

7th October 2019

By Email

██████████
Future Airspace Manager
Civil Aviation Authority
Gatwick

Dear ██████,

Please accept this letter as Heathrow's combined response to two related requests from the CAA, as follows:

- Email from ██████████ dated 23 August 2019 regarding FASI-South-AMS Design Principle for 3R and 2R
- Letter from ██████████ dated 6 September 2019 regarding FASI-South-AMS Design Principle for 3R and Gateway 2 of CAP1616.

Firstly, we note that ██████████ email proposes that it would be best practice to include a reference to the CAA's Airspace Modernisation Strategy (AMS) in the design principles for Heathrow's two-runway (2R) ACPs. Heathrow accepts this position and will include such a reference in our 2R ACPs which have not yet passed through the Stage 1 Gateway. We have added a reference to the AMS to our Compton ACP design principles and stakeholders will be informed of this addition via email alongside the set of final design principles. We will include such a reference in all other 2R ACPs that are in Stage 1.

We are grateful for the confirmation in ██████████ letter that the inclusion of Design Principle 5 (DP5) for Expansion meets the CAA's requirements that compliance with the AMS is included as a core design principle.

Secondly, we note that the comment in ██████████ letter 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 coordination should be carried out under the Masterplan*".

Heathrow's airspace change for expansion is of unprecedented scale and scope as it involves a complete redesign of routes to and from the busiest airport in the country. In order to ensure that we comprehensively explore the options for achieving this we are seeking to take a large number of options through to the full options appraisal, so we can make a decision on which has the best outcomes based on a detailed dataset. We therefore expect to take a relatively large number of options through to stage 3 of the CAP1616 process.

We have a continuing programme of regular engagement with airports and other airspace change sponsors which will allow us to investigate and, in due course, resolve the potential interactions between our respective flight path options. This will feed into the ongoing design process, and allow us to remove any options with overly intractable issues at Stage 2 whilst collaboratively developing potential compromise options. However, given that we intend to take a relatively large number of options through to Stage 3 of the process, and use that process to identify the preferred design and its operating procedures, we do not believe that we will be in a position to formally agree preferred options for addressing the conflicts until the detail of the Stage 3 analysis is available and we, and other dependent airports, have further narrowed our options. We also recognise that we will potentially need to take more than one compromise option through to public consultation.

While we will not be in a position to formally agree the preferred design solutions for interactions at Stage 2, our Stage 2 submission will include record of engagement with all airports with dependent interactions and that a range of feasible design solutions exist for those airports at a similar stage. This will provide sufficient confidence for Heathrow airport to progress to Stage 3 without pre-empting the Stage 3 appraisal.

It should be emphasised that Heathrow cannot defer the Expansion ACP passing through the Stage 2 Gateway until all other change sponsors have reached Stage 2. Heathrow is scheduled to submit Stage 2 ahead of the DCO submission in June 2020, in order to provide the Secretary of State for Transport with assurance that the corresponding ACP is being progressed and is on track. It would have grave timetable implications if Heathrow was to defer its Stage 2 submission until all other change sponsors have reached the same point in Stage 2.

Yours sincerely,



Heathrow Expansion