



[REDACTED]
Heathrow Expansion
Heathrow Airport Ltd
The Compass Centre
Nelson Road
Hounslow, Middlesex
TW6 2GW
United Kingdom

6 September 2019

(sent by email)

Dear [REDACTED]

Ref: ACP 2017-43

London Heathrow - Airspace, Departures and Arrivals Procedure - Third runway (FASI South)

Thank you for your letter dated the 13th August 2019 in response to the CAA's letter which requires airspace change sponsors, which have been identified in the Masterplan as being part of FASI(S), to ensure that their change proposal includes a design principle which is in accordance with the CAA's published Airspace Modernisation Strategy (CAP 1711) and that it is afforded appropriate priority.

In your letter, you highlight that Heathrow has developed a final list of design principles, of which, five are considered by Heathrow as "mandatory". You go on to state that Design Principle 5 (which is one of your mandatory design principles) (**DP-5**) requires that your final airspace design "*Must meet commitments to the Government's airspace modernisation strategy*" and your design principles submission document states that "*Heathrow along with all UK airports has committed to deliver airspace modernisation by 2030 and is working with NATS and other airports in the South East to deliver to an agreed timeline*".

I have considered the points in your letter and I am content that DP-5 meets the requirements on sponsors of relevant ACPs to include a design principle which ensures that the final design accords with CAA's published Airspace Modernisation Strategy (**AMS**), and any update thereto. Further, I am also content that DP-5 is sufficient to identify that Heathrow is one of the key airports covered by the masterplan for modernisation of airspace in South East England (the **Masterplan**) - which, as you may know, has been co-commissioned by DfT and the CAA and which will, when sufficiently mature, be assessed and accepted into the AMS. As such, I am content that DP-5 is sufficient to make clear to stakeholders that Heathrow is working with other airports in the South-East, as coordinated by ACOG, to develop and deliver a single coordinated implementation plan for airspace changes in the South East England (i.e. the Masterplan). CAP 1616 allows sponsors to prioritise one design principle over another. Given the importance of ensuring coordination across ACPs which fall under the Masterplan and that Heathrow have identified DP-5 as

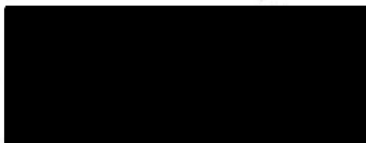
mandatory, we would expect that this design principle will be afforded the highest priority after safety.

Therefore, I note and accept your intention to retain DP-5 as currently drafted. I further note that you intend to bring the requirement to the attention of your stakeholders at the next available opportunity and that this will be formally documented at Stage 2 (Develop and Assess).

Accordingly, for the reasons stated in this letter, I confirm the CAA is content that Heathrow is able to meet the requirements of our letter dated the 29th July 2019.

On a separate matter, I am aware that you have raised a number of issues concerning the progress of this ACP under the CAP 1616 process. Whilst we will be providing a more detailed response to your questions in due course, I wanted to address some key issues in this letter as some of the points raised touch on the interface between the progress of the Masterplan work, the ongoing R3 ACP CAP 1616 process, the CAP 1616 processes of other ACP sponsors impacted by the Masterplan and your DCO application.

At present, the CAA, as author of the statutory AMS, and as co-sponsor of the Masterplan commission, is actively considering how the Masterplan work, as co-ordinated by ACOG, will interface with the individual ACPs. Specifically, how and when ACPs will need to be progressed to deliver the new airspace design envisaged by the Masterplan. However, it is already apparent, that an individual ACP should not proceed through Gateway 2 unless the sponsor can demonstrate the options developed through stage 2 are the product of co-ordination with other sponsors and that this co-ordination should be carried out under the Masterplan. Please be assured that the co-sponsor team at CAA will be producing more guidance on this shortly and will be discussing it with ACOG and all of the affected sponsors at that time.



Principal Airspace Regulator
Civil Aviation Authority