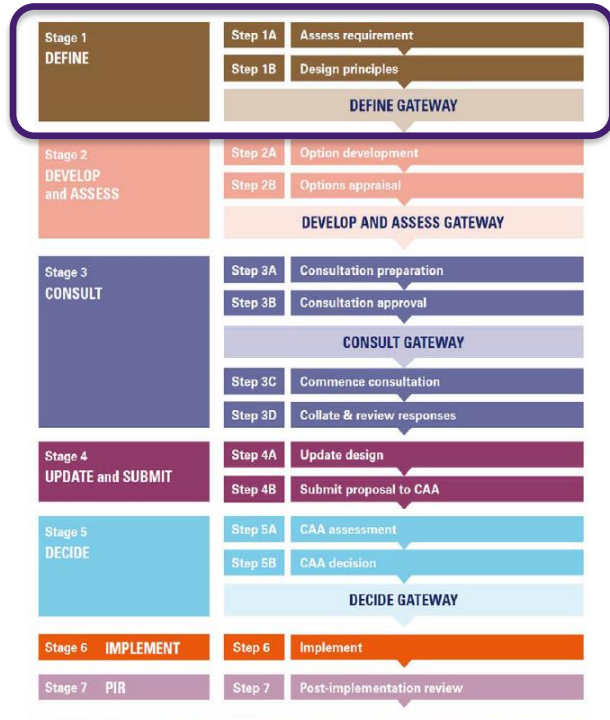


Heathrow's Airspace Change Update

26th January 2022

Heathrow

Airspace Modernisation Airspace Change



- Statement of Need (Step1A) submitted 30th July 2021
- Assessment meeting 19th August 2021
- [Airspace change proposal \(caa.co.uk\)](https://www.caa.co.uk)
- Design Principle Engagement 27th September – 8th December
- Further community workshop 7th January 2022.
- CAA Stage 1 Define Gateway – 25th February 2022

Changes since 7th January CNG Workshop

DP	Change	Proposed by
1	Removal of “for all stakeholders”	Heathrow Governance
2	Addition of “for example Air Navigation Guidance”	Community Noise Group
4	Removal of “*ANG2017 states that noise is the priority below 7000ft and also the priority between 4000ft and 7000ft so long as CO ₂ is not disproportionately increased. Providing some types of noise mitigation measures below 7000ft is likely to negatively impact CO ₂ emissions of aircraft in flight. However, the airspace design must still enable overall CO ₂ reductions for the Heathrow operation.”	Community Noise Group
4	Change “relating to” to “arising from”	Heathrow Governance
7	Addition of “seek to”	Heathrow Governance
8	Addition of “contribute to”	Heathrow Governance

Note – DPs are not numbered but for this table DP1 is “must be safe” and then follow chronologically

Final Airspace Modernisation ACP Design Principles

Our new airspace design must	Be safe
	Remain in accordance with the CAA's published Airspace Modernisation Strategy and any current or future plans associated with it and all other relevant UK policy, legislation and regulatory standards (for example, Air Navigation Guidance). This includes preventing any worsening of local air quality due to emissions from Heathrow's aircraft movements, to remain within local authorities' limits
	Use noise efficient operational practices to limit and, where possible, reduce adverse impacts from aircraft noise
	Reduce the contribution to climate change from CO ₂ emissions and other greenhouse gas emissions arising from Heathrow's aircraft activities
	Enable Heathrow to make the most operationally efficient and resilient use of its existing two runways, to maximise benefits to the airport, airlines and cargo handlers, passengers, and local communities
And should also	Provide predictable and meaningful respite to those affected by noise from Heathrow's movements
	Seek to avoid overflying the same communities with multiple routes including those to/from other airports
	Contribute to minimising the negative impacts of night flights
	Keep the number of people who experience an increase in noise from the future airspace design to a minimum
	Keep the total number of people who experience noise from the future airspace design to a minimum
	Enable the efficiency of other airspace users' operations
	Minimise the impact to all stakeholders from future changes to Heathrow's airspace

Design Principles submission will be available on the [CAA Portal](#) w/c 7th February

CAP1616 Stage 2

Subject to the CAA Stage 1 Define Gateway – Stage 2 Develop & Assess will begin

Stage 2 DEVELOP and ASSESS

Step 2A Options development

The change sponsor develops one or more options that address the Statement of Need and align with the defined design principles.

Step 2B Options appraisal

Each possible option, even if there is only one, is assessed to understand the impact, both positive and negative. The change sponsor carries out the options appraisal against requirements set by the CAA in an iterative approach: the Initial appraisal is the first of three appraisal phases.

DEVELOP and ASSESS Gateway

DEVELOP AND ASSESS GATEWAY

In order for the CAA to sign-off the 'Develop and Assess' gateway:

- the change sponsor must have produced a comprehensive list of airspace change design options
- the change sponsor must have engaged with relevant stakeholders to explore those options to the CAA's satisfaction against the requirements in [Appendix C](#)
- the change sponsor must have produced a design principle evaluation that the CAA has accepted, showing how its design options have responded to the design principles
- the change sponsor must have produced an Initial options appraisal (phase I)
- the CAA must have produced and then published an assessment that the options appraisal is satisfactory against the requirements in [Appendix E](#)

Heathrow