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## APPENDIX B – ENGAGEMENT MATERIAL

### EMAIL EXCHANGE WITH AIRLINE REP

**From:** [REDACTED]  
**Sent on:** Tuesday, June 11, 2019 10:05:52 AM  
**To:** [REDACTED]  
**CC:** [REDACTED]  
**Subject:** New CPT SID Engagement - Stage 1 CAP1616

Morning [REDACTED]

ACP engagement continues on relentlessly!! This time it's for a new Compton SID and we are at the Design Principles stage (Stage 1 - CAP1616 process).

To save on individuals workload and time, I propose that we do all this initial engagement electronically through 3 initiations:

- Collation of a master list of proposed Design Principles – taken from across all stakeholders (July 19)
- Initial appraisal of prioritised list – LHR led with priority on 'Must' followed by 'Should' principles (August 19)
- Final prioritised list of Design Principles – What LHR will be submitting to CAA at Gateway 1 (September 19)

This work will commence in July with our submission to the CAA in September. The airlines that we believe utilise the current CPT departures are: British Airway, United Airways, Virgin, American Airlines, Air Canada, Delta and Aer Lingus.

Does this proposal work for you and the airlines? I will provide a more detailed 'what's required' list if these proposals are approved. Happy to discuss if I have made things more complicated than necessary!!

[REDACTED]

Airspace Consultation and Stakeholder Engagement Lead  
Expansion Team, Future Heathrow

Heathrow Airport  
The Compass Centre, Nelson Road  
Hounslow, Middlesex, TW6 2GW

**From:** [REDACTED]  
**Sent on:** Tuesday, June 11, 2019 8:55:17 PM  
**To:** [REDACTED]  
**CC:** [REDACTED]  
**Subject:** RE: New CPT SID Engagement - Stage 1 CAP1616

Hi [REDACTED]

I'm sure all fine but a few questions perhaps easier to talk through if you have some time this week or early next?

## APPENDIX B – ENGAGEMENT MATERIAL

In the meantime

- Do you have / can you produce a table for 2R / 3R Airspace engagement, incl dates (by Q fine) and expectations? I have a presentation from AOE but something with a bit more detail would be helpful.
- If you have contacts you are engaging with at AC / DL and / or EI please let me know, otherwise I will follow up with my contacts at respective organisations for flight ops support on this.

Kind regards

[REDACTED]

### EMAIL INVITATION TO CPT WORKSHOPS

**From:** [REDACTED]

**Sent on:** Friday, June 14, 2019 10:37:46 AM

**To:** [REDACTED]

**CC:** [REDACTED]

**Subject:** Compton workshops - confirmation of invitations

Hi [REDACTED]

To confirm, all emails/invitations to Compton workshops have been sent this morning. These went to:

- HCEB
- HCNF
- 12 local authorities (including Surrey County Council, which I added in) – TO Chief Executive Officers/Council Leaders; CC'ing relevant council officers/attendees of previous workshops
- HSPG core team

All emails are below. You will notice that we've said the venue is to be confirmed – essentially, for the Tues 11 July (Workshop 1) session, I'm still waiting for Compass to make this available for us. Once confirmed, I'll send an update to everyone – and I'll order catering.

For clarity, the 12 local authorities are:

1. *Bracknell Forest*
2. *Elmbridge*
3. *Hillingdon*
4. *Hounslow*
5. *Richmond Upon Thames*
6. *Runnymede*
7. *Spelthorne*
8. *Surrey Heath*
9. *Surrey County Council*
10. *Windsor & Maidenhead*
11. *Woking*
12. *Wokingham*

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As usual, I'll set up my 'response tracker' and provide updates closer to the time. We can also have a pre-meet a week or so before to discuss.

If you need anything else, let me know.

Thanks,



### Compton workshop invitation – HCEB

#### **Invitation: Compton departure route – design principles workshops**

Good morning,

We are looking to make changes to our easterly departure route known as Compton, which has historically seen a much lower percentage of 'track keeping' (how well aircraft stay within the departure route up to 4,000ft) as compared with other departure routes from Heathrow.

To make this change we are undertaking the Civil Aviation Authority's (CAA) airspace change process (known as 'CAP1616'). The process places great importance on engaging and consulting on airspace proposals throughout the process with a wide range of stakeholders, including potentially affected communities. At this stage in the process we are required to engage with stakeholders to develop and seek feedback on a proposed list of design principles - essentially a list of high-level criteria that the proposed airspace design options should meet (this is a similar approach to the other airspace changes we are carrying out, such as for an expanded Heathrow, Independent Parallel Approaches, and the email you would have received earlier in the week about Slightly Steeper Approaches).

We would like the input of HCEB members, particularly those that are overflowed by the Compton route today, at two workshops – details are below. We will use the first session (Workshop 1) to explain more about our Compton Airspace Change Proposal and the purpose of design principles. The feedback from you and our other stakeholders (including local authorities potentially affected by changes to the Compton route) will then be used to create a proposed list of design principles. A follow up session will then be held (Workshop 2) to talk you through the proposed list of principles, and to seek your further feedback as we look to agree a final list of design principles which we will submit to the CAA. Ahead of the second workshop we will share the proposed list of design principles for you to consider beforehand.

#### **Workshops details:**


**Workshop 1:** Thursday 11th July 2019

**Workshop 2 (follow up):** Friday 16th August 2019

**Time:** Both workshops will take place between 9:00am-12:00pm

**Location:** Venue to be confirmed (this will be near Heathrow)

Breakfast will be available from 8:30am and the session will start at 9:00am.

Should you wish to attend then please let me know (my email address is   
We will circulate further information before the first workshop but in the meantime an overview of the Compton route can be found on our website here: <https://www.heathrow.com/noise/future-airspace/compton-route>

## APPENDIX B – ENGAGEMENT MATERIAL

Best regards,



### Compton workshop invitation – HCNF

#### Invitation: Compton departure route – design principles workshops

Good morning,

As you will be aware from previous meetings of the Heathrow Community Noise Forum, we are looking to make changes to our easterly departure route known as Compton, which has historically seen a much lower percentage of ‘track keeping’ (how well aircraft stay within the departure route up to 4,000ft) as compared with other departure routes from Heathrow.

To make this change we are undertaking the Civil Aviation Authority’s (CAA) airspace change process (known as ‘CAP1616’). The process places great importance on engaging and consulting on airspace proposals throughout the process with a wide range of stakeholders, including potentially affected communities. At this stage in the process we are required to engage with stakeholders to develop and seek feedback on a proposed list of design principles - essentially a list of high-level criteria that the proposed airspace design options should meet (this is a similar approach to the other airspace changes we are carrying out, such as for an expanded Heathrow, Independent Parallel Approaches, and the email you would have received earlier in the week about Slightly Steeper Approaches).

We would like the input of HCNF members, particularly those that are overflown by the Compton route today, at two workshops – details are below. We will use the first session (Workshop 1) to explain more about our Compton Airspace Change Proposal and the purpose of design principles. The feedback from you and our other stakeholders (including local authorities potentially affected by changes to the Compton route) will then be used to create a proposed list of design principles. A follow up session will then be held (Workshop 2) to talk you through the proposed list of principles, and to seek your further feedback as we look to agree a final list of design principles which we will submit to the CAA. Ahead of the second workshop we will share the proposed list of design principles for you to consider beforehand.

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Breakfast will be available from 8:30am and the session will start at 9:00am.

Should you wish to attend then please let me know. We will circulate further information before the first workshop but in the meantime an overview of the Compton route can be found on our website here: <https://www.heathrow.com/noise/future-airspace/compton-route>

Best regards,



## APPENDIX B – ENGAGEMENT MATERIAL

### Compton workshop invitation – to 12 local authorities

#### **Invitation: Compton departure route – design principles workshops**

Good morning,

We are looking to make changes to our easterly departure route known as Compton, which has historically seen a much lower percentage of ‘track keeping’ (how well aircraft stay within the departure route up to 4,000ft) as compared with other departure routes from Heathrow.

To make this change we are undertaking the Civil Aviation Authority’s (CAA) airspace change process (known as ‘CAP1616’). The process places great importance on engaging and consulting on airspace proposals throughout the process with a wide range of stakeholders, including potentially affected local authorities. At this stage in the process we are required to engage with stakeholders to develop and seek feedback on a proposed list of design principles - essentially a list of high-level criteria that the proposed airspace design options should meet (this is a similar approach to the other airspace changes we are carrying out, such as for an expanded Heathrow, Independent Parallel Approaches, and the email you would have received earlier in the week about Slightly Steeper Approaches).

We would like the input of councils that are overflown by the Compton route today at two workshops – details are below. We will use the first session (Workshop 1) to explain more about our Compton Airspace Change Proposal and the purpose of design principles. The feedback from you and our other stakeholders (including local communities potentially affected by changes to the Compton route) will then be used to create a proposed list of design principles. A follow up session will then be held (Workshop 2) to talk you through the proposed list of principles, and to seek your further feedback as we look to agree a final list of design principles which we will submit to the CAA. Ahead of the second workshop we will share the proposed list of design principles for you to consider beforehand.

#### **Workshops details:**

**Workshop 1:** Thursday 11th July 2019

**Workshop 2 (follow up):** Friday 16th August 2019

**Time:** Both workshops will take place between 1:00pm-4:00pm

**Location:** Venue to be confirmed (this will be near Heathrow).

Lunch will be available from 12:30pm and the session will start at 1:00pm.

There are up to two places allocated per local authority. Should you wish to attend then please send your nominations for attendance to me (my email address is [REDACTED]). We will circulate further information before the first workshop but in the meantime an overview of the Compton route can be found on our website here: <https://www.heathrow.com/noise/future-airspace/compton-route>

Best regards,

[REDACTED]

## APPENDIX B – ENGAGEMENT MATERIAL

### Compton workshop invitation – HSPG core team

#### Invitation: Compton departure route – design principles workshops

Good morning [REDACTED] and [REDACTED]

We are looking to make changes to our easterly departure route known as Compton, which has historically seen a much lower percentage of 'track keeping' (how well aircraft stay within the departure route up to 4,000ft) as compared with other departure routes from Heathrow.

To make this change we are undertaking the Civil Aviation Authority's (CAA) airspace change process (known as 'CAP1616'). The process places great importance on engaging and consulting on airspace proposals throughout the process with a wide range of stakeholders, including potentially affected local authorities. At this stage in the process we are required to engage with stakeholders to develop and seek feedback on a proposed list of design principles - essentially a list of high-level criteria that the proposed airspace design options should meet (this is a similar approach to the other airspace changes we are carrying out, such as for an expanded Heathrow, Independent Parallel Approaches, and the email you would have received earlier in the week about Slightly Steeper Approaches).

We would like the input of councils that are overflowed by the Compton route today at two workshops – details are below. For your benefit, below I have listed the local authorities which we are contacting today. As HSPG's core team you are very welcome to also attend the workshops.

We will use the first session (Workshop 1) to explain more about our Compton Airspace Change Proposal and the purpose of design principles. The feedback from you and our other stakeholders (including local communities potentially affected by changes to the Compton route) will then be used to create a proposed list of design principles. A follow up session will then be held (Workshop 2) to talk you through the proposed list of principles, and to seek your further feedback as we look to agree a final list of design principles which we will submit to the CAA. Ahead of the second workshop we will share the proposed list of design principles for you to consider beforehand.

#### Workshops details:

**Workshop 1:** Thursday 11th July 2019

**Workshop 2 (follow up):** Friday 16th August 2019

**Time:** Both workshops will take place between 1:00pm-4:00pm

**Location:** Venue to be confirmed (this will be near Heathrow).

Lunch will be available from 12:30pm and the session will start at 1:00pm.

Should you wish to attend then please let me know. We will circulate further information before the first workshop but in the meantime an overview of the Compton route can be found on our website here: <https://www.heathrow.com/noise/future-airspace/compton-route>. If you would like to discuss this further, I would be happy to give you a call.

#### **Local authorities**

Bracknell Forest

Elmbridge

Hillingdon

Hounslow

Richmond Upon Thames

Runnymede

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Spelthorne  
Surrey Heath  
Surrey County Council  
Windsor & Maidenhead  
Woking  
Wokingham

Regards,

[REDACTED]

EMAIL EXCHANGE WITH HSPG – ADDITIONAL WORKSHOP SET UP From: [REDACTED]

Sent: 25 June 2019 14:01

To: [REDACTED]

Cc: [REDACTED]

Subject: RE: Compton departure route – design principles workshops

Hi [REDACTED]

Thanks for your email - it was good to speak over the phone this afternoon.

As I mentioned, so far representatives from most councils you mentioned below have confirmed their attendance at Workshop 1 on Thursday 11 July (for everyone's benefit, below I have listed the names of individuals/organisations, from the councils you included in your email, who have confirmed attendance for Workshop 1). We're happy to meet with you and colleagues the following week if they cannot attend on 11 July.

### Individuals/councils who have so far confirmed attendance at Workshop 1 on Thursday 11 July 2019

- Surrey Heath: [REDACTED]
- Surrey County Council: [REDACTED] Senior Planning Officer
- Windsor & Maidenhead: [REDACTED]
- Hounslow: [REDACTED] Principal Environmental Strategy Officer

You said that **Wednesday 17 July, 2:00pm-3:30pm**, should be fine to meet. We can meet here at Compass Centre on Bath Road, if that's okay. If colleagues included in this email wish to attend on this date, I would be grateful if they could let me know.

As I mentioned, once the slides for Workshop 1 are finalised I will share these with you.

I hope this is useful. If there is anything else I can help with then please do not hesitate to contact me.

Thanks again,

[REDACTED]

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**APPENDIX B – ENGAGEMENT MATERIAL****From:** [REDACTED]**Sent:** 21 June 2019 13:16**To:** [REDACTED]**Cc:** [REDACTED]**Subject:** RE: Compton departure route – design principles workshops**Importance:** High

Hi [REDACTED]

Of the invitees I can only 'speak for' Hounslow, Runnymede, Spelthorne, Surrey CC, RBW&M (I've copied in my principle contacts – they can copy on as appropriate). I also know all the Surrey authorities have a major strategy event that day – so your event will be a further clash to contend with on top of HSPG Joint Spatial Planning sub-group event (10.00 to 13.00 in Slough)

HSPG discussed this yesterday and I was asked to contact you to see if we can perhaps organise a further 'workshop 1' opportunity with you at a later date. Could be short and follow-on from accepting the slides 'as read'. The LA teams are small and people can only be one place at a time and there is a massive commitment to HAL AEC events already.

If you can send slides in advance that will help all.

NB. Will get back to you next week re Steeper Approaches

Can we talk on phone – will be easier. Call [REDACTED]

Regards

[REDACTED]

**PLANNED WORKSHOP 1 ATTENDEES****From:** [REDACTED]**Sent on:** Friday, June 28, 2019 3:16:07 PM**To:** [REDACTED]**CC:** [REDACTED]**Subject:** Update: Compton workshops - confirmed attendees/not responded

Good afternoon,

A quick update on confirmed attendance ahead of the Compton ACP workshops to be held on Thurs 11<sup>th</sup> July and Fri 16<sup>th</sup> August (and, thirdly, the separate Workshop 1 session requested by HSPG on Wed 17<sup>th</sup> July) – list of attendees/not responded are below:

- 6 LAs confirmed (then also HSPG). 7 LAs have not responded yet
- 9 attendees at the community workshops



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- 3 attendees at the separate Workshop 1 session

On Monday morning, I will send a reminder email to LAs which have not responded/confirmed attendance. I will also send an email to confirmed attendees which will confirm the venues (question: is everyone happy for me to send the PDF presentation as well? We can discuss on Monday before I send emails).

Note: I will be on leave from next Thursday (4<sup>th</sup> July), returning to office on Wednesday 10<sup>th</sup> July (that's the day before workshop 1), but I will be keeping tabs on any emails/RSVPs that come through.

Hope this is useful. Any questions/comments, let me know.

Thanks,

██████████

**Workshop 1: Thurs 11<sup>th</sup> July 2019**

Local authority	Attendees	Who will be attending
Windsor & Maidenhead	2	██████████ Community Protection Principal
Surrey County Council	1	██████████ Senior Planning Officer
Surrey Heath	1	██████████
HSPG core team	1	██████████
Hounslow	1	██████████ Principal Environmental Strategy Officer
Elmbridge	1 confirmed - likely 2	██████████ Policy Officer (Partnerships)
Spelthorne	1	██████████ Senior Environmental Health Manager

**Authorities which have not responded yet**

Bracknell Forest  
 Elmbridge  
 Hillingdon  
 Richmond Upon Thames  
 Runnymede  
 Woking  
 Wokingham

**Workshop 2: Fri 16<sup>th</sup> August 2019**

Organisations	Represents	Who will be attending
HCNF	HACAN	██████████

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HCNF	Englefield Green	[REDACTED]
HCNF	Englefield Green	[REDACTED]
HCNF	Windlesham Society	[REDACTED]
HCNF	Elmbridge area	[REDACTED]
HCEB		[REDACTED]
HCEB		[REDACTED] HCEB Strategic Advisory Group Residents representative (South Side)
HCEB		[REDACTED] Director of HCEB
HCEB		[REDACTED] HCEB Residents Advisor

**Workshop 1 \*separate session with HSPG and [REDACTED] (HCNF) who couldn't attend 11<sup>th</sup> July\*: Wed 17<sup>th</sup> July 2019**

Local authority (or area)	Who will be attending
HSPG core team	[REDACTED]
Spelthorne	[REDACTED] Strategic Planning Manager
Elmbridge area (HCNF)	[REDACTED]

[REDACTED]  
Community & Stakeholder Manager – Airspace



*HEATHROW – COMPTON DESIGN PRINCIPLE  
ENGAGEMENT*



**DISCLAIMER:** The information contained within this document does not constitute a formal company position and does not necessarily reflect a final view. It is provided to you to facilitate discussions with Heathrow Airport and feedback on our developing proposals. The incomplete and preliminary nature of the information should be recognised when reviewing this material. Heathrow Airport Limited will not accept or assume any responsibility or liability for the accuracy or correctness of the information or of any figures provided, or any assumptions that may be drawn from them.



## *PURPOSE OF THIS WORKSHOP*

- To inform you of the context of our Airspace Change Proposal for the Compton (CPT) Standard Instrument Departures (SID), from both easterly runways - northern (09L) and southern (09R).
- To re-familiarise you with the process we need to follow to bring in this change: this is the Civil Aviation Authority's (CAA) airspace change process known as 'CAP 1616'.
- To develop a list of potential design principles for these new departure routes, by discussing the elements of the proposed airspace change that are that are important to you.

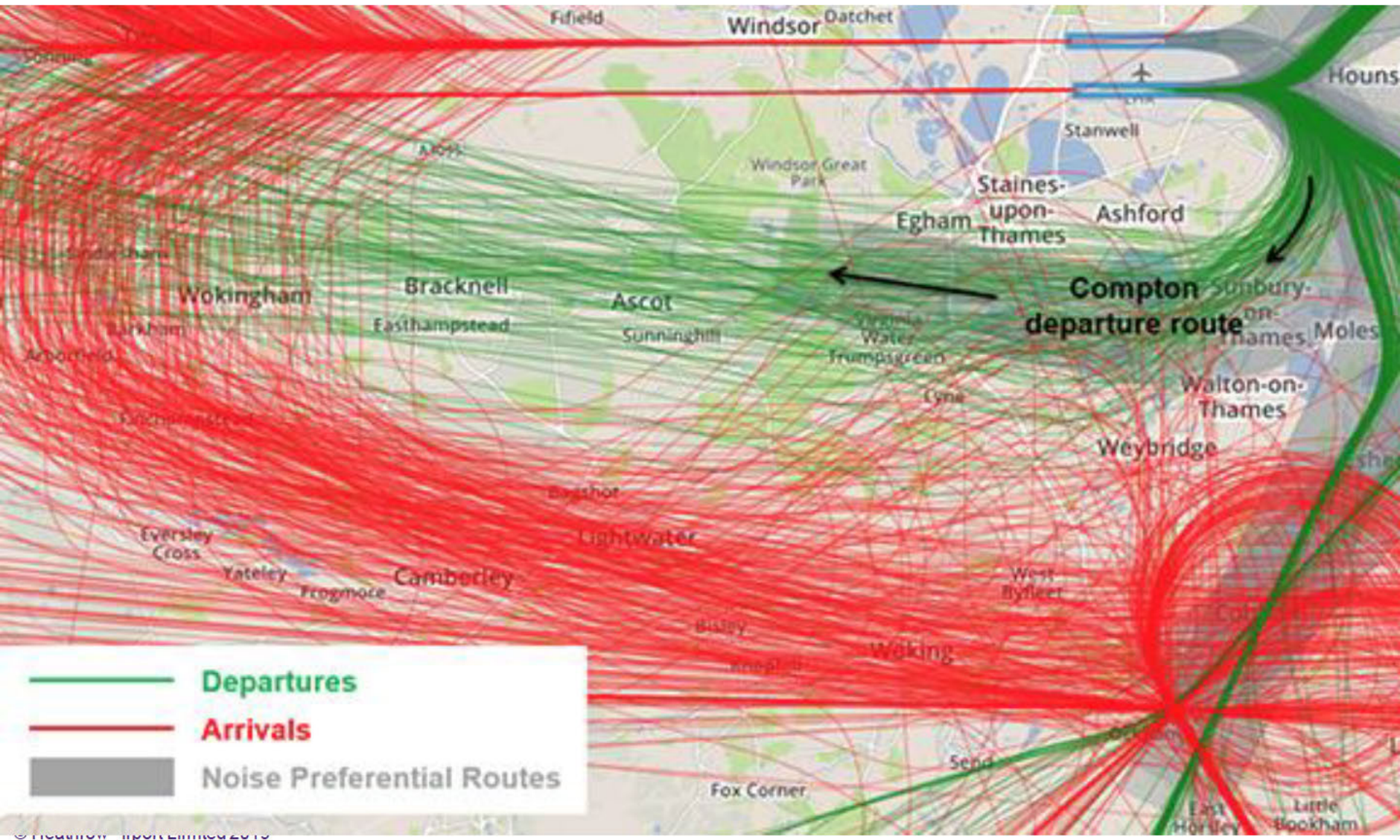


## BACKGROUND

- The current Compton departure route (known as a Standard Instrument Departure, or SID) was designed in the 1960s when the number of aircraft using Heathrow were far fewer than today. Over time, the route has become challenging to manage because of its proximity to one of Heathrow's holding stacks to the south of the airport (see next slide).
- This requires NATS air traffic controllers having to manually direct aircraft using this route to separate them from the stream of arrivals making their way from the holding stack into the airport known as 'Ockham'.
- One of the results of this is that a much lower percentage of aircraft are able to stay within the specified departure corridor (known as the Noise Preferential Route) compared with other Heathrow departure routes. The Compton Noise Preferential Route is shown by the grey shaded area on slide 5.
- Aircraft departing on this route are generally heading west, to Ireland or over the Atlantic. In 2018, 5% of all Heathrow departures used the easterly Compton route.



# COMPTON DEPARTURE ROUTE



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## THE REASON FOR THIS PROPOSAL

- In 2009, the manual interaction carried out by air traffic controllers for many years was standardised and implemented as a trial. The procedure remains in operation today and has generated no safety concerns and from an air traffic control perspective is considered standard practice.
- However, the trial was only ever meant to be temporary. Since 2009, we have tried to formalise a new procedure for the Compton departure route on two occasions, however these Airspace Change Proposals were delayed for differing reasons.
- As a result of the poor tracking keeping compliance on the Compton departures, for example, around 44% compared with 97% on all of Heathrow's other departure routes\* - the DfT has instructed Heathrow to take measures to improve the track-keeping, and the CAA has requested that Heathrow address the issue of a long-term trial.
- Consequently we are seeking to introduce new Compton departure routes from both easterly runways prior to the airspace change we are planning for an expanded Heathrow.

\*2017

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## *WHAT THIS PROPOSAL WILL INVOLVE*

- We are planning to design new Compton departure routes from both easterly runways so that aircraft can fly without the need for routine controller intervention – this will also provide more certainty to local communities about where flights will fly.
- The general direction of the new easterly Compton departure route will be broadly similar to today but if approved, this change will result in the concentration of these Compton departures below 7,000ft because this route will be using Performance Based Navigation (PBN) technology.
- We are mindful of the fact that by altering the departure route we will be required to realign its associated Noise Preferential Route - which will require approval from the DfT.

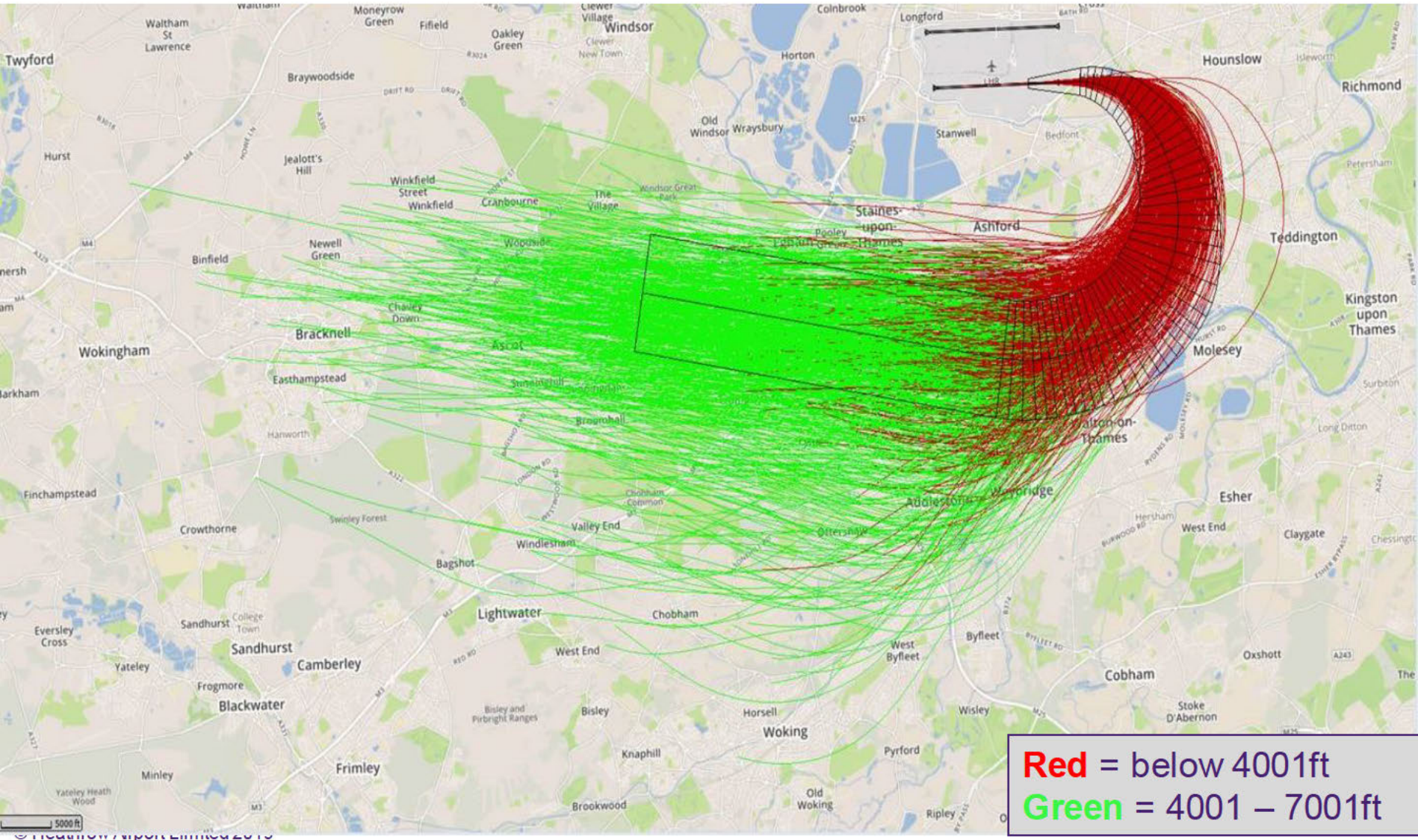


## *WHAT<sup>18</sup> THIS PROPOSAL DOES NOT AFFECT*

- This proposal does not seek to change the westerly departures from the southern runways (27L) or northern runway (27R) or any other easterly departure routes.
- The new easterly Compton departure routes will operate within Heathrow's existing two-runway operation.
- All of our arrival and departure routes, including this route, are being redesigned to meet the Government's Airspace Modernisation Strategy, which involves introducing Performance Based Navigation (PBN) routes that use latest navigational technology to fly routes more accurately than today.
- The expansion of Heathrow and modernisation of UK airspace, will therefore result in the complete redesign of Heathrow's airspace and flight paths, and so the new Compton departure routes are likely to cease to exist following modernisation in either a two-runway or three-runway operation.
- If development consent is granted, Heathrow's third runway is currently scheduled to become operational in 2026.



# EASTERLY COMPTON DEPARTURE FROM THE SOUTHERN RUNWAY(09R) (AUG-SEP 2018)

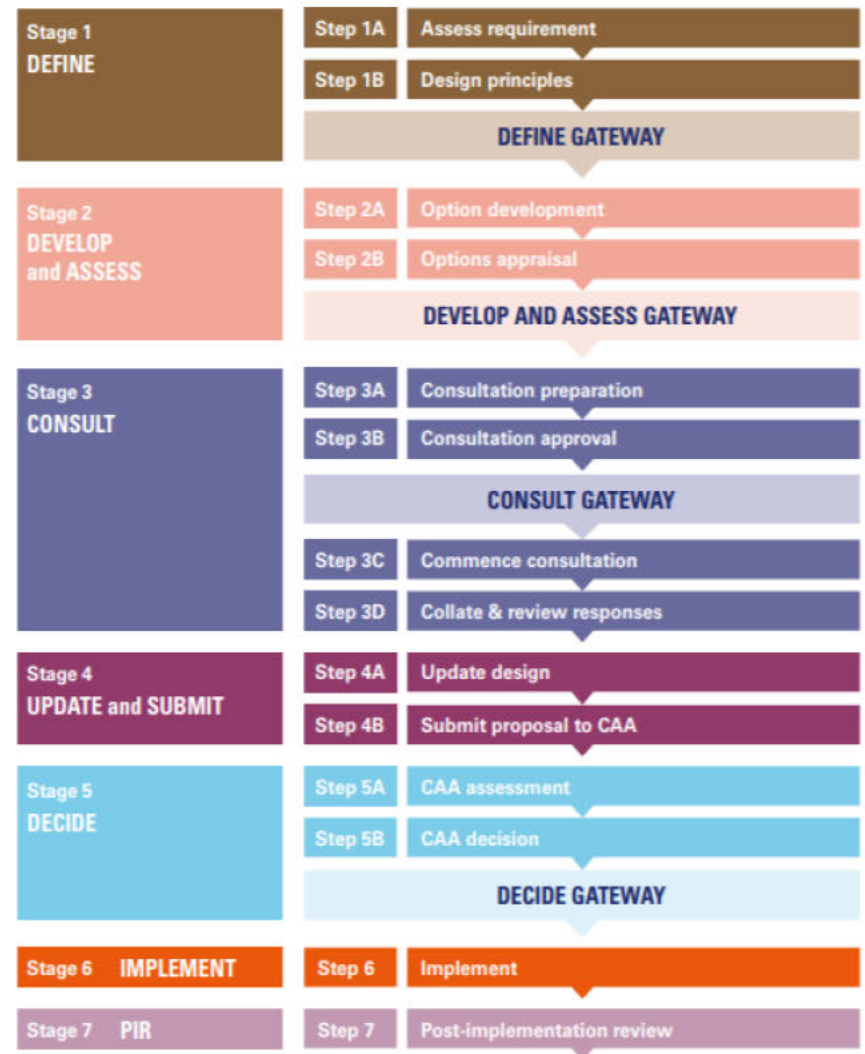


**Red** = below 4001ft  
**Green** = 4001 – 7001ft



## CAA'S<sup>20</sup> AIRSPACE CHANGE PROCESS: CAP1616

- In January 2018 the CAA launched its Guidance on the regulatory process for changing airspace design; known as CAP1616.
- CAP1616 provides a process framework to be used when designing airspace and is split into 7 stages as shown to the right.
- The first stage in the process is known as the 'Define Stage' where we are required to seek views on the proposed design principles to be considered for the airspace design options for Compton.
- We will be aiming to submit the final set of design principles to the CAA for what's known as the 'Define Gateway' in October 2019.



## WHAT IS A DESIGN PRINCIPLE?

- The CAP1616 guidance requires the production of design principles for **each airspace change**.
- Design principles essentially provide a list of high-level criteria that the proposed airspace design options should meet. They also provide a means of analysing the impact of different design options and a framework for choosing between options.

CAP1616 states that:

- the development of design principles should provide “a shortlist of principles to inform the development of airspace design options” and a “framework against which airspace design options are evaluated”.
- principles “are in no way immutable and, as a part of the process for the establishment of the airspace design principles, should be challenged as part of the ongoing dialogue with stakeholders.”

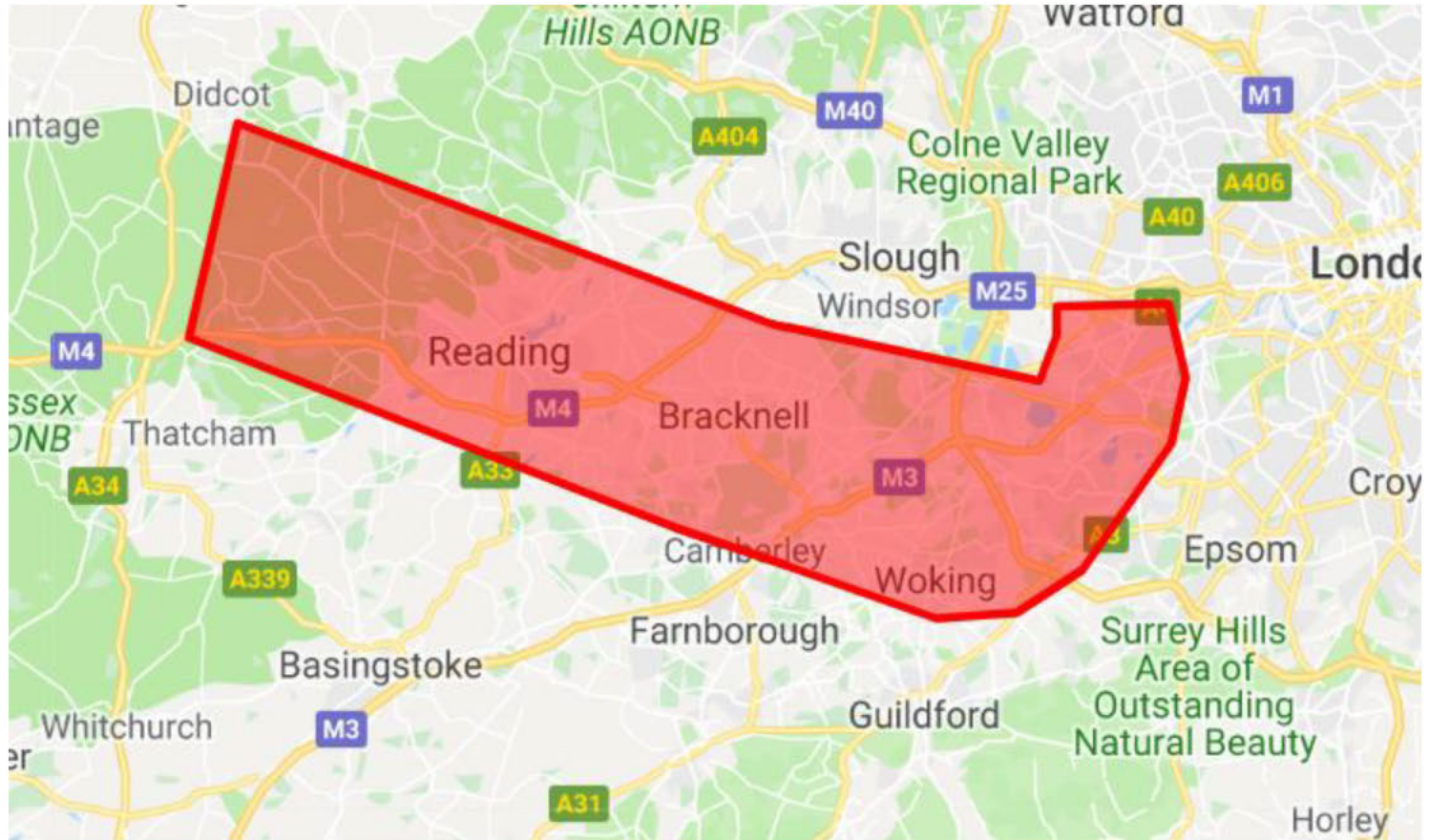
## PRIORITISATION

CAP1616 highlights that design principles can be contradictory, for example where avoiding one kind of impact is likely to increase another:

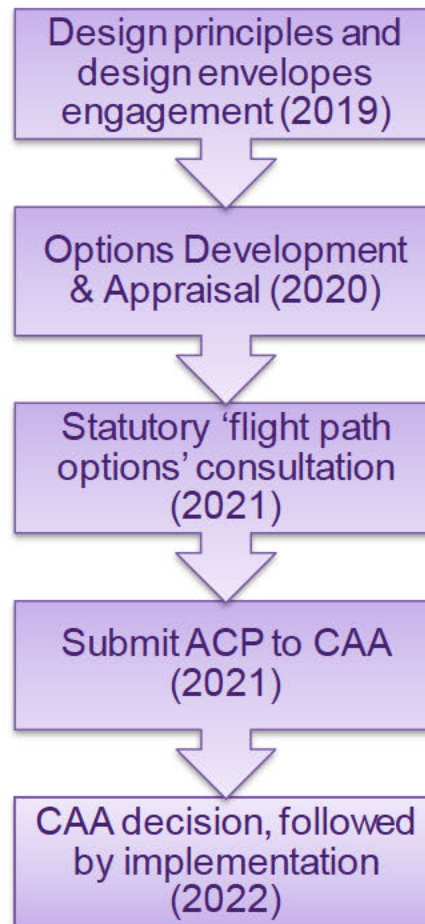
*“some of the principles may contradict one another and some may be prioritised over others: this will be an iterative process and a qualitative one rather than a purely numerical exercise with binary answers.”*

Prioritisation of design principles help our airspace designers to compare different design options when we reach that stage of the CAP1616 process.

# POTENTIALLY IMPACTED AREA



## COMPTON AIRSPACE CHANGE: INDICATIVE TIMELINE







*DISCUSSION, SUGGESTIONS & QUESTIONS*



## EXAMPLE DESIGN PRINCIPLES - FOR DISCUSSION

- Must be safe
- Must meet the three aims of the Noise Policy Statement for England (NPSe):
  - Avoid significant adverse impacts on health and quality of life
  - Mitigate and minimise adverse impacts on health and quality of life
  - Where possible, contribute to the improvement of health and quality of life
- Must meet local air quality requirements
- Should limit, and where possible reduce local noise effects from flights
- Should use more noise efficient operational practices
- Should be simple and efficient flight paths for operational efficiency (reduce need for ATC to turn aircraft)
- Conform (as far as possible) to the existing CPT departure swathes
- Design multiple routes, to be switched on/off to reduce the impact of the concentration of PBN
- Reduce requirement for ATC to turn aircraft
- Enable continuous climb operations
- Minimise aircraft fuel burn and emissions
- Integrate seamlessly with the wider airspace network
- Keep new track within existing NPR, where possible
- Don't consider the current NPR
- Consider multiple routes for respite
- No impact to other existing Heathrow routes & swathes
- Maintain existing ATC SID separations



## *NEXT<sup>27</sup> STEPS FOR COMPTON DESIGN PRINCIPLES*

- We will produce a written summary of this workshop.
- Your suggested design principles, along with suggestions made by other stakeholders and Heathrow will be put into a matrix for you to feedback on.
- **Deadline:** All completed forms, along with any additional comments and feedback should be sent to [airspace@heathrow.com](mailto:airspace@heathrow.com) by 28<sup>th</sup> July 2019.
- We will hold a second workshop on 16<sup>th</sup> August 2019 to go through all of the feedback we have received and discuss and prioritise a more final list of design principles.



## EXAMPLE OF MATRIX

Design Principle	Strongly Agree	Agree	Neither Agree or Disagree	Disagree	Strongly Disagree	Should not be considered	Comments
Reduce requirement for ATC to turn aircraft							
Should use more noise efficient operational practices							
Enable Continuous Climb Operations							



# Heathrow

**APPENDIX B – ENGAGEMENT MATERIAL****EMAILS TO NATMAC & NATS**

**From:** [REDACTED]

**Sent on:** Tuesday, July 16, 2019 11:18:50 AM

**To:** [REDACTED]

**BCC:** [REDACTED]

**Subject:** Heathrow - Compton 09L/R Standard Instrument Departure - Airspace Change

**Attachments:** CPT Design Principles Engagement slides\_NATMAC\_Airlines.pdf (1016.21 KB), Annex 2 - CPT09 Design Principle Matrix.docx (33.98 KB)

Good Afternoon,

We are looking to make changes to our easterly departure route known as Compton, which has historically seen a much lower percentage of 'track keeping' (how well aircraft stay within the departure route up to 4,000ft) as compared with other departure routes from Heathrow.

To make this change we are undertaking the Civil Aviation Authority's (CAA) airspace change process (known as 'CAP1616'). The process places great importance on engaging and consulting on airspace proposals throughout the process with a wide range of stakeholders. At this stage in the process we are required to engage with stakeholders to develop and seek feedback on a proposed list of design principles.

Attached are two documents, a briefing pack with the background on the Compton 09L/R departure route and information on design principles. The second document is a matrix of proposed, draft Design Principles that have been suggested by community groups and local authorities. As they have been proposed by separate groups, there is some repetition but we have included them all, in their original form, for completeness and transparency.

As a member of NATMAC we would like your feedback on these suggestions and give you the opportunity to propose any other design principles, which you think would be important to this airspace change.

## APPENDIX B – ENGAGEMENT MATERIAL

I would be grateful if you could send your completed matrix form along with any other feedback or suggestions to [airspace@heathrow.com](mailto:airspace@heathrow.com) by Friday 2<sup>nd</sup> August 2019. We will then incorporate your suggestions and use all the draft principles to create a single, concise list of principles for this airspace change.

### Kind Regards

[REDACTED]  
 Airspace & Stakeholder Engagement  
 Future Heathrow, Heathrow Expansion

**From:** [REDACTED]  
**Sent on:** Tuesday, July 16, 2019 1:58:39 PM  
**To:** [REDACTED]  
**Subject:** Heathrow - Compton 09L/R Standard Instrument Departure - Airspace Change  
**Attachments:** CPT Design Principles Engagement slides\_NATMAC\_Airlines.pdf (1016.21 KB), Annex 2 - CPT09 Design Principle Matrix.docx (33.98 KB)

Good Afternoon,

We are looking to make changes to our easterly departure route known as Compton, which has historically seen a much lower percentage of 'track keeping' (how well aircraft stay within the departure route up to 4,000ft) as compared with other departure routes from Heathrow.

To make this change we are undertaking the Civil Aviation Authority's (CAA) airspace change process (known as 'CAP1616'). The process places great importance on engaging and consulting on airspace proposals throughout the process with a wide range of stakeholders. At this stage in the process we are required to engage with stakeholders to develop and seek feedback on a proposed list of design principles.

Attached are two documents, a briefing pack with the background on the Compton 09L/R departure route and information on design principles. The second document is a matrix of proposed, draft Design Principles that have been suggested by community groups and local authorities. As they have been proposed by separate groups, there is some repetition but we have included them all, in their original form, for completeness and transparency.

As a member of NATMAC we would like your feedback on these suggestions and give you the opportunity to propose any other design principles, which you think would be important to this airspace change.

I would be grateful if you could send your completed matrix form along with any other feedback or suggestions to [airspace@heathrow.com](mailto:airspace@heathrow.com) by Friday 2<sup>nd</sup> August 2019. We will then incorporate your suggestions and use all the draft principles to create a single, concise list of principles for this airspace change.

### Kind Regards

[REDACTED]  
 Airspace & Stakeholder Engagement  
 Future Heathrow, Heathrow Expansion

**APPENDIX B – ENGAGEMENT MATERIAL**

**HEATHROW’S COMPTON 09L/R AIRSPACE CHANGE PROPOSAL**

**Design Principle Matrix**

Response by: .....

<b>Design Principles Proposed by Community Groups</b>	<b>Strongly Agree</b>	<b>Agree</b>	<b>Neither Agree or Disagree</b>	<b>Disagree</b>	<b>Strongly Disagree</b>	<b>Should not be considered</b>	<b>Comments</b>
Multiple routes are a must							
Routes should be as far apart as possible & stay apart as long as practicable & the noise impacts distributed evenly across them							
Those that already suffer should not suffer any more than this; use N metrics or suite of metrics to measure this							
The different routes should ‘split’ as soon as possible, but keep away from other routes and don’t get them any closer & minimise numbers of people significantly affected below 1000ft							
Where possible, do not overfly communities who are not already within the existing CPT 09 departure swathe below 6000ft							
Routes should be designed so controllers don’t have to routinely intervene below 6000ft							
Avoid overflying communities with multiple routes in the same runway configuration							
Don’t overfly those communities who are currently overflown by Heathrow’s westerly SIDs below 4000ft, with a CPT09 SID below 4000ft							
Don’t be constrained by existing NPR or the current definition of an NPR							
Enable Continuous Climb							
Noise should take the priority up to 6000ft							
Minimise fuel/CO2 above 6000ft							



## APPENDIX B – ENGAGEMENT MATERIAL

Design Principles Proposed by Local Authorities	Strongly Agree	Agree	Neither Agree or Disagree	Disagree	Strongly Disagree	Should not be considered	Comments
Climb as fast as possible							
Multiple (& enough) flight paths sufficiently spaced to make a difference							
Equitably share the noise and frequency of overflight							
Where possible, fly over open spaces not residential areas							
Take into account other routes, do not overfly the same communities below 4000ft on easterly vs westerly operations. Do this by imposing a minimum 4000ft point or a maximum noise threshold							
Route alternation should be predictable							
Do not degrade current air quality							
Don't increase noise more for those already significantly affected							

Please add any additional Design Principles to consider	Comments

## APPENDIX B – ENGAGEMENT MATERIAL

### EMAIL EXCHANGE WITH COMMUNITY GROUPS

**From:** [REDACTED]  
**Sent on:** Wednesday, July 17, 2019 8:37:25 AM  
**To:** [REDACTED]  
**CC:** [REDACTED]  
**Subject:** RE: Compton Workshop 2 date

Hi [REDACTED]

No problem at all – glad you can attend. If there’s anything else I can help with, just let me know.

Thanks,

[REDACTED]

[REDACTED]

Community Relations Manager

**From:** [REDACTED]  
**Sent:** 16 July 2019 21:39  
**To:** [REDACTED] - Heathrow Community Noise Forum [REDACTED]  
**Subject:** Re: Compton Workshop 2 date

[REDACTED]

It’s in my diary. Thank you for taking the trouble to work round my commitments.

Kindest regards;

[REDACTED]

Sent from my iPad

On 16 Jul 2019, at 17:47, [REDACTED] - Heathrow Community Noise Forum [REDACTED] wrote:

Hi [REDACTED]

Thanks for getting back to me. I’ve taken on board all replies and colleague availability. Would Tuesday 20<sup>th</sup> August, 11.00am-12.30pm, at the Compass Centre work?

Thanks,

[REDACTED]

[REDACTED]

Community Relations Manager

**From:** [REDACTED]  
**Sent:** 11 July 2019 17:38  
**To:** [REDACTED] - Heathrow Community Noise Forum [REDACTED]

**APPENDIX B – ENGAGEMENT MATERIAL**

Cc: [REDACTED]

Subject: Re: Compton Workshop 2 date

Hi;

Thank you for the offer of alternative date for the 2nd Compton workshop.

I'm afraid I am unable to make the 12th or the rest of that week.

I am however available on Monday 19th and Tuesday 20th. Alternatively I could also make Thursday morning, before the 1:30pm workshop that is arranged for that day.

Let me know if any of these help;

[REDACTED]

Sent from my iPad

On 11 Jul 2019, at 17:25, [REDACTED] - Heathrow Community Noise Forum [REDACTED] wrote:

Hi [REDACTED]

Thanks again for attending this morning's Compton Workshop 1 meeting. You mentioned that you cannot attend Workshop 2 on Friday 16<sup>th</sup> August. We'd be happy to meet you, [REDACTED] and [REDACTED] on Monday 12<sup>th</sup> August, 1.30pm-3.00pm, at the Compass Centre. Would this work for you? I am emailing [REDACTED] and [REDACTED] this afternoon too.

Thanks,

[REDACTED]

Community Relations Manager

**EMAIL TO HCNF/HCEB/LOCAL AUTHORITIES & HSPG**

**From:** [REDACTED] - Heathrow Community Noise Forum [REDACTED] on behalf of [REDACTED] - Heathrow Community Noise Forum

**Sent on:** Wednesday, July 17, 2019 11:59:48 AM

**To:** [REDACTED]

**Subject:** Compton departure route Workshop 1 – request for feedback

**Attachments:** Annex 1\_Compton Design Principles Workshop 1\_Slides\_11.07.2019.pdf (1019.15 KB), Annex 2\_Compton Design Principles Workshop 1\_Feedback Matrix.docx (33.98 KB), Compton\_Design Principles Workshop 1\_Meeting Notes\_Communities\_11.07.2019.pdf (395.56 KB), Compton\_Design Principles Workshop 1\_Meeting Notes\_Local Authorities\_11.07.2019.pdf (386.47 KB), Heathrow Compass Centre\_Directions.pdf (96.47 KB)

Good afternoon,

Thank you for attending last week's Compton departure route design principles engagement workshop. To my email I have attached the slides presented and summary notes of this meeting and the session held with local authorities.

## APPENDIX B – ENGAGEMENT MATERIAL

Your feedback is important to us – I have also attached a matrix template which you can use to submit your suggestions. Please send all completed forms, along with any additional comments and feedback to [airspace@heathrow.com](mailto:airspace@heathrow.com) by close of business on **Friday 28<sup>th</sup> July**.

Please be reminded that the follow-up workshop will be held on Friday 16<sup>th</sup> August – details are confirmed below. We will use this session to go through the feedback received and discuss and prioritise a final list of design principles. If you are not able to attend on this date, we have arranged for a separate session to be held on Tuesday 20<sup>th</sup> August – these details are also below.

### **Workshop 2 (follow up) details**

**Date:** Friday 16th August 2019

**Time:** 9:00am-12:00pm (breakfast will be served from 8:30am)

**Location:** The Compass Centre, Nelson Road, Hounslow, Middlesex, TW6 2GW. Parking will be provided – upon arrival, please confirm your vehicle registration details at reception. Directions to the venue are attached.

### **Workshop 2 (follow up) \*separate session\* details**

**Date:** Tuesday 20th August 2019

**Time:** 11:00am-12:30pm (tea/coffee will be provided)

**Location:** The Compass Centre, Nelson Road, Hounslow, Middlesex, TW6 2GW.

Thanks,

██████████

██████████

Community Relations Manager

## Heathrow Airport – COMPTON 09L/R AIRSPACE CHANGE PROPOSAL

# Meeting Notes from Community Groups Workshop 1 – Design Principles

Held on 11th July 2019 at the Holiday Inn Hotel, 276 Bath Road, West Drayton, UB7 0DQ

### Heathrow Attendees

██████████ – Heathrow Airspace Team – Project Technical Lead
██████████ - Community & Stakeholder Manager
██████████ – Airspace Communications & Engagement Lead
██████████ – Heathrow Airspace Team
██████████ – Heathrow Airspace Team

### Community Group Attendees

██████████ – HACAN	██████████ – Englefield Green
██████████ – Englefield Green	██████████ – Englefield Green
██████████ – Teddington Action Group (TAG)	██████████ – Aircraft Noise 3 Villages (AN3V)
██████████ – HCEB	██████████ - HCEB
██████████ - HCEB	

Purpose	The purpose of the workshop was to begin the Design Principle Stakeholder Engagement with community group representatives on Heathrow’s Airspace Change Proposal for the Compton easterly departure routes (09L & 09R).
Overview	Heathrow invited all members of the HCNF and HCEB to attend a workshop on 11 <sup>th</sup> July 2019. As members of the HCNF, colleagues at ICAAN received the invitation. In the invitation Heathrow particularly welcomed the attendance of representatives currently affected by the Compton route. The aim of the workshop was to introduce the Compton Airspace Change Proposal (ACP) to these stakeholders and begin engagement on Stage 1 of the CAP1616 process, the development of design principles.
Background and Context	<p>█████ talked through the presentation (Annex 1) and explained the scope of this ACP, what design principles are and how they are used. █████ explained the following:</p> <ul style="list-style-type: none"> <li>that each different Airspace Change Proposal must have its own set of design principles, tailored to each specific ACP and the context of the change.</li> </ul>

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- that this ACP is not related to Heathrow Expansion or early growth.
  - this Airspace Change proposal only applies to the Compton departures from the easterly runways (09L & 09R) and there is currently no runway alternation when operating on the easterly runways
  - Heathrow stated that easterly alternation is dependent on the Development Consent Order (DCO). Planning permission is required to introduce the necessary infrastructure that would enable easterly alternation.
  - If the DCO is unsuccessful then separate planning permission would need to be requested and approved before easterly alternation could take place.
  - Attendees asked why the aircraft were not currently flying within the Noise Preferential Route (NPR). ■ explained that the NPR is based on the Standard Instrument Departure (SID) centreline and because aircraft are directed by air traffic controllers away from the departure route, they do not stay within the NPR.
  - ■ said that consequently the Department for Transport (DfT) has directed Heathrow to design new Compton departure routes and associated NPRs. ■ also explained that the new Compton departure route would be using Performance Based Navigation (PBN).
  - ■ explained that the NPR would therefore need to change once new departure routes are designed and this would require approval from the DfT.
  - It was suggested by community representatives that Heathrow could be looking to make the change to Compton in order to trial PBN routes prior to Heathrow Expansion. ■ assured the group that this was categorically not the case and this change would happen regardless of Expansion.
  - Discussion took place on whether multiple routes would require more than one NPR to accommodate them. ■ said that ■ believed each route would require its own NPR but this would require clarification from DfT.
  - Attendees stated that respite is very important in order to mitigate the effects on concentration of PBN.
- 

Design Principles –  
Group Discussion

A discussion took place concerning ideas and proposals for design principles.

- The discussion focused on noise and the impacts on communities.
  - Attendees discussed the importance of mitigating noise impacts.
  - Attendees had varied opinions on the impact of noise at different altitudes, but all felt that the height given in the Air Navigation Guidance 2017 for the priority of noise, 4000ft, was too low.
  - Attendees felt that being able to offer respite and multiple routes was of huge importance and utmost priority.
-

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	<p>The outcome of all the discussions were worked into potential design principles are described in Annex 2. There was broad agreement within the group of the principles discussed.</p>
Outcomes	<p>The workshop attendees were asked to provide feedback using the table provided in Annex 2 on the design principles suggested during this workshop. All principles proposed by this workshop and the one held with Local Authority representatives are included for completeness, therefore some of the principles have similar meanings.</p> <p>The attendees will also be provided with the suggested design principles from the Local Authority workshop and will be asked to provide feedback on those too.</p> <p>Attendees were asked to provide their completed feedback and any other suggestions for the Compton design principles to Heathrow by 28<sup>h</sup> July 2019.</p> <p>Those invited, but unable to attend this session would also receive a copy of the notes and the table of design principles and be asked to provide their feedback.</p>
Next Steps	<p>Heathrow will send these notes from Workshop 1 to all the attendees to request their input and feedback.</p> <p>A second workshop is scheduled for Friday 16<sup>th</sup> August, during which we will discuss the findings of the feedback from all stakeholders and develop a more final set of prioritised design principles which will be submitted to the CAA.</p> <p><b>UPDATE: A second feedback session has been arranged on 20<sup>th</sup> August for those attendees who are unable to make the 16<sup>th</sup> August session.</b></p>

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## Heathrow Airport – COMPTON 09L/R AIRSPACE CHANGE PROPOSAL

### Meeting Notes from Local Authorities Workshop 1 – Design Principles

Held on 11th July 2019 at the Holiday Inn Hotel, 276 Bath Road, West Drayton, UB7 0DQ

#### Heathrow Attendees

██████████ – Heathrow Airspace Team – Project Technical Lead
██████████ - Community & Stakeholder Manager
██████████ – Airspace Communications & Engagement Lead
██████████ – Heathrow Airspace Team
██████████ – Heathrow Airspace Team

#### Local Authority Attendees

██████████ – Windsor & Maidenhead	██████████ on – Windsor & Maidenhead
██████████ – Surrey County Council	██████████ – Hounslow
██████████ – Elmbridge	██████████ – Spelthorne
██████████ – Runnymede	██████████ - Bracknell

Purpose	The purpose of the workshop was to begin the Design Principle Stakeholder Engagement with local authority representatives on Heathrow's Airspace Change Proposal the Compton easterly departure routes (09L & 09R).
Overview	<p>Heathrow invited members of the Local Authorities who are currently impacted by the Compton departures from Heathrow – those who attended are listed above.</p> <p>Also invited were representatives from Hillingdon, Surrey Heath, Woking and Wokingham but who did not attend. Richmond upon Thames and members of the Heathrow Strategic Partnership Group (HSPG) are due to attend a separate session 17<sup>th</sup> July.</p> <p>The workshop was to introduce the Compton Airspace Change Proposal (ACP) to these stakeholders and begin engagement on Stage 1 of the CAP1616 process, the development of design principles.</p>
Background and Context	<ul style="list-style-type: none"> <li>• ██████ talked through the presentation (Annex 1) and explained the scope of this ACP, what design principles are and how they are used.</li> <li>• ██████ explained that each different Airspace Change Proposal must have its own set of design principles,</li> </ul>



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tailored to each specific ACP and the context of the change.

- Attendees asked about the interactions between a new Compton departure route and Independent Parallel Approaches (IPA) ACP. ■ explained that during IPA operations to runway 09R, the Compton departure route would not be available.
  - ■ provided clarification on easterly operations and runway alternation, and the infrastructure changes required before alternation could take place, and that this was being pursued through the Development Consent Order for Expansion.
  - Attendees asked how big the intended Compton design envelope would be; ■ explained that it will be as large as possible to start, however not all areas will be optimal i.e. some areas could result in loss of continuous climb to at least 6000ft, if the design envelope were to be in proximity to the arrivals.
  - Attendees shared concern that their voices will not be heard and that the airline and engine manufacturers will always win the fight in climb performance versus engine wear and fuel costs.
  - Attendees highlighted that a statutory consultation on IPA in 2020 may have to reference this Compton ACP which will increase confusion. They also raised the issue that the number of consultations and the volume of information is making it very difficult for the lay-person.
- 

#### Design Principles

A discussion took place concerning ideas and proposals for design principles.

- Focus of the discussion from the attendees was concerns over PBN.
- The majority of the suggestions therefore focused on mitigating the impacts of concentrated flight paths.
- Attendees' opinions varied on the importance of open spaces, and whether routes should fly over these, rather than residential areas. ■ said that the importance of the tranquillity of open spaces was covered in much of the feedback from earlier consultations on different ACPs.

The outcome of all the discussions were worked into potential design principles, described in Annex 2. There was broad agreement within the group of the principles other than the discussion over the pros and cons of flying over open spaces versus residential areas.

At the end of the session, the principles proposed by the previous Community workshop were read out. There were many parallels between the two workshops.

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#### Outcomes

The attendees were asked to provide feedback using the table provided in Annex 2 on the design principles suggested during this workshop. All principles proposed by each workshop are included

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for completeness, therefore some of the principles have similar meanings.

The attendees will also be provided with the suggested design principles from the Community workshop and will be asked to provide feedback on those too.

Attendees were asked to provide their completed feedback and any other suggestions for the Compton design principles to Heathrow by 28<sup>th</sup> July 2019.

Those invited, but unable to attend this session would also receive a copy of these notes and the table of design principles and be asked to provide their feedback.

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#### Next Steps

Heathrow will send these notes from Workshop 1 to all the attendees to request their input and feedback.

A second workshop is scheduled for Friday 16<sup>th</sup> August, during which we will discuss the findings of the feedback from all stakeholders and develop a more final set of prioritised design principles which will be submitted to the CAA.

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**APPENDIX B – ENGAGEMENT MATERIAL****EMAIL EXCHANGE WITH WINDSOR & MAIDENHEAD**

**From:** [REDACTED]  
**Sent on:** Thursday, July 18, 2019 10:01:09 AM  
**To:** [REDACTED]  
**Subject:** RE: Compton departure route Workshop 1 – request for feedback  
**Attachments:** Annex 2\_Compton Design Principles Workshop 1\_Feedback Matrix.docx (33.98 KB)

Hi [REDACTED]

Apologies – I'm not sure why that has happened. Of course, I will post everything to you today.

I have attached the relevant Word document again which will help you to provide feedback. I hope this opens okay. If not, you will receive the printed version - I would be grateful if you could photocopy your completed form and send it to [airspace@heathrow.com](mailto:airspace@heathrow.com), or post this to me at the address below before Sunday 28<sup>th</sup> July.

I hope this is useful. If there is anything else I can help with, just let me know.

**Postal address**

[REDACTED]  
 Community & Stakeholder Manager - Airspace  
 The Compass Centre  
 Nelson Road  
 Hounslow  
 Middlesex  
 TW6 2GW

Thanks again,

[REDACTED]  
 [REDACTED]  
 Community & Stakeholder Manager - Airspace

**From:** [REDACTED]  
**Sent:** 17 July 2019 20:05  
**To:** [REDACTED]  
**Subject:** Re: Compton departure route Workshop 1 – request for feedback

[REDACTED]  
 Whatever has been sent or attached cannot be downloaded, maybe post to my town hall address?

## APPENDIX B – ENGAGEMENT MATERIAL

### EMAIL TO HSPG

**From:** [REDACTED]  
**Sent on:** Friday, July 19, 2019 1:44:25 PM  
**To:** [REDACTED]  
**Subject:** Compton departure route Workshop 1 – request for feedback  
**Attachments:** Annex 1\_Compton Design Principles Workshop 1\_Slides\_11.07.2019.pdf (1019.15 KB), Compton\_Design Principles Workshop 1\_Meeting Notes\_Communities\_11.07.2019.pdf (395.56 KB), Compton\_Design Principles Workshop 1\_Meeting Notes\_Local Authorities\_11.07.2019.pdf (386.47 KB), Annex 2\_Compton Design Principles\_Feedback Matrix\_Updated.docx (29.79 KB), Compton\_Design Principles Workshop 1\_Additional Session.pdf (387.28 KB), Map\_Compton Departure Route\_15.07.2019.pdf (206.54 KB), Heathrow Compass Centre\_Directions.pdf (96.47 KB)

Good afternoon,

Thank you for attending this week's Compton departure route design principles engagement workshop. To my email I have attached the slides presented, along with the summary notes of this workshop and the workshops held last week with local community representatives and local authorities.

I have also attached a matrix template which you can use to submit your suggestions. This is an updated version to the matrix sent to attendees of last week's sessions, reflecting the discussion we held on Wednesday. Please send all completed forms, along with any additional comments and feedback to [airspace@heathrow.com](mailto:airspace@heathrow.com) by close of business on **Sunday 28<sup>th</sup> July**. We look forward to receiving your feedback.

Please be reminded that the follow-up workshop will be held on Friday 16<sup>th</sup> August – details are confirmed below. We will use this session to go through the feedback received and discuss and prioritise a final list of design principles. If you are not able to attend on this date, we have arranged for a separate session to be held on Tuesday 20<sup>th</sup> August – these details are also below.

For more information on Heathrow's departure routes generally, including maps showing Heathrow's Noise Preferential Routes (NPRs), you can visit our [website here](#). As requested during the meeting, I have also attached maps showing the Compton route in relation to easterly NPRs with local authority boundaries overlaid.

#### **Workshop 2 (follow up) details**

**Date:** Friday 16th August 2019

**Time:** 1:00pm-4:00pm (lunch will be provided from 12:30pm)

**Location:** The Compass Centre, Nelson Road, Hounslow, Middlesex, TW6 2GW. Parking will be provided – upon arrival, please confirm your vehicle registration details at reception. Directions to the venue are attached.

#### **Workshop 2 (follow up) \*separate session\* details**

**Date:** Tuesday 20th August 2019

**Time:** 11:00am-12:30pm (tea/coffee will be provided)

**Location:** The Compass Centre, Nelson Road, Hounslow, Middlesex, TW6 2GW.

I hope this is useful. Should you have any questions or comments then please do not hesitate to contact me.

Thanks, [REDACTED]

## Heathrow Airport – COMPTON 09L/R AIRSPACE CHANGE PROPOSAL

# Meeting Notes from Heathrow Strategic Planning Group/Local Authority Workshop 1 – Design Principles

Held on 17<sup>th</sup> July 2019 at the Compass Centre

### Heathrow Attendees

██████████ – Heathrow Airspace Team – Project Technical Lead
██████████ - Community & Stakeholder Manager
██████████ – Heathrow Airspace Team

### Attendees

██████████ – HSPG Core Team	██████████ – Spelthorne Strategic Planning Manager
██████████ Elmbridge area (HCNF)	██████████ – Richmond Upon Thames
██████████ ██████████ – Stanwell Moor resident (HCNF)	██████████ ██████████ Windsor and Maidenhead Community Protection Principal

Purpose	The purpose of the workshop was to begin the Design Principle Stakeholder Engagement with Heathrow Strategic Planning Group (HSPG) and local authority representatives on Heathrow's Airspace Change Proposal the Compton easterly departure routes (09L & 09R).
Overview	<p>As not all of those invited to the previous workshops held on the 11<sup>th</sup> July 2019 were able to attend, Heathrow arranged this additional session for the 17<sup>th</sup> July 2019.</p> <p>The aim of the workshop was to introduce the Compton Airspace Change Proposal (ACP) to these stakeholders and begin engagement on Stage 1 of the CAP1616 process, the development of design principles.</p>
Background and Context	<ul style="list-style-type: none"> <li>• ██████████ talked through the presentation (Annex 1) and explained the scope of this ACP, what design principles are and how they are used.</li> <li>• ██████████ explained that each different Airspace Change Proposal must have its own set of design principles, tailored to each specific ACP and the context of the change.</li> <li>• Attendees asked if moving Heathrow's holding stacks of inbound aircraft was an option. ██████████ explained that it isn't for this airspace change proposal but that is being considered as part of the Expansion ACP. This change is being</li> </ul>

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proposed due to the lack of adherence or 'track keeping' on the Noise Preferential Route (NPR).

- Attendees asked about the interactions between a new Compton departure route and the Independent Parallel Approaches (IPA) ACP. ■ explained that during IPA operations to runway 09R, the Compton departure route would not be available.
  - ■ provided clarification around the topics of easterly operations, the Cranford Agreement and runway alternation. ■ explained that the infrastructure changes required before alternation on easterly operations can take place are being pursued through the Development Consent Order (DCO) for Expansion.
- 

## Design Principles

A discussion took place concerning ideas and proposals for design principles. The design principles that resulted from both the previous workshops - with community representatives and local authorities - were shown and discussed.

- All the attendees agreed that the list covered the majority of points they would have suggested.
- A discussion took place considering potential opportunities for reducing noise reductions for those living closer to the airport as they are the most significantly affected.
- Attendees confirmed that predictability is of great importance to their communities.
- Attendees queried the proposed air quality principle and whether it is a significant factor in airspace design, because it is engines running on the ground that have more impact on air quality.
- Attendees' opinions differed to the previous workshops on the importance of open spaces, on whether routes should fly over these, rather than residential areas. The types of open spaces were considered important - it was felt that tranquil areas/parks should be more protected than, for instance, farming areas.

Attendees were asked if they had any additional principles that they would like to add to the existing list. The following suggestions were made:

- Should factor in ambient/background noise (using the BS4142 methodology)
- Should aim to define 'respite'

These suggestions will be added to the matrix.

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## Outcomes

The attendees were asked to provide feedback using the table provided in Annex 2 on the design principles suggested by previous workshops and during this session. All principles proposed by each workshop are included for completeness, therefore some of the principles have similar meanings.

Attendees were asked to provide their completed feedback and any other suggestions for the Compton design principles to Heathrow by 28<sup>th</sup> July 2019.

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**Next Steps**

Heathrow will send these notes from Workshop 1 to all the attendees to request their input and feedback.

A second workshop is scheduled for Friday 16<sup>th</sup> August, during which we will discuss the findings of the feedback from all stakeholders and develop a more final set of prioritised design principles which will be submitted to the CAA.

An alternative date for Workshop 2 of 20<sup>th</sup> August is also available for those who are unable to attend the session held on the 16<sup>th</sup> August.

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**APPENDIX B – ENGAGEMENT MATERIAL**

**HEATHROW’S COMPTON 09L/R AIRSPACE CHANGE PROPOSAL**

**Design Principle Matrix**

<b>Design Principles Proposed by Community Groups</b>	<b>Strongly Agree</b>	<b>Agree</b>	<b>Neither Agree or Disagree</b>	<b>Disagree</b>	<b>Strongly Disagree</b>	<b>Should not be considered</b>	<b>Comments</b>
Multiple routes are a must							
Routes should be as far apart as possible & stay apart as long as practicable & the noise impacts distributed evenly across them							
Those that already suffer should not suffer any more than this; use N metrics or suite of metrics to measure this							
The different routes should ‘split’ as soon as possible, but keep away from other routes and don’t get them any closer & minimise numbers of people significantly affected below 1000ft							
Where possible, do not overfly communities who are not already within the existing CPT 09 departure swathe below 6000ft							
Routes should be designed so controllers don’t have to routinely intervene below 6000ft							
Avoid overflying communities with multiple routes in the same runway configuration							
Don’t overfly those communities who are currently overflowed by Heathrow’s westerly SIDs below 4000ft, with a CPT09 SID below 4000ft							
Don’t be constrained by existing NPR or the current definition of an NPR							
Enable Continuous Climb							
Noise should take the priority up to 6000ft							
Minimise fuel/CO2 above 6000ft							



## APPENDIX B – ENGAGEMENT MATERIAL

<b>Design Principles Proposed by Local Authorities</b>	<b>Strongly Agree</b>	<b>Agree</b>	<b>Neither Agree or Disagree</b>	<b>Disagree</b>	<b>Strongly Disagree</b>	<b>Should not be considered</b>	<b>Comments</b>
Climb as fast as possible							
Multiple (& enough) flight paths sufficiently spaced to make a difference							
Equitably share the noise and frequency of overflight							
Where possible, fly over open spaces not residential areas							
Take into account other routes, do not overfly the same communities below 4000ft on easterly vs westerly operations. Do this by imposing a minimum 4000ft point or a maximum noise threshold							
Route alternation should be predictable							
Do not degrade current air quality							
Don't increase noise more for those already significantly affected							

<b>Design Principles Proposed by HSPG</b>	<b>Strongly Agree</b>	<b>Agree</b>	<b>Neither Agree or Disagree</b>	<b>Disagree</b>	<b>Strongly Disagree</b>	<b>Should not be considered</b>	<b>Comments</b>
Should factor in ambient/background noise (using the BS4142 methodology)							
Should aim to define 'Respite' for this ACP so we can assess our options against that benchmark							

<b>Please add any additional Design Principles to consider</b>	<b>Comments</b>

**APPENDIX B – ENGAGEMENT MATERIAL****EMAIL TO HILLINGDON LOCAL AUTHORITY**

**From:** [REDACTED]  
**Sent on:** Friday, July 19, 2019 2:10:55 PM  
**To:** [REDACTED]  
**Subject:** FW: Invitation: Compton departure route – design principles workshops  
**Attachments:** Heathrow Compass Centre\_Directions.pdf (96.47 KB), Annex 1\_Compton Design Principles Workshop 1\_Slides\_11.07.2019.pdf (1019.15 KB), Compton\_Design Principles Workshop 1\_Meeting Notes\_Communities\_11.07.2019.pdf (395.56 KB), Compton\_Design Principles Workshop 1\_Meeting Notes\_Local Authorities\_11.07.2019.pdf (386.47 KB), Annex 2\_Compton Design Principles\_Feedback Matrix\_Updated.docx (29.79 KB), Compton\_Design Principles Workshop 1\_Additional Session.pdf (387.28 KB)

Good afternoon,

I wish to follow up on my emails below regarding the workshops Heathrow is holding in relation to our proposed airspace change for the redesign of our easterly Compton departure route. Hillingdon has been identified as potentially being affected by this change and so was invited to a recent workshop with other local authorities.

Hillingdon Council did not attend this workshop, however, to keep you updated I have attached summary notes of the meetings held, and the slides presented. After the workshop, we shared with attendees a matrix template which can be used to submit feedback. I have attached this Word document to my email. I would be happy to arrange a call with a member of your team to provide a briefing of the content presented during the workshop and explain further the feedback process – if this would be useful, please let me know. We asked attendees to send all completed feedback forms, along with any additional feedback to [airspace@heathrow.com](mailto:airspace@heathrow.com) by close of business on **Sunday 28<sup>th</sup> July**.

A follow-up workshop will be held on Friday 16th August – details are confirmed below. We will use this session to go through the feedback received following the first workshop. If you are not able to attend on this date, we have arranged for a separate session to be held on Tuesday 20th August – these details are also below.

**Workshop 2 (follow up) details**

**Date:** Friday 16th August 2019

**Time:** 1:00pm-4:00pm (lunch will be provided from 12:30pm)

**Location:** The Compass Centre, Nelson Road, Hounslow, Middlesex, TW6 2GW. Parking will be provided – upon arrival, please confirm your vehicle registration details at reception. Directions to the venue are attached.

**Workshop 2 (follow up) \*separate session\* details**

**Date:** Tuesday 20th August 2019

**Time:** 11:00am-12:30pm (tea/coffee will be provided)

**Location:** The Compass Centre, Nelson Road, Hounslow, Middlesex, TW6 2GW.

I hope this is useful. Should you have any questions or comments then please do not hesitate to contact me. Once again, please let me know if you or a colleague would like to arrange a phone call to discuss this further.

Thanks,

[REDACTED]

## APPENDIX B – ENGAGEMENT MATERIAL

### EMAIL TO WOKING

**From:** [REDACTED]  
**Sent on:** Friday, July 19, 2019 2:11:30 PM  
**To:** [REDACTED]  
**CC:** [REDACTED]  
**Subject:** FW: Invitation: Compton departure route – design principles workshops  
**Attachments:** Annex 2\_Compton Design Principles\_Feedback Matrix\_Updated.docx (29.79 KB), Compton\_Design Principles Workshop 1\_Additional Session.pdf (387.28 KB), Heathrow Compass Centre\_Directions.pdf (96.47 KB), Annex 1\_Compton Design Principles Workshop 1\_Slides\_11.07.2019.pdf (1019.15 KB), Compton\_Design Principles Workshop 1\_Meeting Notes\_Communities\_11.07.2019.pdf (395.56 KB), Compton\_Design Principles Workshop 1\_Meeting Notes\_Local Authorities\_11.07.2019.pdf (386.47 KB)

Good afternoon,

I wish to follow up on my emails below regarding the workshops Heathrow is holding in relation to our proposed airspace change for the redesign of our easterly Compton departure route. Woking has been identified as potentially being affected by this change and so was invited to a recent workshop with other local authorities.

Woking Council did not attend this workshop, however, to keep you updated I have attached summary notes of the meetings held, and the slides presented. After the workshop, we shared with attendees a matrix template which can be used to submit feedback. I have attached this Word document to my email. I would be happy to arrange a call with a member of your team to provide a briefing of the content presented during the workshop and explain further the feedback process – if this would be useful, please let me know. We asked attendees to send all completed feedback forms, along with any additional feedback to [airspace@heathrow.com](mailto:airspace@heathrow.com) by close of business on **Sunday 28<sup>th</sup> July**.

A follow-up workshop will be held on Friday 16th August – details are confirmed below. We will use this session to go through the feedback received following the first workshop. If you are not able to attend on this date, we have arranged for a separate session to be held on Tuesday 20th August – these details are also below.

#### **Workshop 2 (follow up) details**

**Date:** Friday 16th August 2019

**Time:** 1:00pm-4:00pm (lunch will be provided from 12:30pm)

**Location:** The Compass Centre, Nelson Road, Hounslow, Middlesex, TW6 2GW. Parking will be provided – upon arrival, please confirm your vehicle registration details at reception. Directions to the venue are attached.

#### **Workshop 2 (follow up) \*separate session\* details**

**Date:** Tuesday 20th August 2019

**Time:** 11:00am-12:30pm (tea/coffee will be provided)

**Location:** The Compass Centre, Nelson Road, Hounslow, Middlesex, TW6 2GW.

I hope this is useful. Should you have any questions or comments then please do not hesitate to contact me. Once again, please let me know if you or a colleague would like to arrange a phone call to discuss this further. Thanks, [REDACTED]

## APPENDIX B – ENGAGEMENT MATERIAL

### EMAIL TO WOKINGHAM

**From:** [REDACTED]  
**Sent on:** Friday, July 19, 2019 2:12:07 PM  
**To:** [REDACTED]  
**CC:** [REDACTED]  
**Subject:** FW: Invitation: Compton departure route – design principles workshops  
**Attachments:** Heathrow Compass Centre\_Directions.pdf (96.47 KB), Annex 1\_Compton Design Principles Workshop 1\_Slides\_11.07.2019.pdf (1019.15 KB), Compton\_Design Principles Workshop 1\_Meeting Notes\_Communities\_11.07.2019.pdf (395.56 KB), Compton\_Design Principles Workshop 1\_Meeting Notes\_Local Authorities\_11.07.2019.pdf (386.47 KB), Annex 2\_Compton Design Principles\_Feedback Matrix\_Updated.docx (29.79 KB), Compton\_Design Principles Workshop 1\_Additional Session.pdf (387.28 KB)

Good afternoon,

I wish to follow up on my emails below regarding the workshops Heathrow is holding in relation to our proposed airspace change for the redesign of our easterly Compton departure route. Wokingham has been identified as potentially being affected by this change and so was invited to a recent workshop with other local authorities.

Wokingham Council did not attend this workshop, however, to keep you updated I have attached summary notes of the meetings held, and the slides presented. After the workshop, we shared with attendees a matrix template which can be used to submit feedback. I have attached this Word document to my email. I would be happy to arrange a call with a member of your team to provide a briefing of the content presented during the workshop and explain further the feedback process – if this would be useful, please let me know. We asked attendees to send all completed feedback forms, along with any additional feedback to [airspace@heathrow.com](mailto:airspace@heathrow.com) by close of business on **Sunday 28<sup>th</sup> July**.

A follow-up workshop will be held on Friday 16th August – details are confirmed below. We will use this session to go through the feedback received following the first workshop. If you are not able to attend on this date, we have arranged for a separate session to be held on Tuesday 20th August – these details are also below.

#### **Workshop 2 (follow up) details**

**Date:** Friday 16th August 2019

**Time:** 1:00pm-4:00pm (lunch will be provided from 12:30pm)

**Location:** The Compass Centre, Nelson Road, Hounslow, Middlesex, TW6 2GW. Parking will be provided – upon arrival, please confirm your vehicle registration details at reception. Directions to the venue are attached.

#### **Workshop 2 (follow up) \*separate session\* details**

**Date:** Tuesday 20th August 2019

**Time:** 11:00am-12:30pm (tea/coffee will be provided)

**Location:** The Compass Centre, Nelson Road, Hounslow, Middlesex, TW6 2GW.

I hope this is useful. Should you have any questions or comments then please do not hesitate to contact me. Once again, please let me know if you or a colleague would like to arrange a phone call to discuss this further.

Thanks,

[REDACTED]

## APPENDIX B – ENGAGEMENT MATERIAL

### EMAIL TO SURREY HEATH

**From:** [REDACTED]  
**Sent on:** Friday, July 19, 2019 3:37:52 PM  
**To:** [REDACTED]  
**Subject:** Compton departure route – design principles workshops  
**Attachments:** Annex 1\_Compton Design Principles Workshop 1\_Slides\_11.07.2019.pdf (1019.15 KB), Compton\_Design Principles Workshop 1\_Meeting Notes\_Communities\_11.07.2019.pdf (395.56 KB), Compton\_Design Principles Workshop 1\_Meeting Notes\_Local Authorities\_11.07.2019.pdf (386.47 KB), Annex 2\_Compton Design Principles\_Feedback Matrix\_Updated.docx (29.79 KB), Compton\_Design Principles Workshop 1\_Additional Session.pdf (387.28 KB), Heathrow Compass Centre\_Directions.pdf (96.47 KB)

Dear [REDACTED]

I notice that you did not attend our recent Compton departure route design principles engagement workshop on Tuesday 11<sup>th</sup> July. I did receive an email from you to say that you would like to attend – if through my own mistake you did not receive the confirmed details then please accept my sincere apologies. I would be more than happy to give you a call next week to brief you on the content presented during the workshop and explain further the feedback process. Alternatively, if you are attending the Heathrow Community Noise Forum this coming Wednesday (24<sup>th</sup> July) then I can sit down with you after the meeting to go through everything.

In total we held three workshops, with local authorities and community representatives. To my email I have attached summary notes of the meetings held, and the slides presented.

After the workshop, we shared with attendees a matrix template which can be used to submit feedback. I have attached this Word document to my email. We asked attendees to send all completed feedback forms, along with any additional feedback to [airspace@heathrow.com](mailto:airspace@heathrow.com) by close of business on **Sunday 28<sup>th</sup> July**. Given your situation, however, we would accept feedback from you sometime during the following week.

A follow-up workshop will be held on Friday 16<sup>th</sup> August – details are confirmed below. We will use this session to go through the feedback received following the first workshop. If you are not able to attend on this date, we have arranged for a separate session to be held on Tuesday 20<sup>th</sup> August – these details are also below.

#### **Workshop 2 (follow up) details**

**Date:** Friday 16<sup>th</sup> August 2019

**Time:** 9:00am-12:00pm (lunch will be provided from 8:30am)

**Location:** The Compass Centre, Nelson Road, Hounslow, Middlesex, TW6 2GW. Parking will be provided – upon arrival, please confirm your vehicle registration details at reception. Directions to the venue are attached.

#### **Workshop 2 (follow up) \*separate session\* details**

**Date:** Tuesday 20<sup>th</sup> August 2019

**Time:** 11:00am-12:30pm (tea/coffee will be provided)

**Location:** The Compass Centre, Nelson Road, Hounslow, Middlesex, TW6 2GW.

I hope this is useful. Once again, please let me know if you would like to arrange a phone call or meet on Wednesday to discuss this further.

Thank you, [REDACTED]

**APPENDIX B – ENGAGEMENT MATERIAL****EMAIL TO SELECTED AIRLINES**

**From:** [REDACTED]  
**Sent on:** Friday, July 26, 2019 8:33:34 AM  
**To:** [REDACTED]  
**BCC:** [REDACTED]  
**Subject:** Heathrow - Compton 09L/R Standard Instrument Departure - Airspace Change  
**Attachments:** CPT Design Principles Engagement slides\_NATMAC\_Airlines.pdf (1016.21 KB), Annex 2 - CPT09 Design Principle Matrix\_Updated.docx (29.79 KB)

Good Morning,

Heathrow are looking to make changes to our easterly departure route known as Compton, which has historically seen a much lower percentage of 'track keeping' (how well aircraft stay within the departure route up to 4,000ft) as compared with other departure routes from Heathrow.

To make this change we are undertaking the Civil Aviation Authority's (CAA) airspace change process (known as 'CAP1616'). The process places great importance on engaging and consulting on airspace proposals throughout the process with a wide range of stakeholders. At this stage in the process we are required to engage with stakeholders to develop and seek feedback on a proposed list of design principles.

Attached are two documents, a briefing pack with the background on the Compton 09L/R departure route and information on design principles. The second document is a matrix of proposed, draft Design Principles that have been suggested by community groups and local authorities. As they have been proposed by separate groups, there is some repetition but we have included them all, in their original form, for completeness and transparency.

As a key Heathrow airline we would like your feedback on these suggestions and give you the opportunity to propose any other design principles, which you think would be important to this airspace change.

I would be grateful if you could send your completed matrix form along with any other feedback or suggestions to [airspace@heathrow.com](mailto:airspace@heathrow.com) by Friday 9<sup>th</sup> August 2019. We will then incorporate your suggestions and use all the draft principles to create a single, concise list of principles for this airspace change.

**Kind Regards**

[REDACTED]  
 Airspace & Stakeholder Engagement  
 Future Heathrow, Heathrow Expansion

**EMAIL TO NATMAC**

**From:** [REDACTED] d  
**Sent on:** Tuesday, July 30, 2019 10:57:19 AM  
**BCC:** [REDACTED]

## APPENDIX B – ENGAGEMENT MATERIAL



**Subject:** Heathrow - Compton 09L/R Standard Instrument Departure - Airspace Change

**Attachments:** CPT Design Principles Engagement slides\_NATMAC\_Airlines.pdf (1016.21 KB), Annex 2 - CPT09 Design Principle Matrix\_Updated.docx (29.79 KB)

Good Morning,

A gentle reminder that the deadline for feedback on the Design Principles for the Heathrow Compton 09L/R SID is Friday 2<sup>nd</sup> August 2019. Please send your completed feedback and/or any additional feedback to [airspace@heathrow.com](mailto:airspace@heathrow.com)

Kind Regards



### EMAIL TO HCNF/HCEB/LOCAL AUTHORITIES/HSPG

**From:** [Redacted]

**Sent on:** Thursday, August 1, 2019 8:22:19 AM

**To:** [Redacted]

**Subject:** Compton departure route Workshop 1 – request for feedback

Good morning,

Thank you for attending our recent workshop on the redesign of our Compton departure route. If you have not done so already, we are happy to extend the deadline for submitting feedback to close of business on Monday (5 August). To do so, please email [airspace@heathrow.com](mailto:airspace@heathrow.com).

We look forward to hearing from you. In the meantime, should you have any questions or other comments then please do not hesitate to contact me.

Thanks,



### EMAIL TO SELECTED AIRLINES

**From:** [Redacted]

**Sent on:** Thursday, August 8, 2019 3:10:15 PM

**BCC:** [Redacted]

**APPENDIX B – ENGAGEMENT MATERIAL**

**Subject:** FW: Heathrow - Compton 09L/R Standard Instrument Departure - Airspace Change

**Attachments:** CPT Design Principles Engagement slides\_NATMAC\_Airlines.pdf (1016.21 KB), Annex 2 - CPT09 Design Principle Matrix\_Updated.docx (29.79 KB)

Good Afternoon,

A gentle reminder that the deadline for feedback on the CPT Design Principles is tomorrow, **Friday 9<sup>th</sup> August 2019**. If you have not already done so, please send your feedback to [airspace@heathrow.com](mailto:airspace@heathrow.com)

Thank you.

**Kind Regards**

**EMAILS TO SPELTHORNE**

**From:** [REDACTED]

**Sent on:** Monday, August 12, 2019 12:16:03 PM

**To:** [REDACTED]

**Subject:** Compton departure route Workshop 2 – Friday 16th August

Hi [REDACTED]

I hope you are well. I sent the below email to confirmed attendees ahead of the workshop we are holding this Friday on the proposed redesign of the Compton departure route – your colleague [REDACTED] will have received the email. You attended the separate workshop 1 session we held a few weeks ago, but I am unsure as to whether you will be attending this week's session. If so, please do let me know. Also note that we will hold a separate session for those who can't attend on Friday, on Tuesday 20<sup>th</sup> August.

I look forward to hearing from you.

Thanks,

**From:** [REDACTED]

**Sent:** 12 August 2019 13:06

**To:** [REDACTED]

**Subject:** Compton departure route Workshop 2 – Friday 16th August

Good afternoon,

Thank you for confirming your attendance at the workshop we are holding on Friday 16<sup>th</sup> August – details are below. Please note that this workshop will be held at The Compass Centre.



## APPENDIX B – ENGAGEMENT MATERIAL

This is a follow-up workshop to the session held on Wednesday 17th July. We will use this session to present our proposed list of principles and to seek your feedback as we look to reach a final set of design principles which we will submit to the Civil Aviation Authority (CAA).

Should you no longer be able to attend this workshop, we have arranged to hold a separate session on Tuesday 20<sup>th</sup> August – details are below. Should you wish to attend this session instead then please let me know.

### Workshop 2 (follow up) details

**Date:** Friday 16th August 2019

**Time:** 1:00pm-4:00pm (lunch will be provided from 12:30pm)

**Location:** The Compass Centre, Nelson Road, Hounslow, Middlesex, TW6 2GW. Parking will be provided – upon arrival, please confirm your vehicle registration details at reception. Directions to the venue are attached.

### Workshop 2 (follow up) \*separate session\* details

**Date:** Tuesday 20th August 2019

**Time:** 11:00am-12:30pm (tea/coffee will be provided)

**Location:** The Compass Centre, Nelson Road, Hounslow, Middlesex, TW6 2GW. Parking will be provided – upon arrival, please confirm your vehicle registration details at reception. Directions to the venue are attached.

We look forward to seeing you on Friday.

Thanks,

████████

### EMAIL TO HCEB & HCNF

**From:** █████ - Heathrow Community Noise Forum █████ on behalf of █████ - Heathrow Community Noise Forum

**Sent on:** Monday, August 12, 2019 12:04:39 PM

**To:** █████ - Heathrow Community Noise Forum █████

**Subject:** Compton departure route Workshop 2 – Friday 16th August

Good afternoon,

Thank you for confirming your attendance at the workshop we are holding on Friday 16<sup>th</sup> August – details are below. Please note that this workshop will be held at The Compass Centre.

This is a follow-up workshop to the session held on Wednesday 17th July. We will use this session to present our proposed list of principles and to seek your feedback as we look to reach a final set of design principles which we will submit to the Civil Aviation Authority (CAA).

Should you no longer be able to attend this workshop, we have arranged to hold a separate session on Tuesday 20<sup>th</sup> August – details are below. Should you wish to attend this session instead then please let me know.

### Workshop 2 (follow up) details

## APPENDIX B – ENGAGEMENT MATERIAL

**Date:** Friday 16th August 2019

**Time:** 9:00am-12:00pm (breakfast will be provided from 8:30am)

**Location:** The Compass Centre, Nelson Road, Hounslow, Middlesex, TW6 2GW. Parking will be provided – upon arrival, please confirm your vehicle registration details at reception. Directions to the venue are attached.

### **Workshop 2 (follow up) \*separate session\* details**

**Date:** Tuesday 20th August 2019

**Time:** 11:00am-12:30pm (tea/coffee will be provided)

**Location:** The Compass Centre, Nelson Road, Hounslow, Middlesex, TW6 2GW. Parking will be provided – upon arrival, please confirm your vehicle registration details at reception. Directions to the venue are attached.

We look forward to seeing you on Friday.

Thanks,

[REDACTED]

### **EMAIL TO HSPG**

**From:** [REDACTED]

**Sent on:** Monday, August 12, 2019 12:06:14 PM

**To:** [REDACTED]

**Subject:** Compton departure route Workshop 2 – Tuesday 20th August

Good afternoon,

Thank you for confirming your attendance at the workshop we are holding on Tuesday 20<sup>th</sup> August – details are below. Please note that this workshop will be held at The Compass Centre.

This is a follow-up workshop to the session held on Wednesday 17th July. We will use this session to present our proposed list of principles and to seek your feedback as we look to reach a final set of design principles which we will submit to the Civil Aviation Authority (CAA).

### **Workshop 2 (follow up) details**

**Date:** Tuesday 20th August 2019

**Time:** 11:00am-12:30pm (tea/coffee will be provided)

**Location:** The Compass Centre, Nelson Road, Hounslow, Middlesex, TW6 2GW. Parking will be provided – upon arrival, please confirm your vehicle registration details at reception. Directions to the venue are attached.

We look forward to seeing you next week.

Thanks,

[REDACTED]

I



*COMPTON DESIGN PRINCIPLE ENGAGEMENT  
WORKSHOP 2*

16 AUGUST 2019



**Heathrow**

**DISCLAIMER:** The information contained within this document does not constitute a formal company position and does not necessarily reflect a final view. It is provided to you to facilitate discussions with Heathrow Airport and feedback on our developing proposals. The incomplete and preliminary nature of the information should be recognised when reviewing this material. Heathrow Airport Limited will not accept or assume any responsibility or liability for the accuracy or correctness of the information or of any figures provided, or any assumptions that may be drawn from them.



## *PURPOSE OF THIS WORKSHOP*

- To review the feedback we received from all our engaged stakeholders on the list of Compton design principles.
- To present a proposed list of design principles, resulting from the feedback received.
- To discuss, refine and agree the list, prioritising the design principles if appropriate.

## COMPTON DESIGN PRINCIPLES

- During our discussions with local authorities, HCEB, HCNF and HSPG members on 11<sup>th</sup> and 17<sup>th</sup> July 2019 we created a long list of potential design principles.
- This list was then shared with all stakeholders including NATS, airlines, airports, the National Air Traffic Management and Advisory Committee (NATMAC). We invited all to comment and to propose any new design principles that had not been considered at our workshops.
- After receiving all this feedback, we created a tally chart of everyone's responses and made a note of any additional comments or suggestions for new design principles.

# THE DESIGN PRINCIPLE MATRIX - RESULTS

Design Principles Proposed by Community Groups	Strongly Agree	Agree	Neither Agree or Disagree	Disagree	Strongly Disagree	Should not be considered
Multiple routes are a must						
Routes should be as far apart as possible & stay apart as long as practicable & the noise impacts distributed evenly across them						
Those that already suffer should not suffer any more than this; use N metrics or suite of metrics to measure this						
The different routes should 'split' as soon as possible, but keep away from other routes and don't get them any closer & minimise numbers of people significantly affected below 1000ft						
Where possible, do not overfly communities who are not already within the existing CPT 09 departure swathe below 6000ft						
Routes should be designed so controllers don't have to routinely intervene below 6000ft						
Avoid overflying communities with multiple routes in the same runway configuration						
Don't overfly those communities who are currently overflowed by Heathrow's westerly SIDs below 4000ft, with a CPT09 SID below 4000ft						
Don't be constrained by existing NPR or the current definition of an NPR						
Enable Continuous Climb						
Noise should take the priority up to 6000ft						
Minimise fuel/CO2 above 6000ft						



## THE DESIGN PRINCIPLE MATRIX - RESULTS

Design Principles Proposed by Local Authorities	Strongly Agree	Agree	Neither Agree or Disagree	Disagree	Strongly Disagree	Should not be considered
Climb as fast as possible						
Multiple (& enough) flight paths sufficiently spaced to make a difference						
Equitably share the noise and frequency of overflight						
Where possible, fly over open spaces not residential areas						
Take into account other routes, do not overfly the same communities below 4000ft on easterly vs westerly operations. Do this by imposing a minimum 4000ft point or a maximum noise threshold						
Route alternation should be predictable						
Do not degrade current air quality						
Don't increase noise more for those already significantly affected						

Design Principles Proposed by HSPG	Strongly Agree	Agree	Neither Agree or Disagree	Disagree	Strongly Disagree	Should not be considered
Should factor in ambient/background noise (using the BS4142 methodology)						
Should aim to define 'Respite' for this ACP so we can assess our options against that benchmark						





## COMPTON DESIGN PRINCIPLES – FURTHER SUGGESTIONS

Proposed By	Proposed Design Principle	Comment
HCNF (Surrey CC)	Do not overfly world heritage sites such as Hampton Court Palace.	No world heritage sites within the design space for Compton (world heritage sites not covered in CAP1616)
HCNF (Surrey CC)	Do not position new Compton PBN routes over those communities which are already overflowed by departures on other routes on easterly operations from Heathrow's southern runway (in Elmbridge, e.g. Molesey, Thames/Long Ditton and Esher).	Included in the proposed principles, without mentioning specific places
HCNF (Surrey CC)	Route over non built-up areas (such as reservoirs) where possible.	Included in the proposed principles
HCNF (TAG)	Planes must use full take-off thrust to 1500ft to get as high as possible as quick as possible (i.e. NADP1)	Airports cannot dictate which NADP airlines are to fly and/or when to retract flaps.
HCNF (TAG)	Planes must use reduced climb thrust (over populations) and keep flaps out to at least 3000ft (i.e. NADP1)	The boundary fence is located approx. 0.6nm (09L) and 0.25nm (09R) from the Declared End of Runway (DER). SIDs are designed from the DER because this is the full Take off Distance Available (ToDA). The closest waypoint positioning from the runway end is 1nm (PANSOPS) although shorter distances can be achieved with acceptable safety case.
HCNF (TAG)	Planes must use reduced climb thrust (over populations) and keep flaps out to at 4500ft or higher (i.e. NADP1 extended).	Regardless, 1500ft by a distance of 0.25nm (09R) would result in a required SID gradient from DER of 99%. 1,500ft by 5km after SoR requires a SID gradient of 38%. Compared to the existing requirements of 11% (1,000ft by 6.5km after SoR).
HCNF (TAG)	SID should design routes for different plane types – For Narrow bodied planes - set minimum heights of 1500ft at boundary fence (~4km from SoR)	We have proposed a principle: <i>"Enabling continuous climb for aircraft to be as high as possible, as soon as possible subject to local air quality"</i>
HCNF (TAG)	SID should design routes for different plane types – For 2 engined wide bodied planes - set minimum heights of 1500ft just beyond boundary fence (~4.5km from SoR)	
HCNF (TAG)	SID should design routes for different plane types – For 4 engined planes - set minimum heights of 1500ft at beyond boundary fence (~5km from SoR) but in principle close as possible to boundary fence	

## COMPTON DESIGN PRINCIPLES – FURTHER SUGGESTIONS

Proposed By	Proposed Design Principle	Comment
Luton Airport	Should avoid overflying communities with multiple routes, including those from other airports, below 7,000ft.	We have proposed a principle: “Minimising the impact on communities overflowed by other routes to/from Heathrow” as this SID is largely contained within the Heathrow RMA
Luton Airport	Keep CAS requirements to a minimum.	We have added a principle to this effect
Honorary Company of Air Pilots (HCAP)	Should prioritise continuous climb (over descent)	We have a principle: <i>“Enabling continuous climb for aircraft to be as high as possible, as soon as possible (subject to local air quality)”</i>
HCAP	Should not introduce complexity to flight deck procedures during departure	Covered by “Must be Safe”
NATS	<p>These DPs should not go into detail on any particular prescriptive method, and the wording should focus on the outcome, along with a qualifier such as “maximise the equitable distribution of noise impacts” suffixed by a general concept if necessary.</p> <p>Please add an appropriate DP of higher priority than all others concerning the maintaining or improving standards of aviation safety.</p> <p>This should be a “golden DP”, always the highest priority.</p> <p>It would encompass technical regulations concerning flight procedure design, and operational complexity with regard to air traffic control workload (not considering the new design in isolation, but in combination with adjacent flows and procedures). However the simple general DP would not need to specify these subjects.</p>	Covered by “Must be Safe”

## COMPTON DESIGN PRINCIPLES – FURTHER SUGGESTIONS

Proposed By	Proposed Design Principle	Comment
Luton Airport	Should avoid overflying communities with multiple routes, including those from other airports, below 7,000ft.	We have proposed a principle “Minimising the impact on communities overflowed by other routes to/from Heathrow especially where those routes are below 4000ft” as this SID is largely contained within the Heathrow RMA
Virgin	All routes should be designed to achieve the best efficiency and the lowest noise impact – as a balance.	We have added the word ‘efficient’ to the principle “ <i>Enabling efficient continuous climb for aircraft to be as high as possible, as soon as possible</i> ”
Virgin	All routes must be flyable by all the projected fleet of aircraft operating at Heathrow.	Already a CAA requirement (CAA Policy on Validation of Instrument Flight Procedures)
Virgin	Designs must take into account the range of aircraft weights, radius of turn and climb capabilities, for the flights that will use the proposed CPT SIDs.	
Virgin	Designs should not impose undue limitations on other routes linked to Heathrow and adjacent airports, for example, arrival routes into Heathrow	We have added “ <i>Should not affect the ability for arrivals for Runways 09L/R to perform a Continuous Descent Approach</i> ”
United	Our interest is that the new east runway departure procedures employ automation and efficiently establish aircraft on a westerly or north-westerly track with a continuous climb.	We have a principle “ <i>Enabling efficient continuous climb for aircraft to be as high as possible, as soon as possible</i> ”

## OVERVIEW OF FEEDBACK

Any solution must be safe and integrate with the existing airspace network without unduly adding complexity to the air traffic movement (ATM) operation whilst adhering to international Instrument Flight Procedure (IFP) design criteria.

The general consensus from stakeholders was:

- to equitably share the noise impacts whilst getting aircraft as high as possible as soon as possible
- minimise the number of people already significantly affected and without increasing the noise for those already significantly affected
- needs to be achieved without degrading existing air quality.

In terms of sharing the noise impacts this should be done by:

- implementing more than one route centreline and;
- sharing the flights between those routes, equitably and predictably
- route centrelines should be spaced as far apart as possible, as soon as possible and for as long as possible and without exposing new communities to noise from these departures.

## OVERVIEW OF FEEDBACK

Consideration should also be given to:

- communities under multiple Heathrow flight paths in the same and different runway configurations and;
- measures taken to mitigate areas where this cannot be avoided.

For example, this could be done by:

- ensuring the routes don't get closer to other existing flight paths in the same runway configuration
- ensuring that Compton departures climb quickly so that if the same communities are affected by other routes in a different runway configuration, where the other routes are below X000ft, the Compton departures should be above X000ft (quieter than the other routes) by these areas
- wherever possible, routes should be positioned over non-residential areas whilst being cognisant of noise sensitive areas.

Airline feedback agreed with the principles to reduce noise impacts but advised that the variations in the range of aircraft weights, radius of turn and climb capabilities for different aircraft means that there has to be an acceptance of what can be achieved.

## *PUBLIC FOCUS GROUP FEEDBACK – RECOMMENDATIONS FOR DESIGN PRINCIPLES*

- Safety
- Minimise noise per flight
- Continual climb to decrease noise and CO<sub>2</sub> emissions per flight
- Design new routes based on where they now currently fly
- Review Noise Preferential Route (NPR) to take into account population and landscape today
- Minimise number of people overflown by flying over industrial and commercial areas where possible
- Ensure respite, but not necessarily predicted respite
- Multiple channels to share the impact of noise
- Minimise fuel and CO<sub>2</sub> emissions
- Simple and efficient flight paths
- Less air traffic control impact to allow greater predictability to communities



# COMPTON DESIGN PRINCIPLES – DRAFT PROPOSAL

1	Must be safe
2	Must not change the rest of the existing airspace network and adhere to Instrument Flight Procedure design criteria
3	Must meet the three aims of the Noise Policy Statement for England* (NPSE); <ol style="list-style-type: none"> <li>Avoid significant adverse impacts on health and quality of life</li> <li>Mitigate and minimise adverse impacts on health and quality of life</li> <li>Where possible, contribute to the improvements of health and quality of life</li> </ol>
4	Must meet local air quality requirements
5	Must not degrade Heathrow's runway throughput performance
6	Must enable the departures to stay within a Noise Preferential Route or Routes
7	Mitigate the effects of aircraft noise, enabled through; <ol style="list-style-type: none"> <li>Enabling efficient, continuous climb for aircraft to be as high as possible, as soon as possible, subject to compliance with Design Principle 4</li> <li>Use of multiple route structures, spread as far apart as possible, as soon as possible, to provide respite from aircraft noise for as many people as possible and whilst sharing flights equitably and predictably across those route structures</li> <li>Minimising tactical intervention by ATC below 7000ft</li> <li>Avoiding overflight of communities not currently overflowed by easterly Compton departures</li> <li>Positioning flights over non-residential areas whilst avoiding AONBs and National Parks, wherever possible</li> <li>Minimising the impact on communities overflowed by other routes to/from Heathrow</li> </ol>
8	Should not require any new Controlled Airspace
9	Should not affect the ability for arrivals for Runway 09L/R to perform a Continuous Descent Approach

\*It is implicit that any airspace change proposal will be required to meet the requirements of Airspace Navigation Guidance 2017

# MAPPING OF PROPOSED DESIGN PRINCIPLES

Original Proposed Design Principle	Proposed Final Wording
Multiple routes are a must	<b>DP7b</b> Use of multiple route structures, spread as far apart as possible, as soon as possible, to provide respite from aircraft noise for as many people as possible and whilst sharing flights equitably and predictably across those route structures
Routes should be as far apart as possible & stay apart as long as practicable & the noise impacts distributed evenly across them	
Those that already suffer should not suffer any more than this; use N metric or suite of metrics to measure this	<b>DP3</b> Must meet the three aims of the Noise Policy Statement for England* (NPSE); <ul style="list-style-type: none"> <li>a) Avoid significant adverse impacts on health and quality of life</li> <li>b) Mitigate and minimise adverse impacts on health and quality of life</li> <li>c) Where possible, contribute to the improvement of health and quality of life</li> </ul> And Air Navigation Guidance 2017 (ANG17)
The different routes should 'split' as soon as possible, but keep away from other routes and don't get them any closer & minimise numbers of people significantly affected below 1000ft	<b>DP7b</b> Use of multiple route structures, spread as far apart as possible, as soon as possible, to provide respite from aircraft noise for as many people as possible and whilst sharing flights equitably and predictably across those route structures and <b>DP3a</b> Avoid significant adverse impacts on health and quality of life
Where possible, do not overfly communities who are not already within the existing Compton departure swathe below 6000ft	<b>DP7d</b> Avoiding overflight of communities not currently overflown by easterly Compton departures





# MAPPING OF PROPOSED DESIGN PRINCIPLES

Original Proposed Design Principle	Proposed Final Wording
Routes should be designed so controllers don't have to routinely intervene below 6000ft	<b>DP7c</b> Minimising tactical intervention by ATC below 7000ft
Avoid overflying communities with multiple routes in the same runway configuration	<b>DP7f</b> Minimising the impact on communities overflown by other routes to/from Heathrow
Don't overfly those communities who are currently overflown by Heathrow's westerly SIDs below 4000ft, with a CPT 09 SID below 4000ft	
Don't be constrained by existing NPR or the current definition of an NPR	<b>DP6</b> Must enable the departures to stay within a Noise Preferential Route (NPR) or Routes
DP9b Enabling efficient, continuous climb for aircraft to be as high as possible, as soon as possible	<b>D7a</b> Enabling efficient, continuous climb for aircraft to be as high as possible, as soon as possible subject to compliance with Design Principle 4
Noise should be the priority up to 6000ft	Covered by <b>DP7b</b> Use of multiple route structures, spread as far apart as possible, as soon as possible, to provide respite from aircraft noise for as many people as possible and whilst sharing flights equitably and predictably across those route structures
Minimise fuel/CO2 above 6000ft	Covered in part by ANG17
Climb as fast as possible	<b>DP7a</b> Enabling efficient, continuous climb for aircraft to be as high as possible, as soon as possible subject to compliance with Design Principle 4
Multiple (& enough) flight paths sufficiently spaced to make a difference	<b>DP7b</b> Use of multiple route structures, spread as far apart as possible, as soon as possible, to provide respite from aircraft noise for as many people as possible and whilst sharing flights equitably and predictably across those route structures



# MAPPING OF PROPOSED DESIGN PRINCIPLES

Original Proposed Design Principle	Proposed Final Wording
Equitably share the noise and frequency of overflight	<b>DP7b</b> Use of multiple route structures, spread as far apart as possible, as soon as possible, to provide respite from aircraft noise for as many people as possible and whilst sharing flights equitably and predictably across those route structures
Should aim to define 'respite' for this ACP so we can assess our options against that benchmark	Our understanding of respite is evolving. As that matures it will be incorporated into our noise assessment methodologies. Addressed in <b>DP7b</b>
Where possible, fly over open spaces not residential areas	<b>DP7e</b> Positioning flights over non-residential areas whilst avoiding AONBs and National Parks, wherever possible
Taken into account other routes, do not overfly the same communities below 4000ft on easterly vs. westerly operations. Do this by imposing a minimum 4000ft point or maximum noise threshold	<b>DP7f</b> Minimising the impact on communities overflowed by other routes to/from Heathrow
Route alternation should be predictable	<b>DP7b</b> Use of multiple route structures, spread as far apart as possible, as soon as possible, to provide respite from aircraft noise for as many people as possible and whilst sharing flights equitably and predictably across those route structures
Do not degrade current air quality	<b>DP4</b> Must meet local air quality requirements
Don't increase noise more for those already significantly affected	<b>DP3</b> Must meet the three aims of the Noise Policy Statement for England* (NPSE); <ul style="list-style-type: none"> <li>a) Avoid significant adverse impacts on health and quality of life</li> <li>b) Mitigate and minimise adverse effects on health and quality of life</li> <li>c) Where possible, contribute to the improvement of health and quality of life</li> </ul>
Should factor in ambient/background noise (using BS4142 methodology)	Specific for noise from industrial development. However, part of the noise assessment methodology is expected to take account of background noise



# ***DISCUSSION***

## *AIR NAVIGATION GUIDANCE 2017 (ANG 17)*

- Guidance to the Civil Aviation Authority (CAA) on its environmental objectives when carrying out its air navigation functions, on wider industry, airspace and noise management.
- Air Navigation Guidance 2017 is statutory guidance to the CAA on environmental objectives relating to the CAA's air navigation functions in accordance with section 70(2) of the Transport Act 2000 and the Air Navigation Directions issued under sections 66(1) and 68 of that Act.
- This information should also be noted and taken into consideration by the aviation industry.

## *THE GOVERNMENT'S KEY ENVIRONMENTAL OBJECTIVE (ANG17)*

The environmental objectives with respect to air navigation are chosen to facilitate the government's overall environmental policies. These environmental objectives are designed to minimise the environmental impact of aviation within the context of supporting a strong and sustainable aviation sector. These objectives are:

- a) limit, and where possible, reduce the number of people in the UK significantly affected by adverse impacts from aircraft noise
- b) ensure that the aviation sector makes a significant and cost-effective contribution towards reducing global emissions; and
- c) minimise local air quality emissions and in particular ensure that the UK complies with its international obligations on air quality

## *NEXT<sup>78</sup> STEPS FOR THE COMPTON AIRSPACE CHANGE PROPOSAL*

- We will produce a summary of this session for all attendees, including the final list of design principles for submission to the CAA.
- We will now prepare our submission for the CAA, including the records of meetings and all the feedback we have received. This will be submitted to the CAA on 27<sup>th</sup> September 2019.
- A fully redacted version of the submission will be available on the CAA online portal shortly after submission.
- We will hold a design workshop with you and our other Compton stakeholders later this year.

# Heathrow

## APPENDIX B – ENGAGEMENT MATERIAL

### WORKSHOP 2 – PLANNED ATTENDEES

From: [REDACTED]

Sent on: Thursday, August 15, 2019 4:16:39 PM

To: [REDACTED]

CC: [REDACTED]

Subject: Compton workshop 2 brief: Fri 16 August 2019

Hi [REDACTED]

In terms of expected attendance tomorrow, we're expecting 11 at the communities session and around 7/6 at the LAs session in the afternoon. At the separate/additional session next Tuesday (20<sup>th</sup> August), we're expecting around 6 attendees. I have listed everyone below.

I'll bring the printed presentations, laptop, clicker tomorrow morning. [REDACTED] (CC'd), who has recently joined our team, will be coming along to observe the workshops.

Thanks,

[REDACTED]

#### Local communities workshop (9am-12pm): 11 attendees expected

Group	Represents	Name
HCNF	HACAN	[REDACTED]
HCNF	Englefield Green	[REDACTED]
HCNF	Windlesham Society	[REDACTED]
HCNF	Surrey County Council	[REDACTED]
HCNF	AN3V	[REDACTED]
HCEB	HCEB	[REDACTED]
HCEB	HCEB	[REDACTED], HCEB Strategic Advisory Group Residents representative (South Side)
HCEB	HCEB	[REDACTED] Director of HCEB
HCEB	HCEB	[REDACTED] HCEB Residents Advisor
HCEB	HCEB	[REDACTED]
HCNF	Stanwell Moor resident	[REDACTED]

#### Local authorities workshop (1pm-4pm): 6/7 attendees expected

Local authority	Who will be attending



**APPENDIX B – ENGAGEMENT MATERIAL**

Windsor & Maidenhead	[Redacted] (Community Protection Principal)
Surrey County Council	[Redacted] Senior Planning Officer
Surrey Heath	[Redacted]
HSPG core team	[Redacted]
Spelthorne	[Redacted] Senior Environmental Health Manager
Bracknell	[Redacted]

**Separate workshop 2 (Tuesday 20<sup>th</sup> August): 6 attendees expected**

Organisation	Represents	Name
HCNF	Englefield Green	[Redacted]
HCNF	Englefield Green	[Redacted]
HCNF	TAG	[Redacted]
HCNF	TAG	[Redacted]
HCNF	Elmbridge area	[Redacted]
Elmbridge Council		[Redacted]

**EMAIL TO LOCAL AUTHORITIES**

**From:** [Redacted]  
**Sent on:** Friday, August 16, 2019 4:48:09 PM  
**To:** [Redacted]  
**Subject:** Compton workshop: follow-up emails

Hi all,

To keep you updated, following today’s local authorities Compton Workshop 2, I have emailed the following LAs to remind them of the separate session we’re running on Tuesday, 20<sup>th</sup> August.

Surrey County Council
Surrey Heath
HSPG core team

**APPENDIX B – ENGAGEMENT MATERIAL**

Hounslow
Bracknell
Hillingdon
Wokingham

Woking Council said that they couldn't make either date (16<sup>th</sup> or 20<sup>th</sup> August) due to resource over summer – I could always give them a call and suggest they attend our meeting with Runnymede on Thurs 29<sup>th</sup> August.

**We're expecting at least 8 individuals to attend Tuesday's separate session**

Organisation	Name
HCNF	[REDACTED]
HCNF	[REDACTED]
HCNF	[REDACTED]
HCNF	[REDACTED]
HCNF	[REDACTED]
Elmbridge Council	[REDACTED]
HCNF - Surrey County Council	[REDACTED]

Thanks for all your help and patience with arranging separate session – I appreciate it!

Have a great weekend.

[REDACTED]

**WORKSHOP 2 – ADDITIONAL ATTENDEE**

**From:** [REDACTED]

**Sent on:** Tuesday, August 20, 2019 8:55:52 AM

**To:** [REDACTED]

**Subject:** FW: Compton workshop 2 (separate session) briefing

FYI – [REDACTED] of HSPG will also be attending. [REDACTED] just confirmed this morning.

[REDACTED]

**EMAIL EXCHANGE WITH ROYAL BOROUGH OF WINDSOR & MAIDENHEAD**

[REDACTED]

I asked a question about the proposed Design Principle 5). Must not degrade Heathrow's runway throughput performance. The principle tells me that Heathrow would not concede any capacity (one aircraft movement) even if this provided a significant benefit to local communities.

The context would be where designing the Compton route in some way impacted capacity.

I would very much like an answer to this question an if you are unable to provide it I will write to [REDACTED]

Many thank for what was an interesting discussion on Friday.

[REDACTED]

**From:** [REDACTED]  
**Sent:** 28 August 2019 14:44:26  
**To:** [REDACTED]  
**Subject:** RE: Question asked at the Compton meeting

Dear [REDACTED]

Many thanks for your question regarding Design Principle 5 ("Must not degrade Heathrow's runway throughput performance"). You have asked whether this design principle means that Heathrow would not concede any capacity even if this provided a significant benefit to local communities.

We do not envisage the Compton Airspace Change Proposal (ACP) leading to any increase in capacity. The Compton ACP aims to introduce a new Compton departure route on easterly operations to improve track-keeping on this route. The intention behind Design Principle 5 is to ensure that the new route is designed in such a way that *current* operational throughput at Heathrow can be maintained.

Thank you for your contribution to the Compton Design Principle workshop, and please do let me know if you have any further comments or questions on our proposed design principles.

Thanks,

[REDACTED]

**From:** [REDACTED]  
**Sent:** 31 August 2019 14:13  
**To:** [REDACTED]  
**Subject:** Re: Question asked at the Compton meeting

[REDACTED]

Thanks but you miss the point so I will ask the question again. If during the process of considering options for a new Compton departure roue/routes is becomes obvious the

the loss a a few departures would be significantly beneficial to communities that would be overflown/affected would Heathrow concede those flights.

Many thanks.

[REDACTED]

[REDACTED]

Thu 05/09/2019 11:49

- [REDACTED]
- Dear [REDACTED]

Thank you for your email and sorry that you didn't feel my previous email answered your query. The objective of the Compton proposal is to introduce a new systemised departure route that will fix the track-keeping issues that we have with the current Compton route. We do not envisage a change in the number of aircraft that will fly the route, and a significant reduction in the number of departures on this route would not be acceptable to our airlines, or to the operation of the airport.

One of the design principles that we will propose to the CAA for the Compton airspace change proposal is "Must not degrade Heathrow's runway throughput performance" and a route option that was unable to carry the capacity requirement for that route would therefore be unlikely to succeed through the evaluation process.

However, as you will be aware, as part of Heathrow's Development Consent Order (DCO) application with Expansion, which is running alongside the airspace change process for a third runway, any increase in the number of air traffic movements at Heathrow will only be permitted if plans comply with our 'noise envelope', which will act as a framework of limits and controls to manage noise in the future. This means that if the limits are not met, the capacity on any given route will be limited. More information on Heathrow's proposals for the Noise Envelope are set out in the Preliminary Environmental Information Report (PEIR) and wider documentation relating to our current Airport Expansion Consultation.

I hope this is useful. Once again, if you have any further questions or comments then please let me know.

Thanks,

[REDACTED]

[REDACTED]

Community Relations Manager

**COMPTON DESIGN PRINCIPLE WORKSHOP 2 – HELD AT THE COMPASS CENTRE ON FRIDAY 16<sup>TH</sup> AUGUST 2019**

**COMMUNITY REPRESENTATIVES**

HEATHROW ATTENDEES

[REDACTED]	Airspace Team – Project Technical Lead
[REDACTED]	Airspace Team
[REDACTED]	Airspace Team
[REDACTED]	Community & Stakeholder Manager
[REDACTED]	Community Team

COMMUNITY GROUP ATTENDEES

[REDACTED]	HACAN
[REDACTED]	Englefield Green Action Group (EGAG)
[REDACTED]	Englefield Green Action Group (EGAG)
[REDACTED]	HCEB
[REDACTED]	HCEB
[REDACTED]	HCEB
[REDACTED]	HCEB
[REDACTED]	Windlesham Society

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Purpose	The purpose of the workshop was the second phase of stakeholder engagement with community representatives, on the design principles for Heathrow’s Airspace Change Proposal for the Compton easterly departure routes (09L & 09R).
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Overview	<p>Heathrow invited all members of the Heathrow Community Noise Forum (HCNF) and Heathrow Community Engagement Board (HCEB) to this second series of workshops to further refine the design principles generated during the first phase.</p> <p>A second session had been arranged for Tuesday 20<sup>th</sup> August 2019, for those who were unable to attend this session.</p> <p>The aim of this workshop was to present the feedback Heathrow had received from all the engaged stakeholders and show community representatives the proposed final list of design principles for the Compton easterly departure routes (09L &amp; 09R) airspace change proposal. The proposed final list was then discussed, re-worded or re-arranged, if required.</p>
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Background and Context	<p>[REDACTED] talked through the presentation (Annex 1) and explained the process Heathrow had used to receive feedback on the proposed design principles. [REDACTED] explained the following:</p> <ul style="list-style-type: none"> <li>• which stakeholders had been engaged on this airspace change proposal</li> <li>• who had provided feedback</li> </ul>
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	<ul style="list-style-type: none"> <li>• the design principle matrix and the feedback received on each proposed principle</li> <li>• how Heathrow had conducted public focus groups, and the feedback received</li> <li>• other design principles suggested by stakeholders</li> <li>• the method Heathrow used to come up with the initial proposed list of design principles</li> </ul>
<p>Proposed Final List of Design Principles – Group Discussion</p>	<p>Following the presentation of the feedback received, [REDACTED] presented a proposed list of design principles for discussion and amendments.</p> <ul style="list-style-type: none"> <li>• Attendees expressed a common desire for the CPT procedures to be left as they were and that a concentration of tracks within a defined route would not be desirable.</li> <li>• Discussion focused on concerns around how community and industry requirements will be balanced, specifically how communities felt that the airlines had a bigger voice. Community representatives claimed that any benefits of quieter aircraft were not being passed onto communities.</li> <li>• Community representatives asked whether a trial of a new Compton route had been considered. Heathrow confirmed that there was no intention to conduct a trial and that Heathrow will continue to engage with stakeholders ahead of a statutory public consultation on the change of the Compton route.</li> <li>• Community representatives felt that one of the proposed design principles should be re-worded to ensure a fair balance was given to community noise concerns. Proposed design principle 7a was therefore re-worded as set out below:</li> </ul> <p><b>Original design principle:</b> “Mitigate the effects of aircraft noise, enabled through; Enabling efficient, continuous climb for aircraft to be as high as possible, as soon as possible, subject to compliance with Design Principle 4”.</p> <p><b>Revised design principle:</b> “Mitigate the effects of aircraft noise enabled through: enabling efficient, continuous climb for aircraft to be as high as possible as soon as possible, <i>balancing any benefits between community and industry</i>, subject to compliance with Design Principle 4”.</p> <ul style="list-style-type: none"> <li>• It was explained that the aim of proposed principle 7b was to have more than one route, in order to provide respite. No dB limit had been attached to this design principle, as it was felt that even if 9dB was not achievable, communities would still like to receive as much respite as possible. The attendees agreed with this.</li> <li>• Proposed design principle 7c was discussed. [REDACTED] explained that the aim of this was to ensure aircraft stick to the routes once designed.</li> </ul>

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- Opinions differed on 'predictable' respite - one community representative preferred randomised dispersion over predictable respite. Heathrow explained that with PBN routes, a random dispersion would be very difficult to achieve.
  - Proposed design principle 7f was discussed, as the original matrix proposals had mentioned specific heights. Heathrow explained that height references had since been removed in order to ensure that there was more flexibility and to ensure a solution wasn't being suggested, prior to carrying out Stage 2 of CAP1616.
  - Following the discussion, only the proposed design principle 7a was re-worded. All the attendees were happy with this amendment, all the remaining proposed design principles, and the order in which they were prioritised.
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**Next Steps**

Notes from this workshop will be sent to all attendees, along with a copy of the presentation and the final design principles Heathrow intend to submit to the CAA on 27<sup>th</sup> September 2019.

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**COMPTON DESIGN PRINCIPLE WORKSHOP 2 – DESIGN PRINCIPLES HELD AT THE COMPASS CENTRE  
ON FRIDAY 16<sup>TH</sup> AUGUST 2019**

**LOCAL AUTHORITIES**

HEATHROW ATTENDEES

[REDACTED]	Airspace Team – Project Technical Lead
[REDACTED]	Airspace Team
[REDACTED]	Airspace Team
[REDACTED]	Community & Stakeholder Manager
[REDACTED]	Community Team

LOCAL AUTHORITY ATTENDEES

[REDACTED]	Windsor & Maidenhead
[REDACTED]	Spelthorne

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Purpose	The purpose of the workshop was the second phase of stakeholder engagement with local authority representatives, on the design principles for Heathrow’s Airspace Change Proposal for the Compton easterly departure routes (09L & 09R).
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Overview	<p>Heathrow invited members of local authorities which are currently impacted by Compton departures from Heathrow – those who attended are listed above.</p> <p>A second session had been arranged for Tuesday 20<sup>th</sup> August 2019, for those who were unable to attend this session.</p> <p>The aim of this workshop was to present the feedback Heathrow had received from all the engaged stakeholders and show local authorities the proposed final list of design principles for the Compton easterly departure routes (09L &amp; 09R) airspace change proposal. The proposed final list was then discussed, re-worded or re-arranged, if required.</p>
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Background and Context	<p>[REDACTED] talked through the presentation (Annex 1) and explained the process Heathrow had used to receive feedback on the proposed design principles. [REDACTED] explained the following:</p> <ul style="list-style-type: none"> <li>• which stakeholders had been engaged on this airspace change proposal</li> <li>• who had provided feedback</li> <li>• the design principle matrix and the feedback received on each proposed principle</li> <li>• how Heathrow had conducted public focus groups, and the feedback received</li> <li>• other design principles suggested by stakeholders</li> </ul>
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Proposed Final List of Design Principles – Group Discussion

Following the presentation of the feedback received, [REDACTED] presented a proposed list of design principles for discussion and amendments.

- Discussion focused on possible departure profiles (NADP1 and NADP2) - [REDACTED] provided an explanation on each and how they work.
- Attendees asked questions concerning PBN routes and how far apart aircraft can be on these routes.
- [REDACTED] explained the addition of proposed design principle 3, reference the three aims of the Noise Policy Statement for England, as it factors in a lot of aspects which are important to communities.
- [REDACTED] explained the proposed change to design principle 7a made by community group attendees.
- It was explained that the aim of proposed design principle 7b was to have more than one route, in order to provide respite. No dB limit had been attached to this design principle, as it was felt that even if 9 dB was not achievable, communities would still like to receive as much respite as possible.
- Attendees disagreed with the proposed design principle 5 “Must not degrade Heathrow’s runway throughput performance”. It was felt that Heathrow would never reduce the number of flights in order to deliver benefits to the communities.
- Attendees were happy with the amendment made to design principle 7a during the previous session and, other than design principle 5, they were in agreement with the remaining proposed design principles and the order in which they were prioritised.

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Next Steps

Notes from this workshop will be sent to all attendees, along with a copy of the presentation and the final design principles which Heathrow intends to submit to the CAA on 27<sup>th</sup> September 2019.

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**COMPTON DESIGN PRINCIPLE WORKSHOP 2 – HELD AT THE COMPASS CENTRE ON TUESDAY 20<sup>TH</sup> AUGUST 2019**

**COMBINED COMMUNITY GROUP/LOCAL AUTHORITY SESSION**

HEATHROW ATTENDEES

[REDACTED]	Airspace Team – Project Technical Lead
[REDACTED]	Airspace Team
[REDACTED]	Airspace Team
[REDACTED]	Community & Stakeholder Manager
[REDACTED]	Community Team

COMMUNITY GROUP/LOCAL AUTHORITY ATTENDEES

[REDACTED]	Englefield Green Action Group (EGAG)
[REDACTED]	Teddington Action Group (TAG)
[REDACTED]	Teddington Action Group (TAG)
[REDACTED]	Elmbridge resident and HCNF member
[REDACTED]	Elmbridge Council
[REDACTED]	Surrey County Council
[REDACTED]	Hounslow Council
[REDACTED]	Heathrow Strategic Planning Group (HSPG)

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Purpose	The purpose of the workshop was the second phase of stakeholder engagement with community group representatives, on the design principles for Heathrow’s Airspace Change Proposal for the Compton easterly departure routes (09L & 09R).
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Overview	<p>Heathrow invited all members of the Heathrow Community Noise Forum (HCNF), the Heathrow Engagement Board (HCEB) and relevant local authorities to this second series of workshops to further refine the design principles generated during the first phase.</p> <p>The aim of this workshop was to present the feedback Heathrow had received from all the engaged stakeholders and show the local authority and community representatives the proposed final list of design principles for the Compton easterly departure routes (09L &amp; 09R). The proposed final list was then discussed, re-worded or re-arranged, if required.</p>
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Background and Context	<p>[REDACTED] talked through the presentation (Annex 1) and explained the process Heathrow had used to receive feedback on the proposed design principles. [REDACTED] explained the following:</p> <ul style="list-style-type: none"> <li>• which stakeholders had been engaged on this airspace change proposal</li> <li>• who had provided feedback</li> <li>• the design principle matrix and the feedback received on each proposed principle</li> </ul>
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	<ul style="list-style-type: none"> <li>• how Heathrow had conducted public focus groups, and the feedback received</li> <li>• other design principles suggested by stakeholders</li> <li>• the method Heathrow used to come up with the initial proposed list of design principles</li> </ul>
Proposed Final List of Design Principles – Group Discussion	<p>Following the presentation of the feedback received, [REDACTED] presented a proposed list of design principles for discussion and amendments.</p> <ul style="list-style-type: none"> <li>• Attendees asked questions regarding the reason behind the proposed change to the Compton departure route and raised concerns on changes leading to concentration of aircraft.</li> <li>• Heathrow explained that the Department for Transport (DfT) has directed Heathrow to redesign the Compton route and that new Performance Based Navigation (PBN) routes will lead to concentration. However, these design principles seek to mitigate the impacts of that concentration.</li> <li>• Attendees expressed a common desire for the CPT procedures to be left as they were and that a concentration of tracks within a defined route would not be desirable.</li> <li>• The attendees felt that any benefit from noise reduction should be shared between those who are most affected</li> <li>• Attendees asked how far apart routes need to be in order to create a meaningful difference to people on the ground. [REDACTED] explained that this is dependent on the type and height of aircraft.</li> <li>• Discussions between attendees highlighted that spreading routes as far as possible is key, and that currently overflowed areas should not have more aircraft.</li> <li>• Heathrow confirmed that this airspace change proposal is about redesign the route and not increasing the number of daily Compton departures.</li> <li>• Discussions took place on possible departure profiles (NADP1 and NADP2), - [REDACTED] provided an explanation on each and how they work.</li> <li>• Attendees asked about climb gradients for different types/bodies of aircraft and whether it would be possible to design routes for this. [REDACTED] stated that it would be difficult to dictate certain operational procedures to airlines. [REDACTED] explained that not all aircraft operate in the same way or can achieve the same climb gradients, so routes need to be designed in a way that all aircraft can comply with.</li> <li>• During the discussion on design principles raised by other stakeholders, there was some disagreement with the suggestions made by Virgin Airlines and the use of the word 'efficient' in the proposed design principle 7a.</li> <li>• Heathrow highlighted that there had been a shift in feedback from airlines, which showed an acceptance that the provision of multiple routes for respite/sharing is something that industry needs to deliver.</li> </ul>

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- Attendees were informed of the proposed change to design principle 7a, as suggested by community representatives and agreed by local authorities in workshops held on 16<sup>th</sup> August. Attendees also agreed with this suggestion, and it was also decided to remove the word 'efficient' from the proposed design principle 7a.

**Original design principle:** "Mitigate the effects of aircraft noise, enabled through; Enabling efficient, continuous climb for aircraft to be as high as possible, as soon as possible, subject to compliance with Design Principle 4".

**Revised design principle:** "Mitigate the effects of aircraft noise enabled through: enabling efficient, continuous climb for aircraft to be as high as possible as soon as possible, *balancing any benefits between community and industry*, subject to compliance with Design Principle 4".

- Heathrow explained the inclusion of design principle 3, as it captures a lot of the suggestions proposed in the original design principle matrix.
- A lengthy discussion was held around the order or ranking of the design principles. All but one attendee felt very strongly indeed that design principle 7 (noise related) should be moved higher up the table to sit above design principle 4 (air quality).
- Heathrow stated that there would also have an internal discussion on the prioritisation of noise versus air quality, and stakeholders would be informed of the outcome. It was confirmed that attendees would receive notes from this meeting as well as the final design principles that would be submitted to the Civil Aviation Authority (CAA). These would be disseminated ahead of the CAA submission.
- As they were unable to attend either session, Runnymede Council requested a separate briefing. This took place on the 29<sup>th</sup> August 2019.

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#### Next Steps

Notes from this workshop will be sent to all attendees, along with a copy of the presentation and the final design principles which Heathrow intends to submit to the CAA on 27<sup>th</sup> September 2019.

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**EMAIL EXCHANGE WITH RUNNYMEDE**

[REDACTED]

Thu 29/08/2019 15:31

[REDACTED]

▣

Compton Design Principles Engagement Workshop 2.pdf

492 KB

Hi [REDACTED]

Great to see you today. Please see the version of the Compton Workshop 2 presentation which we talked through during the meeting. Should you have any questions or comments then please let me know.

Thanks again,

[REDACTED]

-----Original Appointment-----

**From:** [REDACTED]**Sent:** 16 August 2019 17:11**To:** [REDACTED]**Subject:** Heathrow Compton Workshop 2 briefing**When:** 29 August 2019 14:00-15:00 (UTC+00:00) Dublin, Edinburgh, Lisbon, London.**Where:** The Compass Centre

Hi [REDACTED]

Great to speak today. Hope to see you on Tuesday 29<sup>th</sup> August. In the meantime, if there's anything I can help with then let me know.

Thanks,

[REDACTED]

**EMAIL TO HCNF/HCEB**

**From:** [REDACTED]  
**Sent on:** Wednesday, September 25, 2019 10:55:06 AM  
**To:** [REDACTED]  
**CC:** [REDACTED]  
**Subject:** FW: Compton departure route Workshop 2 notes and update

Hi [REDACTED]

The email below was sent from the HCNF inbox to community reps (HCNF/HCEB). I CC'd myself in.

[REDACTED]

**From:** [REDACTED]  
**Sent:** 25 September 2019 11:53  
**To:** [REDACTED]  
**Cc:** [REDACTED]  
**Subject:** Compton departure route Workshop 2 notes and update

Good morning,

We would like to thank you for your involvement in our recent engagement in relation to design principles for our proposed airspace change for the redesign of our easterly Compton departure route. Please find attached the meeting notes from the second of two workshops we held with local authorities and community representatives. During one of our workshop sessions we had a discussion concerning the re-prioritisation of our proposed design principles, with a number of attendees requesting that the noise-related design principle be moved above the design principle concerning air quality. Following this workshop, we held an internal discussion on this matter and have the following response, which will be included in our submission documents to the Civil Aviation Authority (CAA):

The CAA's airspace change process must operate within the Government's policy framework (as set out in [CAP1616](#)). Also, airspace design principles must take account of government policy documents such as the government's Air Navigation Guidance and local criteria such as section 106 planning agreements. The Air Navigation Guidance in particular:

- Establishes an environmental objective to minimise local air quality emissions and in particular ensure that the UK complies with its international obligations on air quality; and,
- States that while the CAA should prioritise noise below 7,000 feet, there could be circumstances where local air quality may be a consideration because emissions from aircraft taking off, landing, or whilst they are on the ground have the potential to contribute to overall pollution levels in the area. This could lead to a situation where prioritising noise creates unacceptable costs in terms of local air quality or might risk breaching legal limits.

The London Boroughs of Hillingdon, Hounslow and Spelthorne have declared Air Quality Management Areas because annual mean nitrogen dioxide levels were found to be exceeding the Government's Air Quality Objectives (AQO).

Given this policy context, Heathrow has prioritised the design principle for local air quality above that for aircraft noise. In practice, it is considered unlikely that any of the flight path options for the new

Compton SIDs will fail to meet these local AQOs. We will, however, assess this fully as part of our environmental assessment at Stage 3 of the CAP1616 process.

Also, on completion of our second round of workshops an additional note was added to design principle 3, stating that it was implicit that the airspace change proposal would comply with the CAA's Airspace Modernisation Strategy – CAP1711 (AMS). This was added following correspondence with the CAA in which they informed Heathrow that they would consider it 'best practice' to include a reference to the AMS in all airspace change proposals.

We will shortly be submitting our final design principles to the CAA - please find them attached to this email.

Should you have any questions or comments then please do not hesitate to contact me.

Thanks,

[Redacted]

[Redacted]

Community Relations Manager

**EMAIL TO LOCAL AUTHORITIES/HSPG**

**From:** [Redacted]  
**Sent on:** Wednesday, September 25, 2019 10:56:51 AM  
**To:** [Redacted]  
**CC:** [Redacted]  
**Subject:** FW: Compton departure route Workshop 2 notes and update

Hi [Redacted]

The email below was sent to LAs – chief executive officers, council leaders, relevant council personnel who attended (or at least intended to attend) our workshops.

I sent this to myself and BCC'd recipients. Similar to my previous email, confirming that sent to communities, they will be listed in the spreadsheet I shared with you earlier.

Thanks,

[Redacted]

**From:** [Redacted] [Redacted]  
**Sent:** 25 September 2019 11:54  
**To:** [Redacted] [Redacted]  
**Subject:** Compton departure route Workshop 2 notes and update

Good morning,

We would like to thank stakeholders who were involved in our recent engagement in relation to design principles for our proposed airspace change for the redesign of our easterly Compton departure route. Please find attached the meeting notes from the second of two workshops we held with local authorities and community representatives. During one of our workshop sessions we had a discussion concerning the re-prioritisation of our proposed design principles, with a number of attendees requesting that the noise-related design principle be moved above the design principle concerning air quality. Following this workshop, we held an internal discussion on this matter and have the following response, which will be included in our submission documents to the Civil Aviation Authority (CAA):

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We will shortly be submitting our final design principles to the CAA - please find them attached to this email.

Should you have any questions or comments then please do not hesitate to contact me.

Thanks,





Community & Stakeholder Manager - Airspace



**LOCAL AUTHORITIES EMAILED**

Local authority	CEO/Council Leader	Relevant officers
Bracknell Forest	[Redacted]	[Redacted]
Elmbridge	[Redacted]	[Redacted]
Hillingdon	[Redacted]	[Redacted]
Hounslow	[Redacted]	[Redacted]
Richmond Upon Thames	[Redacted]	[Redacted]
Runnymede	[Redacted]	[Redacted]
Spelthorne	[Redacted]	[Redacted]
Surrey Heath	[Redacted]	[Redacted]
Surrey County Council	[Redacted]	[Redacted]
Windsor & Maidenhead	[Redacted]	[Redacted]
Woking	[Redacted]	[Redacted]
Wokingham	[Redacted]	[Redacted]
<b>HSPG core team</b>	-	[Redacted]

## COMMUNITY GROUPS EMAILED

Organisation	Represents	Who will be attending	Email address(s)
HCNF	HACAN	[REDACTED]	[REDACTED]
HCNF	Englefield Green	[REDACTED]	[REDACTED]
HCNF	Englefield Green	[REDACTED]	[REDACTED]
HCNF	Englefield Green	[REDACTED]	[REDACTED]
HCNF	Windlesham Society	[REDACTED]	[REDACTED]
HCNF	Surrey County Council	[REDACTED]	[REDACTED]
HCNF	Englefield Green	[REDACTED]	[REDACTED]
HCNF	TAG	[REDACTED]	[REDACTED]
HCNF	TAG	[REDACTED]	[REDACTED]
HCNF	AN3V	[REDACTED] (in place of [REDACTED] - email included)	[REDACTED]
HCNF	Elmbridge area	[REDACTED]	[REDACTED]
HCEB	HCEB	[REDACTED]	[REDACTED]
HCEB	HCEB	[REDACTED] HCEB Strategic Advisory Group Residents representative (South Side)	[REDACTED]
HCEB	HCEB	[REDACTED] Director of HCEB	[REDACTED]
HCEB	HCEB	[REDACTED] HCEB Residents Advisor	[REDACTED]
HCEB	HCEB	[REDACTED]	[REDACTED]
HCNF	Stanwell Moor	[REDACTED] to attend Workshop 2	[REDACTED]

**EMAIL TO NATMAC****From:****Sent on:** Thursday, September 26, 2019 9:34:58 AM**To:****BCC:****Subject:** Compton 09L/R SID Design Principles - Update

Good Morning,

We would like to thank stakeholders who were involved in our recent engagement in relation to design principles for our proposed airspace change for the redesign of our easterly Compton departure route.

During one of our workshop sessions we had a discussion concerning the re-prioritisation of our proposed design principles, with a number of attendees requesting that the noise-related design principle be moved above the design principle concerning air quality. Following this workshop, we held an internal discussion on this matter and have the following response, which will be included in our submission documents to the Civil Aviation Authority (CAA):

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We will shortly be submitting our final design principles to the CAA - please find them attached to this email.

Thank you very much.

**Kind Regards**

[REDACTED]  
Airspace & Stakeholder Engagement  
Future Heathrow, Heathrow Expansion

#### **EMAIL TO AIRLINES**

**From:** [REDACTED]  
**Sent on:** Thursday, September 26, 2019 9:38:27 AM  
**To:**  
**BCC:** [REDACTED]  
**Subject:** Compton 09L/R SID Design Principles - Update

Good Morning,

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We will shortly be submitting our final design principles to the CAA - please find them attached to this email.

Thank you very much.

**Kind Regards**

  
Airspace & Stakeholder Engagement  
Future Heathrow, Heathrow Expansion

## **Heathrow's Design Principles for Compton 09L and 09R Standard Instrument Departures**

Final Prioritised Design Principles for CPT 09L and 09R SIDs	
1	Must be safe
2	Must not change the rest of the existing airspace network
3	<p>Must meet the three aims of the Noise Policy Statement for England<sup>6*</sup> (NPSE<sup>7</sup>);</p> <ol style="list-style-type: none"> <li>a. Avoid significant adverse impacts on health and quality of life</li> <li>b. Mitigate and minimise adverse impacts on health and quality of life</li> <li>c. Where possible, contribute to the improvements of health and quality of life</li> </ol> <p><small>*It is implicit that any airspace change proposal must meet the requirements of Air Navigation Guidance 2017<sup>8</sup> and the CAA's Airspace Modernisation Strategy<sup>9</sup></small></p>
4	Must meet local air quality requirements
5	Must not degrade Heathrow's runway throughput performance
6	Must enable the departures to stay within a Noise Preferential Route or Routes
7	<p>Mitigate the effects of aircraft noise, enabled through;</p> <ol style="list-style-type: none"> <li>a. Continuous climb for aircraft to be as high as possible, as soon as possible, balancing any benefits between community and the airline industry, subject to compliance with Design Principle 4</li> <li>b. Use of multiple routes, which diverge as soon as possible and converge as late as possible, to provide respite from aircraft noise, whilst sharing flights equitably and predictably across those routes</li> <li>c. Minimising tactical intervention by ATC below 7000ft<sup>10</sup></li> <li>d. Avoiding overflight of communities not currently overflowed by easterly CPT departures</li> <li>e. Positioning flights over non-residential areas, whilst avoiding AONBs and National Parks, where practicable</li> <li>f. Minimising the impact on communities overflowed by other routes to/from Heathrow</li> </ol>
8	Should not require any new Controlled Airspace (CAS)
9	Should not affect the ability for arrivals to Runways 09L and 09R to perform a Continuous Descent Approach

<sup>6</sup> The vision and aims of the NPSE should be interpreted by having regard to the set of shared UK principles that underpin the Government's sustainable development strategy

<sup>7</sup>

[https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment\\_data/file/69533/pb13750-noise-policy.pdf](https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/69533/pb13750-noise-policy.pdf)

<sup>8</sup> [https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment\\_data/file/653978/air-navigation-guidance-2017.pdf](https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/653978/air-navigation-guidance-2017.pdf)

<sup>9</sup> <https://publicapps.caa.co.uk/docs/33/CAP%201711%20Airspace%20Modernisation%20Strategy.pdf>

<sup>10</sup> See Main Document, section 3.6.2 and Appendix D for more information