

## STAKEHOLDER ENGAGEMENT CORRESPONDENCE

This Annex provides copies of all correspondence sent to stakeholders as detailed in the table below.

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Dear All,

## RAF NORTHOLT AIRSPACE CHANGE PROPOSAL – DESIGN PRINCIPLES

Due to the governments Airspace Modernisation Strategy, RAF Northolt has begun the process of conducting an Airspace Change Proposal. To ensure RAF Northolt remains able to operate into the future, the Station must assess and possibly amend its airspace use. This is also an opportunity to better design RAF Northolt's procedures and the local airspace, which has evolved without formal plan over the last decades.

In accordance with CAP 1616: Airspace Design, RAF Northolt is currently considering its airspace design principals. This requires stakeholder engagement to allow RAF Northolt to identify and communicate those design principals which it will apply to its airspace change design.

An Aviation Technical Workshop was held at RAF Northolt at the end of 2018. Invitees from across the spectrum of Northolt airspace users were present to contemplate and discuss principals that could be considered for the betterment of operations to and from RAF Northolt and reduce the impact on the local community. A summary of the workshop's considerations is detailed below and a copy of the minutes is available at Annex A.

### Summary:

- Preference was for a mix of departure directions, to include routing to the south, as current SIDs do not cater well for this direction, or at least an efficient means to enter the airways network.
- Precision Based Navigation (PBN) would be a preferred option for operations in and out of Northolt, including PBN approaches beyond the Final Approach Fix.
  - o PBN SIDs would allow a set arrival pattern / time of arrival.
  - o The ILS would remain in place for westerly operations.
- Other MOD aircraft that are not PBN equipped (eg fast jets) will still need to be catered for.
  - o Including means of an instrument approach to the easterly runway.
- Preference for efficient SIDs, with lower levels of controller intervention thus reducing cockpit workload.
- Preference that IFR flight should remain in controlled airspace at all times.
- Preference for arrival and departures to be unrestricted climbs and descents to/from 7000ft.
  - o A mix of SID climb gradients could be considered.
  - o Segmented approaches could be considered.
- Impact to the London Helicopter Lanes would need to be understood and considered in future design.

I invite you as stakeholders within this process to consider the output from the workshop, and alongside you own views, comment where you feel appropriate. This is an opportunity to voice

thoughts or considerations that will assist RAF Northolt with the development of the airspace design. This is an iterative process and RAF Northolt will communicate with stakeholders as it progresses through this proposal.

Please send any replies to [NOR-AirSpacePortal@mod.gov.uk](mailto:NOR-AirSpacePortal@mod.gov.uk) by no later than 10 April 2019, for consideration.

SENT TO LOCAL AIRSPACE USERS ON BEHALF OF [REDACTED]

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Dear All,

I am writing to inform you that the Government and Civil Aviation Authority are co-sponsoring a programme to modernise UK airspace.<sup>1</sup> Along with sixteen other airports in the South of England, Royal Air Force Northolt is fully engaged in this process which will necessitate the re-design of its departure and arrival routes and procedures up to 7000 feet.

The Airspace Change Proposal drawn up by Royal Air Force Northolt will be implemented under the Civil Aviation Authority's 'CAP1616'<sup>2</sup> process, which directs an airport or airfield to engage with those that may be affected by any proposed flightpath changes. We have identified **name of local airspace user** as a stakeholder in Royal Air Force Northolt's Airspace Change Proposal.

We want to ensure that you are aware of this Airspace Change Proposal, which is in its initial design stages and is not due for implementation before 2024. Therefore, we are engaging with all local airfields to understand what is important to them so that their views can be taken into account where there are choices to be made in the airspace proposal design process. To assist you in this, we have attached our draft Design Principles that we produced after discussions with the current airfield users and seek your comment on them.

The Design Principles are not in priority order, but we recognise that some principles will be of greater importance to you than others and indeed you may disagree with some of them. We encourage your comments and suggest that you use the enclosed Design Principles table to compose your response. We would be very grateful for a return from you by 15 April 2019.

Please ensure that all correspondence is directed to the following email address which is dedicated to this project: [nor-airspaceportal@mod.gov.uk](mailto:nor-airspaceportal@mod.gov.uk). Should you have any questions please do not hesitate to get in touch with me or my team.

Enclosure:

1. Royal Air Force Northolt Draft Design Principles.

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<sup>1</sup> [CAP1711 - Airspace Modernisation Strategy](#).

<sup>2</sup> [CAP1616 - Airspace Design, Guidance and Process](#).

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Dear All,

**ROYAL AIR FORCE NORTHOLT AIRSPACE CHANGE PROPOSAL**

I am contacting you regarding the Airspace Change Proposal that Royal Air Force Northolt is required to conduct under the Department for Transport's Airspace Modernisation Strategy and in conjunction with the Future Airspace Strategy Implementation (South) programme.

As a member of the FASI-S Working Group, our airports have already begun collaborative work towards the implementation of this government strategy and are identifying how to carry out this project. Whilst the FASI-S Working Group provides a means for the member airports to communicate, it is still important that where necessary, individual airports have the opportunity to engage and comment on each other's Airspace Change Proposals.

RAF Northolt is currently identifying the initial design criteria and I would like to take this opportunity to engage with *name of Airport stakeholder* to understand what is important to your organisation, so that your views may be taken into account where there are choices to be made in the airspace proposal design process. To assist you in this, we have attached our draft Design Principles that we produced after discussions with other stakeholders and seek your comment on them.

The Design Principles are not in priority order, but we recognise that some principles will be of greater importance to you than others and indeed you may disagree with some of them. We encourage your comments and suggest you use the enclosed Design Principles table to compose your response. We would be very grateful for a return from you by 15 April 2019.

Please ensure all correspondence is directed to the following email address which is dedicated to this project: [nor-airspaceportal@mod.gov.uk](mailto:nor-airspaceportal@mod.gov.uk). Should you have any questions please do not hesitate to get in touch with me or my team.

Dear All,

**ROYAL AIR FORCE NORTHOLT AIRSPACE CHANGE PROPOSAL**

I would like to inform you about the Airspace Change Proposal that Royal Air Force Northolt is required to draw up under the Department for Transport’s Future Airspace Strategy Implementation (South) programme. This programme involves all airports and airfields in the south east of England and is not due for implementation before 2022.

This Airspace Change Proposal will be implemented under the Civil Aviation Authority’s ‘CAP1616’ process, which directs an airport or airfield to engage with those geographical areas that may be affected by any proposed flightpath changes. We have identified that your council could be affected by Royal Air Force Northolt’s Airspace Change Proposal.

We want to ensure that you are aware of this Airspace Change Proposal, and whilst considering our initial design criteria, seek your input. We would like to understand what is important to the Council and local residents and this information will influence our ‘Design Principles’ and ensure that local opinion is taken into account, where there are choices to be made in the airspace proposal design process.

We have already started our engagement with local residents through 2 focus groups, held on 5 February 2019, and the excellent feedback we received has informed our initial work. We will continue our engagement with local people through briefings at resident association meetings, but we also seek your views as a council as to what Royal Air Force Northolt needs to consider in producing its Airspace Change Proposal. To assist you in this, we have enclosed our draft Design Principles which we have produced after our initial discussions and seek your comment on them.

The Design Principles are not in priority order, but we recognise that some principles will be of greater importance to you than others and indeed you may disagree with some of them. We encourage your comments (in whatever written format) and would be very grateful for a return from you by 15 April 2019.

Please ensure all correspondence is directed to the following email address which is dedicated to this project: [nor-airspaceportal@mod.gov.uk](mailto:nor-airspaceportal@mod.gov.uk). Should you have any questions please do not hesitate to get in touch with me or my team.

Enclosure – RAF Northolt Draft Design Principles

Dear All,

**ROYAL AIR FORCE NORTHOLT AIRSPACE CHANGE PROPOSAL**

I am contacting you regarding the Airspace Change Proposal that Royal Air Force Northolt is required to draw up under the Department for Transport's Future Airspace Strategy Implementation (South) programme. This programme involves all airports and airfields in the south east of England and is not due for implementation before 2024.

This Airspace Change Proposal will be implemented under the Civil Aviation Authority's 'CAP1616' process, which directs an airport or airfield to engage with those geographical areas that may be affected by any proposed flightpath changes. We have identified that the constituency, for which you are Member of Parliament, could be affected by Royal Air Force Northolt's Airspace Change Proposal.

We want to ensure that you are aware of this Airspace Change Proposal, which is currently identifying the initial design criteria. We are engaging with the London Borough of Hillingdon Council and its residents, to understand what is important to them so that their views can be taken into account where there are choices to be made in the airspace proposal design process.


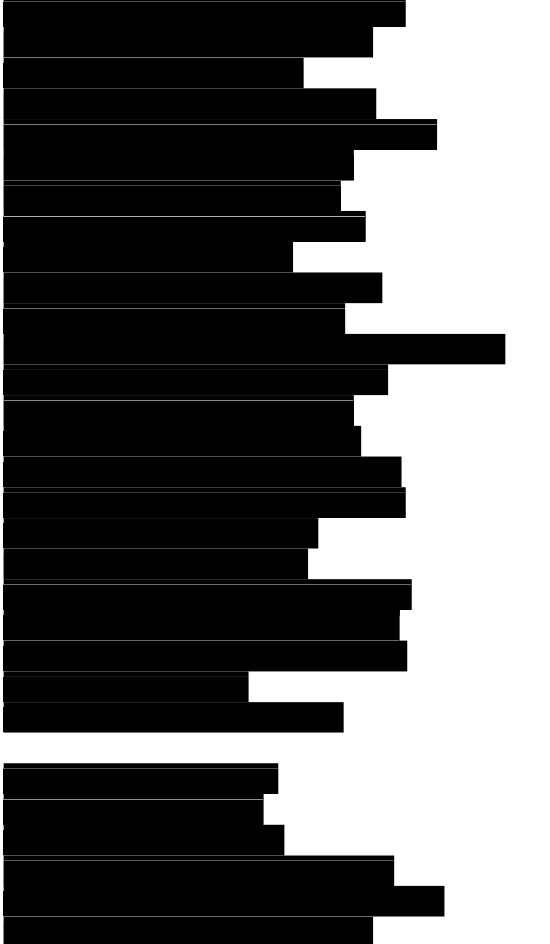
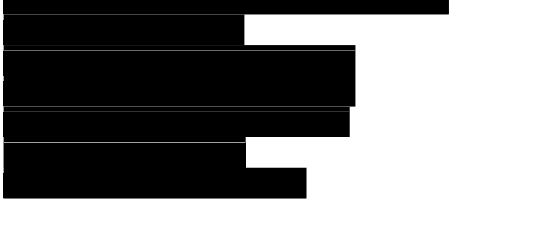
Should you have any questions please do not hesitate to get in touch with me.

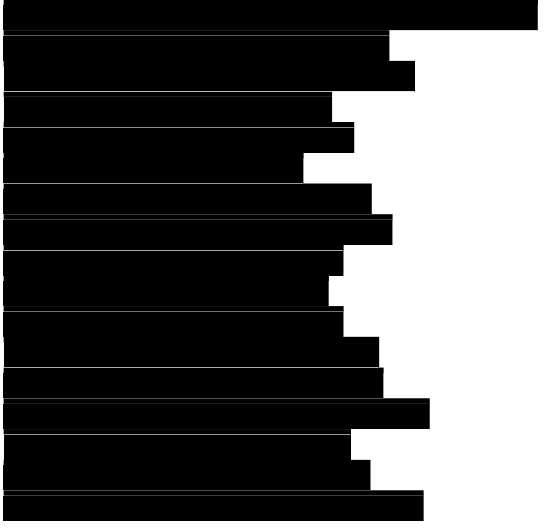

### Stakeholder Address List

Stakeholder Group	Stakeholder Name	Stakeholder Contact Details Used
Northolt User Community	Abelag	[REDACTED]
	ABS Jets	[REDACTED]
	Aero-Dienst	[REDACTED]
	Aerowest	[REDACTED]
	Air Alliance Express	[REDACTED]
	Air Alsie	[REDACTED]
	Air Charter Scotland	[REDACTED]
	Air Go Flug	[REDACTED]
	Air Hamburg	[REDACTED]
	Air Pink	[REDACTED]
	Air X	[REDACTED]
	Airjetsul	[REDACTED]
	Airlec Air Espace	[REDACTED]
	Albinati	[REDACTED]
	Arcus Air	[REDACTED]
	Arena Aviation	[REDACTED]
	ASL	[REDACTED]
	Aston Jet	[REDACTED]
	Atlas Air Service	[REDACTED]
	Atlas Helicopters	[REDACTED]
	Aurora Aviation	[REDACTED]
	Avcon Jet	[REDACTED]
	Avianet 24	[REDACTED]
	Avidus Jet Management	[REDACTED]
	Avionord	[REDACTED]
	Aviostart	[REDACTED]
	BASF SE	[REDACTED]
	Blue Square Aviation Group	[REDACTED]
	Bookajet	[REDACTED]
	Capital Air Ambulance	[REDACTED]
	Cartier	[REDACTED]
	Cat Aviation	[REDACTED]
	Catreus	[REDACTED]
	Centreline	[REDACTED]
	Chartright Air Group	[REDACTED]
	Colt International	[REDACTED]
	Comlux Malta	[REDACTED]
	DAS Private Jets	[REDACTED]
	DC Aviation	[REDACTED]
	Dietz AG	[REDACTED]
	Donington Aviation	[REDACTED]
	DRF Stiftung	[REDACTED]
	E Aviation	[REDACTED]
	EFS European Flight Service AB	[REDACTED]
	Elitavia	[REDACTED]
Elite Jet	[REDACTED]	
Excellent Air	[REDACTED]	
Exxaero	[REDACTED]	
FAI Rent-a-Jet	[REDACTED]	
Flairjet	[REDACTED]	
Flight Partner	[REDACTED]	
Flight Services International	[REDACTED]	
Flightworx	[REDACTED]	
Fly Easy	[REDACTED]	
Flying Group	[REDACTED]	



Gama Aviation	[REDACTED]
Gestair	[REDACTED]
G-Jet Service s.r.o	[REDACTED]
Global jet	[REDACTED]
Globe Air	[REDACTED]
Glock Aviation	[REDACTED]
Heerema	[REDACTED]
HTM Jet Service	[REDACTED]
Hummingbird	[REDACTED]
IAS Medical	[REDACTED]
ImperialJet Europe	[REDACTED]
Ineos	[REDACTED]
International Jet Management	[REDACTED]
International Trip Planning Services	[REDACTED]
IX Air	[REDACTED]
Japat AG	[REDACTED]
Jato LXS	[REDACTED]
Jeppesen San Jose (Dataplan)	[REDACTED]
Jet Aviation	[REDACTED]
Jet Bee	[REDACTED]
Jet Corporate	[REDACTED]
Jet Executive	[REDACTED]
Jet Story	[REDACTED]
Jetfly Aviation	[REDACTED]
Jivair	[REDACTED]
Jung Sky	[REDACTED]
Laudamotion	[REDACTED]
London Executive Aviation	[REDACTED]
Luxaviation	[REDACTED]
Lyddair	[REDACTED]
Lyon Aviation	[REDACTED]
Masterjet-Unijet	[REDACTED]
MHS Aviation	[REDACTED]
NetJets	[REDACTED]
NetJets US	[REDACTED]
Nomad Aviation	[REDACTED]
North Flying	[REDACTED]
Omni Aviation	[REDACTED]
OnTopAir Charter	[REDACTED]
Orascom Aviation	[REDACTED]
Pan Europeene	[REDACTED]
Premium Jet	[REDACTED]
Presidential Aviation	[REDACTED]
Prince Aviation	[REDACTED]
ProAir Aviation	[REDACTED]
Rockwell Collins	[REDACTED]
Royal Flight of Jordan	[REDACTED]
SAP SE	[REDACTED]
Saxon Air	[REDACTED]
Signum Aviation	[REDACTED]
Silver Cloud	[REDACTED]
Sirio	[REDACTED]
SIXT Air	[REDACTED]
Smart Jet	[REDACTED]
Spire Jet	[REDACTED]
Spree Flug	[REDACTED]
Sundt Air	[REDACTED]
Tag Geneva	[REDACTED]
Tag uk	[REDACTED]
Time Air	[REDACTED]

	<p>Transavia  Travel Service  Travion  Tyrolean Jet Service  UAS International Trip Support  Universal Aviation  VistaJet  Windrose Air  X Operations companies  XJC Jets  Zenith Aviation  Zephyr Aviation</p>	
Community Stakeholders	<p>Ickenham Residents Association  North Uxbridge Residents Association  South Ruislip Residents Association</p>	
MPs and Constituencies	<p>Aylesbury  Brent Central Boro  Brent North Boro  Chesham and Amersham  Chingford and Woodford Green  Chipping Barney Boro  Ealing Central and Acton Boro  Ealing North Boro  Ealing Southall Boro  Edmonton Boro  Enfield North Boro  Enfield Southgate Boro  Epping Forest  Finchley and Golders Green Boro  Hampstead and Kilburn Boro  Harrow East Boro  Harrow West Boro  Hayes and Harlington Boro  Hemel Hempstead  Hendon Boro  Hertsmere  Hornsey and Wood Green Boro  Maidenhead Co  Ruislip, Northwood and Pinner Boro  Slough Boro  South West Hertfordshire Co  St Albans  Tottenham Boro  Uxbridge and South Ruislip Boro  Watford Boro  Wycombe</p>	
Local Airspace Users	<p>Blackbushe  Denham Aerodrome  Elstree Aerodrome  Farnborough Airport  North Weald Airfield  White Waltham Airfield  Wycombe Airpark</p>	

<p>Council Chief Executives</p>	<p>Chiltern and South Bucks District Council  Dacorum Borough Council  Hertsmere Borough Council  London Borough of Barnet  London Borough of Brent  London Borough of Ealing  London Borough of Enfield  London Borough of Haringey  London Borough of Harrow  London Borough of Hillingdon  Slough Borough Council  St Albans City and District Council  Three Rivers District Council  Waltham Forest District Council  Watford Borough Council  Windsor and Maidenhead Borough Council  Wycombe District Council</p>	
<p>London Airports</p>	<p>Heathrow Airport  London Gatwick Airport  London Luton Airport  London City Airport</p>	

## Royal Air Force Northolt Draft Design Principles

1. In the tables below, we have set out the draft Design Principles that will help shape the Airspace Change Proposal for Royal Air Force Northolt. Some of the Design Principles are set in stone and no comment is requested, but we seek your input into the remainder.
2. **Table 1.** These Design Principles do not require your comments but are included for your awareness.

Proposed Design Principle	Reasoning
Must be safe	Provide a safely designed airspace structure and routes, to ensure the safe operation of aircraft
Must ensure continuation of military and governmental operational activity	RAF Northolt must be able to operate to its current commitments and future Defence requirements

3. **Table 2.** Please consider the Design Principles for the *general design of the Airspace Change Proposal* in Table 2 below. You are requested to rank them in level of importance to you and your organisation and residents, where 1 is the most important and 5 is the least important. Please then comment on your ranking for each Design Principle.

Proposed Design Principle	Reasoning	Ranking	Comment
Should minimise impact on other airspace users	Minimise dependencies on other airspace users, including neighbouring airports, and consider opportunities to give away airspace that is not required for future operations		
Should facilitate design using modern navigational technology	Airspace and routes designed favouring the latest navigational technology		
Should facilitate operational efficiencies to maximise benefits to all stakeholders	Flight paths that minimise the workload of pilots and air traffic control, as well as design more efficient routes		
Should minimise fuel and greenhouse gases (for civil operations)	Seek to minimise the amount of fuel and CO2 emissions produced. Consideration of short, direct flight paths		
Should minimise the impact of aircraft noise	Comply with government regulation and policy on noise impact. Aim to reduce effects on health and quality of life by considering local circumstances		

4. **Table 3.** Please consider the Design Principles for *minimising the impact of aircraft noise* in Table 3 below. You are requested to rank them in level of importance to you and your organisation and residents, where 1 is the most important and 5 is the least important. Please then comment on your ranking for each Design Principle.

Proposed Design Principle	Reasoning	Ranking	Comment
Minimise the number of people newly overflown	Limit designing new routes over those people who are not currently overflown by keeping routes as close to today's flight paths as possible		
Minimise the total number of people affected by noise	Reduce the number of people overflown by aircraft. This would lead to aircraft concentrated over a smaller number of routes		
Consider fewer people affected, but more noise	A steeper climb gradient would result in a potential increase in noise, but over a smaller area		
Consider more people affected, but less noise	A shallower climb gradient would result in potential reduction in noise, but over a larger area		
Prioritise flight paths over rural areas rather than urban areas	Favour routes over rural areas, rather than residential areas in towns and cities		

5. Please make any other comments you see fit on our draft Design Principles.

A large, empty rectangular box with a thin black border, intended for providing comments on the draft Design Principles.





include routing to the south, as current SIDs do not cater well for this direction, or at least an efficient means to enter the airways network.

4. It was stated that there is an intent by NATS to decommission ground-based navigation aids and rely on Precision Based Navigation (PBN) procedures. It was agreed that PBN would be a preferred option for operations in and out of Northolt, as the majority of aircraft are suitably equipped. However, the current 32 Sqn BAE 146 is not capable of flying to certain PBN standards. A move toward PSN SIDs and STARs would need to be considered for any future Command Support Air Transport (CSAT) aircraft. It was also stated that other MOD aircraft that are not PBN equipped (fast jets) will still need to be catered for.

5. With regard to current SIDs, it was stated that the defined route and climb profile is rarely flown, with ATC intervention common and subsequent increase in cockpit workload. Stakeholders expressed their preference for efficient SIDs, with lower levels of controller intervention, thus allowing them to access the network with minimal interference, whilst reducing cockpit workload.

6. It was discussed that due to the constrained airspace to the west, in order to deconflict Heathrow and Northolt arrivals traffic on easterlies, Northolt arrivals could be planned to fit within Heathrow slots. However, the nature of Northolt traffic being unscheduled, combined with 32 Sqn's changeable operations meant this would limit the value and impact Heathrow capacity.

7. It was the stated preference by all attendees that IFR flight should remain in controlled airspace at all times. Current airspace construct is adequate for all stakeholders. However, a means to predict precise arrival times would assist 32 Sqn crews in their task, whilst also increase airspace and fuel efficiencies. The provision of a PBN SID, would allow a set arrival pattern there

8. CDA/CCO and Letterboxes. The attendees stated their preference for arrival and departures would be unrestricted climb and descent to/from 7000ft with minimum ATC intervention.

a. It was agreed by all that flight efficiency into the network would be a priority for any new SIDs and STARs design.

b. In order to maximise airspace efficiency and reduce ambient noise, it was discussed that varied angle approaches could be considered. All attendees confirmed this was within their current capability.

c. In order to synchronise with Heathrow's minimum climb gradient, it was suggested that Northolt SIDs should be a minimum of 5%. Civilian attendees stated their normal minimum climb gradient exceeded 10%, whilst 32 Sqn can currently operate to 7%, therefore a mix of climb gradient SIDs could be an option.

(1) To allow maximum efficiency and unrestricted climb it was stated that the letter box option may be impracticable and that a lozenge shape was the preferred option.

(2) It was stated that Heathrow were considering a minimum 4% climb gradient following missed approach. All attendees agreed a 4% Map was achievable.

9. [REDACTED] stated that due to judicial review, the current level of civilian movements (12,000 per annum) was extant. MOD movements would remain as directed by Air Command and the airfield will still need to operate the swathe of military and governmental movements.

10. It was discussed that if the third runway option at Heathrow proceeded, rotary traffic could face significant delay crossing Heathrow on a North South axis. The 32 Sqn rotary participant stated that the North South axis across Heathrow was rarely used and therefore this was not a factor.

- a. It was mentioned that PBN arrivals to Northolt could impact current Heli lane flights. In particular H10 West could conflict with arrival traffic when Northolt was operating to the easterly runway, as there would need to be a way to deconflict the 2. This would need to be considered in any future design.

## **Airfield**

11. Operating Hours. Options on Northolt opening hours were discussed. Civilian attendees agreed that current opening hours were sufficient. Military access would remain 24 hours as required.

12. Approach Aids. There was discussion regarding current and future approach aids into Northolt. Construction of the potential third runway at Heathrow would impinge on current runway 07 approaches to RAF Northolt, particularly the Precision Approach Radar and Surveillance Radar Approach, in part due to accuracy and potential for controller error.

- a. It was stated that whilst ILS 25 would remain extant, an ILS to 07 was unfeasible due to the cross-over of the centre lines between Northolt and Heathrow.
- b. One of the options discussed was for a PBN approach to runway 07. This would require a higher standard of equipage (<RNP1). Whilst civilian attendees and 32 Sqn B Flight (rotary) confirmed this was within their capabilities, and agreed it would be beneficial, it is currently not available for 32 Sqn A Flight (fixed wing). However future CSAT should have this capability.
- c. It was stated that the requirement for non-PBN equipped aircraft (legacy ac, fast jets etc) to conduct instrument approaches to runway 07 would need to remain for operational reasons.

## **AOB**

13. Future representation and contacts:

- a. For any airspace development which could impact future aircraft capabilities developments, both fixed wing and rotary wing, CSAT Cap Del is to be informed.
- b. 1 and 2 Group representation should be included in any future engagement.
- c. 2 Group, Group Captain Ops to be informed of developments.
- d. RAF Northolt Project Board should include Airspace Change on the agenda.
- e. Once approved, it was agreed by all attendees that these minutes could be published to the wider Northolt user community.

[REDACTED]

**MINUTES OF RAF NORTHOLT AIRSPACE CHANGE PROPOSAL ENGAGEMENT MEETING  
WITH DENHAM AIRPORT HELD AT THE PILOT CENTRE, DENHAM AIRPORT**

**ON 04 MARCH 2019 13:00-15:00**

15 Mar 19

<b>Present</b>	<b>Appointment</b>	<b>Representing</b>
[REDACTED]	Chairman	RAF Northolt
[REDACTED]	Secretary	RAF Northolt
[REDACTED]	Aerodrome Manager	Denham Airport
[REDACTED]		Denham Airport
[REDACTED]	Head of Training	Denham Airport

**Meeting Opening Statement**

Following an Assessment meeting with CAA on 24 January 2019 where RAF Northolt put forward a Statement of Need, the CAA have agreed that RAF Northolt is in place to begin an Airspace Change Proposal (ACP) in response to the government’s Airspace Modernisation Strategy and in conjunction with the FASI South programme. Further, due to potential expansion at London Heathrow with a third runway and Heathrow’s own FASI related ACP, it has been identified that RAF Northolt will need to amend its own use of airspace. The RAF Northolt ACP provides the means to ensure the airfield is able to meet its task as a strategic MOD site and is able to access the airways network without adverse impacts from other airspace changes.

<b>Item</b>	<b>ACTION</b>
<p><b>Item 1 – Introduction/Apologies for Absence</b></p> <p>[REDACTED] welcomed attendees and thanked Denham Airport (DA) for accepting the meeting.</p> <p>All parties introduce themselves.</p>	
<p><b>Item 2 – Statement of Need</b></p> <p>[REDACTED] stated the purpose of the meeting was to engage with DA in light of RAF Northolt’s recent FASI ACP. As per the CAA requirement which is detailed in CAP</p>	

1616, RAF Northolt is required to engage with identified stakeholders during the process. ■ stated that RAF Northolt intends to be transparent throughout the ACP process with all stakeholders.

The steps involved in the ACP process were outlined by ■ and it was explained that RAF Northolt is currently undertaking step 1b, determining its Design Principles (DP). This requires engagement with all stakeholders to help RAF Northolt consider what DPs could be appropriate, and DA falls into this category.

### Item 3 – Discussion

DA stated that its primary concern was related to safety, if any changes to airspace were to take place. ■ agreed with DA and declared that safety was listed as an overarching principle in RAF Northolt's ACP, and that safety would not be compromised as part of this project.

■ explained that any airspace changes would, as best as possible, facilitate operational efficiencies to maximise benefits to all stakeholders, which includes DA. As an example, ■ explained this could take into consideration changes to climb gradients which could better facilitate DA operations, and that means to potentially reduce impact on both airfields could be investigated.

DA stated it was content that this principle could be beneficial.

DA queried if RAF Northolt would increase its dependency on Heathrow as a result of its ACP. ■ stated that the preference is for RAF Northolt to operate separately from Heathrow and have minimal dependency and impact on other airspace users, but the reality is still unknown.

■ discussed that a potential principle within its ACP could be to design procedures using modern navigation technology. The benefits of Precision Based Navigation (PBN) and Required Navigation Performance (RNP) were discussed as DA mentioned its own aspirations for IFR procedures. The discussion also included the assistance RAF Northolt provides to DA aircraft, when they operate in/out of the airway, and how this could be affected by the future design. DA has considered initiating its own ACP as a result of the programme.

DA raised the issue that the Letter of Agreement (LoA) between RAF Northolt and DA required review. This included the recommendation of increasing the height of

<p>the LFA to 1,200 AMSL, which had been identified by NATS as a means to reduce technical infringements, due to instances of aircraft inadvertently penetrating above. ■ stated that the LoA was now being staffed by Northolt Radar based at RAF(U) Swanwick. ■ stated that Northolt would consider a Design Principle that would seek to minimise impacts to other airspace users.</p> <p>DA further raised their wish to extend the LFA to include a fillet of airspace to the west. This would enable Denham to operate more freely in this area, particularly for arriving aircraft, and potentially reduce instances of airspace infringement. This led to the discussion regarding the provision of a conspicuity squawk. ■ stated that he was unable to provide a squawk as he does not have the means, but he recognised the benefit of such a procedure.</p> <p>The benefit of limiting noise effects across the community was also discussed. ■ explained that a letter will be sent out to communities outlining RAF Northolt's ACP, in order to engage on this issue with members of the public.</p>	
<p><b>Item 7 – Next steps</b></p> <p>■ reiterated that engagement with stakeholders would be on-going throughout the ACP and DA's opinions were valuable throughout the process. DA will communicate any further input should it arise, and RAF Northolt shall continue to engage with the airport.</p>	
<p><b>Item 8 – Any other business</b></p> <p>■ provided an update on RAF Northolt's upcoming runway refurbishment. Works will commence as of mid-April and should take place over a 26-week period, with completion estimated for the end of October. No fixed wing aircraft will be able to arrive/depart from RAF Northolt during this time. Rotary aircraft will continue to operate from RAF Northolt over the period of refurbishment.</p>	

**ACTIONS ARISING FROM RAF NORTHOLT AIRSPACE CHANGE PROPOSAL ENGAGEMENT MEETING WITH DENHAM AERODROME**

Subject	Name	Action	Deadline
Minutes	[REDACTED]	Produce Engagement Meeting Minutes and upload to CAA Portal once agreed by both parties.	15/04/2019

**MINUTES OF RAF NORTHOLT AIRSPACE CHANGE PROPOSAL ENGAGEMENT TELCON  
MEETING WITH THE GENERAL AVIATION ALLIANCE ON 03 APRIL 2019 16:30-17:30**

8 Apr 19

<b>Present</b>	<b>Appointment</b>	<b>Representing</b>
████████████████████	██████████	RAF Northolt
████████████████████	██████	General Aviation Alliance

**Meeting Opening Statement**

Following an Assessment meeting with CAA on 24 January 2019 where RAF Northolt put forward a Statement of Need, the CAA have agreed that RAF Northolt (NOR) is in place to begin an Airspace Change Proposal (ACP) in response to the government’s Airspace Modernisation Strategy and in conjunction with the FASI South programme. Further, due to potential expansion at London Heathrow with a third runway and Heathrow’s own FASI related ACP, it has been identified that RAF Northolt will need to amend its own use of airspace. The RAF Northolt ACP provides the means to ensure the airfield is able to meet its task as a strategic MOD site and is able to access the airways network without adverse impacts from other airspace changes.

<b>Item</b>	<b>ACTION</b>
<p><b>Item 1 – Introduction/Apologies for Absence</b></p> <p>█████ thanked █████ for taking part in this telephone conversation after a previous meeting had been cancelled due to ill health.</p>	
<p><b>Item 2 – Statement of Need</b></p> <p>█████ stated the purpose of the meeting was to engage with the GAA in light of RAF Northolt’s recent FASI ACP. As per the CAA requirement, which is detailed in CAP 1616, RAF Northolt is required to engage with identified stakeholders during the process.</p> <p>█████ explained that RAF Northolt is currently undertaking step 1b, in order to determine its Design Principles (DP). This requires engagement with all</p>	



stakeholders to help RAF Northolt consider what DPs could be appropriate, and the GAA falls into this category.

█ explained that he had elected to represent the General Aviation Alliance (GAA) during the Northolt ACP, and that he was an active member of the British Microlight Aircraft Association. █ outlined the member organisations of the GAA and that the aim of the GAA was to work towards a common aim to help ensure airspace is available for all users.

In a previous email, █ had sent █ a list of considerations which the GAA would like airspace change sponsors to consider. This list is attached at Annex A.

### **Item 3 – Discussion**

█ stated that early engagement was imperative for change sponsor to better understand the requirements of other airspace users. █ then used the points listed in Annex A to form the discussion.

Design Principles:

a. No3. █ explained that the default airspace classification should be considered as Class G and controlled airspace should only be used where necessary; controlled airspace should fulfil a safety need and not be solely based on commercial expediency. Examples were given of where such airspace had restricted GA activity and, in some instances, created potentially less safe airspace for aircraft outside the controlled airspace.

b. No7. █ requested that only the minimum required airspace should be implemented. The inclusion of efficient rates of climb and descent should better enable the use of airspace and this should be considered. █ agreed and stated that to minimise the impact on other airspace users is an intent of the ACP.

c. No9. █ stated that steeper climb and descent gradients minimise the requirements for CAS. █ agreed in principle but detailed the location of NOR and how the intricacies of the surrounding flight routes may impact on the ability to accommodate this principle.

d. No8. ■ explained how the minimum number of departure routes can reduce the need for excessive airspace. ■ cited examples of where airspace had been altered for new flight routes which were not used to the capacity detailed by the sponsor. ■ stated that NOR is not looking to increase its capacity and that any design would be required to manage the expected levels of traffic.

e. No12. ■ detailed how the flexible use of airspace would be welcomed, including non-exclusive use. ■ explained that NOR lies within class D which currently enables rotary aircraft to transit in the vicinity of the airfield, but that its proximity to Heathrow will always be an impeding factor. However, means to identify flexible use of airspace could be considered.

f. No1. ■ conveyed how GA is entitled to undertake their activities safely and that the safety of commercial flights should not be used to unnecessarily expand airspace requirements. ■ gave examples where ACPs had considered the safety of flights but was considered by the GAA as excessive. ■ agreed that appropriate consideration of the necessary airspace would be required.

g. No2. ■ stated that consideration must be inclusive of directed modernisation strategies and technological efficiencies. ■ explained that this was a key reason behind the NOR ACP and agreed the benefits in using modern technologies.

h. No4/5/6. ■ explained that previous ACPs had forecast traffic numbers which post implementation had not occurred. ■ stated that NOR is capped at 12,000 commercial movements a year and there is no intent to increase this number, but it will always be required to conduct activity in-line with Defence need.

i. No10. ■ detailed that the use of class E airspace seemed to be on the rise and explained the implications of this on the GA, whilst referencing the use of Transponder/Radio Monitoring Zones. ■ agreed that airspace classification should be considered as part of the overall design.

j. No11. ■ mentioned the coordination of activity above 7000ft. ■ that the London Airspace Management Programme (LAMP) was a member of the FASI Working Group, and that this programme was investigating means to efficiently connect activity above and below 7000ft. ■ also

<p>mentioned that NOR was in consultation with the LAMP requirements team.</p> <p>k. No13. ■ agreed that the early engagement with the GAA will help assist in the provision of efficient consultation. ■ was happy that both organisations had been able to make contact and discuss the ACP.</p>	
<p><b>Item 7 – Next steps</b></p> <p>■ reiterated that engagement with stakeholders would be on-going throughout the ACP and the GAA’s opinions would be taken into account. ■ would provide ■ with a draft copy of the minutes to comment and once agreed, would upload this to the ACP Portal.</p>	
<p><b>Item 8 – Any other business</b></p> <p>Nil.</p> <p>■ thanked ■ for his time and input.</p>	

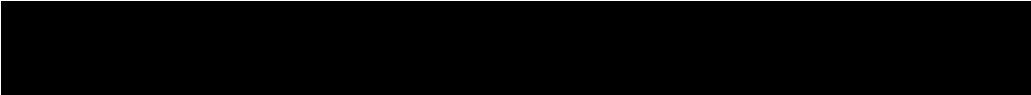
**ACTIONS ARISING FROM RAF NORTHOLT AIRSPACE CHANGE PROPOSAL ENGAGEMENT MEETING WITH DENHAM AERODROME**

Subject	Name	Action	Deadline
Minutes	[REDACTED]	Produce Engagement Meeting Minutes and upload to CAA Portal once agreed by both parties.	15/04/2019

## **GAA DESIGN PRINCIPLES DURING ACP ENGAGEMENT**

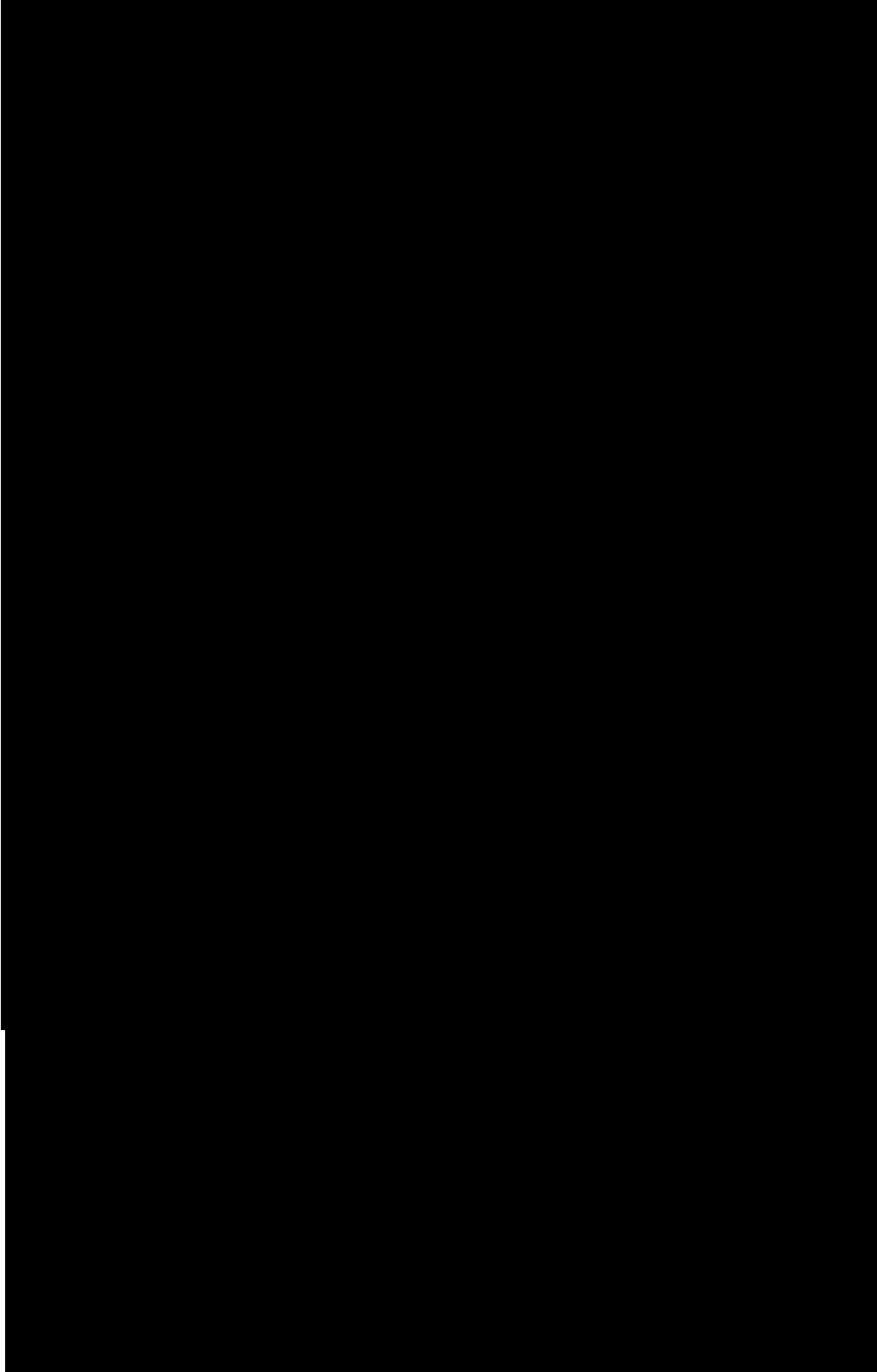
1. An assumption that GA including sporting and recreational aviation is entitled to continued safe use of airspace and that commercial aviation does not have a right to limit airspace access
2. Sponsors must show how they are integrating their proposal within the overall UK airspace modernisation context (for example, proposals which do not connect efficiently between upper and lower airspace (potentially under different airspace "management") would only inhibit overall airspace efficiency and therefore not receive our support)
3. Reiteration that the UK airspace's default classification is G
4. Expectation that data used, particularly forecasts, will be verifiable including details of any and all assumptions
5. Proper validation of forecast traffic levels
6. Proper analysis of overall airspace safety changes i.e. based on modelling and evidence rather than purely subjective opinion.
7. Minimum size of controlled airspace
8. Minimum number of departure/arrival routes
9. Steeper and continuous climbs and descents for cost and environmental benefits as well as minimisation of CAS footprint in accordance with the FAS/AM principles.
10. Use of Class E airspace without an EC mandate
11. Optimisation of the development work above and below the 7,000ft NATS en-route split.
12. Flexible use of airspace including interoperability with existing e-conspicuity, eg FLARM and PilotAware
13. Efficient consultation

**From:**



**Sent on:** Wednesday, April 10, 2019 9:02:53 AM

**To:**



CC:

**Subject:** 20190410-RAF Northolt Airspace Change

**Attachments:** 20190320-RAF Northolt Draft Design Principles-Airfields-AL1-O.DOCX (66.63 KB)

Dear Sir, Maam et al,

To increase capacity within UK airspace and to allow for advancements in technology, the Government have directed that airspace in and around the London Terminal Manoeuvring Area (TMA), including approach and departure routes for all airports, should be reviewed. As a result, RAF Northolt is currently undertaking an Airspace Change Proposal (ACP). The modernisation of airspace, in particular the airspace around London, will be a collaborative endeavour. The programme of airspace change across southern England (and parts of Wales) is known as Future Airspace Strategy Implementation – South (FASI-S); all London airports are undertaking an ACP. Any change an airport may wish to introduce could potentially impact other airports, airspace users and local communities. Collectively, many stakeholders (including military users) at a national and local level will be involved. Inevitably, there will be a number of consultations over the proposed changes.

As the RAF's strategic London airbase, RAF Northolt's location enables it to directly support flights into and from the national airways structure, as well as non-airways flights, including the use of the London Helicopter Routes. As an airfield situated within the London TMA, Northolt is already constrained by surrounding national airports, such as London Luton and in particular London Heathrow, where dependencies between the 2 airports already exist; this may be further impacted by the proposed Heathrow expansion. Therefore any airspace change must consider those surrounding airports within the Northolt design. The intent of the Northolt ACP is to continue to enable that activity which the Station currently undertakes, with the associated benefits borne from airspace modernisation.

**It is important that those Service users (Groups, AAC, FAA) who have, and may continue to operate to/from Northolt, consider their future activity with the Station and engage with Northolt throughout the length of ACP process.**

The MAUWG distro will be utilised to inform all military users and allow opportunity for comment/requests for further information as required throughout the ACP process. It is imperative that responses or RFIs are staffed through DAATM to ensure consistency. The [CAA Public Portal - RAF Northolt ACP](#) will host the information submitted to the CAA throughout the ACP process. (Sensitive information will be redacted).

Northolt is currently in the design principles stage of the ACP. During the Design Principles step, the sponsor (Northolt) develops the principles which will underpin their proposed options for the change. The design principles encompass the safety, environmental and operational criteria and strategic policy objectives that the change sponsor aims for in developing the ACP. They are developed through engagement with stakeholders and form a qualitative structure against which design options can be evaluated.

The Northolt draft design principles are attached and your comments on these are most welcome. If you do wish to make comment please consolidate response from your AoR, complete the attached and return to the undersigned NLT 26 Apr 19.

If you receive requests for comment from any other ACP sponsor related to the modernisation of London airspace, please ensure you engage with DAATM in the first instance.

Please do not to hesitate to contact me if you have any questions or require any more information,

Regards

**From:** [REDACTED]  
NOR-Air Space Portal (MULTIUSER)

**Sent on:** Thursday, April 11, 2019 8:58:41 AM

**To:** [REDACTED]

**Subject:** 20191104-RAF Northolt Airspace Change Proposal

**Attachments:** 20190320-NATMAC letter FASI-O.doc (77.5 KB), 20190320-RAF Northolt Draft Design Principles-AL2-O (002).docx (67.53 KB)

Dear Sir, Madam,

Royal Air Force Northolt is required to conduct an Airspace Change under the Department for Transport's Airspace Modernisation Strategy, in conjunction with the Future Airspace Strategy – South (FASI-S) Programme. I am writing to all of you to outline what the change proposals are and to give you the opportunity to comment, as per the attached letter. RAF Northolt has begun its stakeholder engagement and I imagine that some organisations may have already been captured (we are in communication with the regional airports, GAA etc), but we wish to ensure that we capture all relevant parties. Thank you in advance for your participation in this programme and I look forward to your responses.

Kind Regards,

[REDACTED]



**From:** [REDACTED]

**Sent on:** Friday, April 5, 2019 5:02:07 PM

**To:** [REDACTED]

**CC:** [REDACTED]

**Subject:** 20190405-RAF Northolt Airspace Change Proposal - Stakeholder

**Attachments:** 20190130-Aviation User Letter-FASI-O.doc (111 KB), 20181211-Minutes\_Northolt\_Technical\_Workshop.docx (27.74 KB), 20190320-RAF Northolt Draft Design Principles-Local Aerodromes-AL1-O.docx (66.5 KB)

Ma'am,

You are aware of the work currently being staffed regarding the RAF Northolt Airspace Change Proposal, in response to the DfT Airspace Modernisation Strategy. As 32 (TR) Sqn is a stakeholder in this process, I am approaching you to ascertain your thoughts. In order to provide some clarity, I have included the formal notification that the Stn has given to other airfield users, by which to gauge their own interests. Please find attached the letter from the Stn to our aviation stakeholder community, including the relevant minutes. I have also attached a copy of our current Draft Design Principles. Members of 32 (TR) Sqn were present at a Technical Workshop in December, which was convened to consider aviation related Design Principles, which has helped shape our current thinking.

I request that you and your team consider the attached and reply to myself via the email address supplied.

Kind regards,

[REDACTED]

**From:** [REDACTED]

**Sent on:** Wednesday, April 24, 2019 6:41:40 PM

**To:**

**CC:** [REDACTED]

**Subject:** 20190423-

**Attachments:** 20190412-CLG B - 23 Apr 19-O.pptx (2.44 MB), 20190320-RAF Northolt Draft Design Principles-AL3-O.docx (118.24 KB)

Dear all,

Thanks very much to you all for attending last night, and for your thoughts and opinions on RAF Northolt's Airspace Change Proposal.

Please see attached slide pack and design principles from yesterday.

As discussed we would be grateful if you could promulgate the slide pack and the form *in whatever fashion you can* through your residents associations, asking for response to be emailed to the email address below by 12 May. We appreciate that this creates work for you and we are very grateful for all your efforts in this matter. Thank you for helping us in our aim to give residents their say in what is important to them. We are looking into the feasibility of an online survey.

I've also included some information below if you want to include it to explain the background and what we are doing in more detail.

I will get the minutes of meeting out to you at some point in the next two weeks.

If you need anything in the meantime, please do not hesitate to get in touch. Thanks again for your support.

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Royal Air Force Northolt is required to submit an Airspace Change Proposal under the Department for Transport's Future Airspace Strategy Implementation (South) programme. All airports in the South East of the United Kingdom are taking part in this programme, which will not be implemented before 2024.

This Airspace Change Proposal will be implemented under the Civil Aviation Authority's 'CAP1616' process, which directs an airport or airfield to engage with those geographical areas that may be affected by any proposed flightpath changes. We have identified that your area could be affected by Royal Air Force Northolt's Airspace Change Proposal.

We want to ensure that you are aware of this Airspace Change Proposal, and seek the input of local residents before we start the initial airspace design process. Before we start to put any lines on maps, we would like to understand what is important to local residents and this information will influence the design principles that we use in designing the Airspace Change. This way we can ensure that local opinion is taken into account, where there are choices to be made in the airspace design process.

You can let your views be known by completing the attached design principles form and sending an electronic copy to the email address below, or by posting a hard copy to 'Senior Air Traffic Controller, RAF Northolt, RUISLIP, HA4 6NG'. Please rank the design principles in it in order of preference for Tables Two and Three.

We stress that operations and usage at RAF Northolt will remain unchanged, just the airspace in which our aircraft operate will change. **What we are looking to achieve at this stage is simply to understand which of the design principles are most important to residents. From there we can go about designing the airspace and share the proposals once complete.** For electronic contact please use the following email address: [NOR-Airspaceportal@mod.gov.uk](mailto:NOR-Airspaceportal@mod.gov.uk)

-----  
Kind Regards  
[REDACTED]

**From:** [REDACTED]  
**Sent on:** Friday, April 5, 2019 4:44:17 PM  
**To:** [REDACTED]  
**CC:** [REDACTED]  
**Subject:** RE: RAF Northolt Airspace Change Engagement Minutes-DRAFT  
**Attachments:** 20190320-RAF Northolt Draft Design Principles-Airfields-AL1-O.docx (66.63 KB), 20190304-RAF Northolt & Denham Airport Engagement Minutes-V2-DRAFT.docx (37.43 KB), 20190320-Local Aerodrome letter FASI AL1-O.doc (77.5 KB)

Dear [REDACTED]

Thank you for your reply. I have made the changes you outline below (1, 2 & 3) and included in the minutes (please find attached version 2) our discussion regarding the LFA, fillet and conspicuity squawk. Please note the latter will not be considered in the Northolt ACP, as this is not for consideration within this particular project. Further, if Denham would like to extend a fillet to the west, as this is not solely Northolt's airspace it will also require Denham to engage with NATS. I also believe the meeting we had with Flight sergeant Stubbington the following week addressed some of the points in these minutes.

I cannot agree that Northolt will design its routes to avoid Denham ATZ, as we are not in the design phase and I am therefore unable to confirm whether this is possible, but we will look to include a design principle that Northolt shall minimise impact on other airspace users where possible. I have included our letter and draft design principals for your consideration.

I request that you consider this version and the attachments and reply before the 15 April 19.

If you wish to discuss further, please do not hesitate to contact me.

Regards,

[REDACTED]

**From:** [REDACTED]  
**Sent:** 05 April 2019 15:03  
**To:** [REDACTED]  
**Subject:** Re: RAF Northolt Airspace Change Engagement Minutes-DRAFT

Dear [REDACTED]

Thank you for your recent visit. Please would you bring a few items to [REDACTED] attention for inclusion in the draft minutes:

1. Denham is an airport, so please change references to Denham Aerodrome to read Denham Airport.
2. [REDACTED] surname is [REDACTED]. Her role is Head of Training.
3. There are a few small typos (Item 2 engagement; Item 3 Northolt), and the final sentence of Item 8 stops abruptly - is the word aerodrome missing?
4. At the meeting we raised the fact that the voluntary agreement whereby Denham refrained from using the upper part of Denham's ATZ and the southerly part of the ATZ without prior notice to Northolt was due a review. Specifically, Denham repeated NATS' recommendation that the LFA should be increased to 1,200'. Following on from this, Northolt agreed that it would seek to design its routes to avoid Denham's ATZ, and agreed to include a Design Principle of seeking to minimise impacts on other airspace users.
5. Also, we repeated the need for a fillet to the north west of the Denham ATZ, and recommended a conspicuity squawk should be researched.

Thank you.

Yours sincerely,

[REDACTED]

On 25 Mar 2019, at 17:52, [REDACTED]

Good evening [REDACTED]

Apologies firstly for the delay in sending these minutes from our meeting earlier in the month, but we

are quite busy at the moment. Could you please take a look though and let me know your thoughts. Second apology is regarding [REDACTED] surname. May I ask that you reply in the next 2 weeks please.  
Regards,

[REDACTED]

[www.raf.mod.uk/rafnortholt/](http://www.raf.mod.uk/rafnortholt/)

<20190304-RAF Northolt & Denham Airport Engagement Minutes-DRAFT.docx>

[REDACTED]

# Ickenham Calling .....

The Newsletter of the

*Ickenham Residents' Association* Summer 2019

Affiliated to the Hillingdon Alliance of Residents' Associations.  
Member of London, Herts, & Middx. Wildlife Trusts, and London Green Belt Council.

Ickenham Residents' Association:



E-Mail Address  
WebSite  
Twitter Acc.

www.ickenhamresidents.co.uk  
www.twitter.com/ickenhamRA



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Appeal

Police Matters

Health Matters

Noise & Dust  
Pollution

Any questions you may want to raise, or if you have comments on any article in the Newsletter, we would be pleased to hear your views, and you could write to our General Secretary  
6 The Chase,  
Ickenham, Uxbridge,  
UB10 8SR

You can also send your comments to our e-mail address:  
ickenhamresidents@hotmail.com

This issue compiled by  
May 2019

## Chairman's Comments

I'd like to add my personal thanks to everyone who helped to fill the Village Hall for our AGM in April - it certainly encourages the Committee to carry on with their great work. I promise to practise with the PA system before we start next year and thanks to [REDACTED] for speaking out before I blasted everyone's eardrums away! Bad news on HS2 – well, it's all bad news really, but particularly the planned full and partial closure of Breakspear Road South for 8 weeks from the end of May – not even the disruption during vital exam times has been enough to dissuade them thus far.

Disappointing news for those of us who had hoped to stem the ever increasing number of flatted developments in our Conservation Area and retain the detached houses and associated garden spaces characteristic of our village. LBH planning committee refused an application for [REDACTED] with no less than FIVE very valid reasons, including the fact that its size, scale, bulk and design would result in a cramped, unduly intrusive, visually prominent and undesirable form of development that would fail to harmonise with the existing character of the Conservation Area and have a detrimental impact on the street scene and on neighbouring properties. Needless to say the developer appealed the decision, and though we don't have the reasons yet, the Planning Inspectorate has allowed the Appeal.

## AGM 12<sup>TH</sup> April 2019

Thank you to all those of you who joined us in the Village Hall for our AGM. As always it was very well attended. We were pleased to be joined by our MP Nick Hurd and by Councillors Puddifoot, Simmonds, Hensley, Corthorne and Radia. We were also joined by two officers from RAF Northolt and two members of the LAGAN project team.

The 2 amendments to the constitution were approved so we can now have 6 co-opted members and the title Publicity Officer was changed to Communications Officer. We are however still looking for someone to fill this role so if you might be interested please get in touch [REDACTED] and we can arrange to meet to discuss what is involved.

The information provided by the teams from Northolt can be found elsewhere in this newsletter.

The formal meeting closed at 9:20 when most people stayed on to enjoy the drinks and light refreshments.

## **HS2**

The Treasury Secretary has announced the HS2 project will be included in the autumn spending review with other large infrastructure projects and declared her determination to junk 'white elephants'.

The HS2 main works construction which was due to start in June 2019 has been delayed until January 2020 pending a review of costs.

The business case has never stood scrutiny as the Government included all sorts of intangible costs benefits and ignored other technological developments. As the costs rise it becomes even less worthwhile. The experience from other such rail projects – HS1, Great Western electrification, Crossrail – show that the DfT cost estimates and time schedules are wildly optimistic and are never achieved. The other rationale promoted since 2010 is that it is a green project and would reduce UK's carbon footprint; the Government has now come clean and admitted that even over a 120 year period HS2 will produce a net increase in greenhouse gas emissions. This does not include the massive 1,451,000t CO<sub>2</sub>e tonnes of embedded carbon associated with the construction that is due to take place over the next 15 years.

If there was ever a project that meets the criteria for being a white elephant, this is it.

However for the immediate future we continue to suffer from the 'early enabling works' in Breakspear Road South, Harvil Road and West Ruislip.

At the time of writing we are attempting to delay the 8 week closure of Breakspear Road South until the school summer holidays but HS2 seem determined to cause major disruption to our communities from May 31.

Stop Press: Following pressure from the residents and the London Borough of





Hillingdon supported by our MPs, HS2 has agreed to defer the above mentioned road closure until the beginning of the summer holidays (e-mail 24.05.19).

The immensity of the tree and vegetation clearance has surprised even we hardened cynics. Vast areas of green spaces have been totally cleared of trees, hedges and every single blade of grass, being replaced by Portacabins, concrete, and men in Hi-Viz orange outfits. There has been outrage along the route as contractors continue to clear vegetation even though the main works are held pending the review. Some main works construction has now been reclassified as enabling works and therefore is being done before the review is completed. HS2 thinks that's fine but we regard it as moving the goal posts ... completely unacceptable.

We still have major concerns over the danger to our water supplies during the construction of 80 piers for the Colne Valley viaduct. The piers will go through the aquifers which provide our clean water. Affinity Water has applied to the Government for an indemnity to cover their revenue loss should they be unable to supply us with this water....not very reassuring.

We believe these early enabling works should stop until the project review is complete and a decision is made to continue or cancel the project. We have lobbied our councillors and MPs to raise this with the Government ministers.

### Ickenham Marshes Partnership

Working parties have been cutting back tufted hair grass on the reserve. It's taking over a bit, so we're seeing if sawing off the tops of the tufts will control its growth. Conservation grazing of Sussex cattle will be repeated again this summer. Regular chomping of the grass should make it easier for wild flowers to grow. Purple Vetch and Lady's Smock have bloomed well this year, which is a good sign.

As always, please keep dogs, regardless of their size, on a lead in and around the cow enclosure. River monitoring turned up a few mayfly larvae in April. These little three-tailed invertebrates haven't been spotted in the Yeading Brook in Ickenham for over a year, so their return was welcome. Unfortunately they were absent again in May.

### Denham Lock Wood

The refurbished sluice gates are working well; enabling water levels to be managed to better maintain the wet woodland habitat. The large clearing that was created near the ponds last year is now looking much more natural, and the ponds are teeming with life.

### Frays Farm Meadows

Fences have been repaired and more scrub has been cleared in preparation for the arrival of Sussex cattle for conservation grazing. The cows come from the same farm as the cows at Ickenham Marshes, i.e. from opposite the Black Park car park. Dragon and damsel flies are starting to emerge, and are always common on the reserve in and around the Frays, which flows through the area.

### RAF Northolt updates

#### **1. Runway works**

The project team leader from Lagan (the company carrying out the works) explained what the works entailed. The brief is to repair and improve the runway and the arrester beds. This will bring them up to a modern specification. The runway itself is currently in a desperate state and the new arrester beds will provide a much safer option. A leaflet explaining in more detail was available to take away.

The runway is now closed and only helicopter traffic is allowed into and out of the airfield. Once the works are completed and the runway handed back to the MOD flights will resume as before. There will be no change to the number of flight movements per annum nor to the permitted time slots, nor will there be any suggestion of a scheduled service from the airfield. The runway is scheduled to reopen this October.

#### **2. RAF Northolt's Airspace Change Proposal.**

The following was explained by [REDACTED]

Royal Air Force Northolt is required to submit an Airspace Change Proposal under the Department for Transport's Future Airspace Strategy Implementation (South) programme. All airports in the South East of the United Kingdom are taking part in this programme, which will not be implemented before 2024.

"Airspace Change Proposal will be implemented under the Civil Aviation Authority's 'CAP1616' process, which directs an airport or airfield to engage with those geographical areas that may be affected by any proposed flightpath changes. We have identified that your area could be affected by Royal Air Force Northolt's Airspace Change Proposal.

We want to ensure that you are aware of this Airspace Change Proposal, and seek the input of local residents before we start the initial airspace design process. Before we start to put any lines on maps, we would like to understand what is important to local residents and this information will influence the design principles that we use in designing



the Airspace Change. This way we can ensure that local opinion is taken into account, where there are choices to be made in the airspace design process.

You can let your views be known by completing the design principles form [then available at the rear of the hall] and sending an electronic copy or by posting a hard copy to [REDACTED] RUISLIP, HA4 6NG'. Please rank the design principles in it in order of preference for Tables Two and Three".

[REDACTED] stressed that operations and usage at RAF Northolt will remain unchanged, just the airspace in which our aircraft operate will change.

What we are looking to achieve at this stage is simply to understand which of the design principles are most important to residents. From there we can go about designing the airspace and share the proposals once complete.

All the forms were taken away and we have since sent these out electronically. The exercise was due to close on May 12<sup>th</sup> 2019. The Association will keep you abreast of any news as and when we receive it. [REDACTED]

### Planning Update

#### Up to the End of April 2019

This has been a busy year since January. We have looked at a total of 88 planning applications and written letters of observation or objection on 16 occasions.

We have also written a letter to the Inspectorate supporting the Borough's rejection of the proposals for yet more Flats at 60 Long Lane.

We spoke at one planning committee hearing which resulted in the refusal of the plans for the Master Brewer. [REDACTED]

### HELP needed!

We will shortly be needing a new Minutes Secretary.

[REDACTED] who has been our Minutes Secretary for the last five years plans to stand down in October this year. We are therefore looking for someone to take over the role. It would involve attending most, if not all, of the monthly meetings (held on the second Wednesday of each month in St Giles Hall) and taking and issuing the minutes in a timely fashion. Also taking the minutes at the AGM. It would, ideally, involve access to a computer and a working knowledge of Microsoft Word.

If you are interested, think you could help, or would like to discuss the possibilities further, then please contact us via the Association email account at: [REDACTED]

We look forward to hearing from you. [REDACTED]

### Road Steward Appeal

Your newsletter is delivered to over 3000 members in Ickenham with the help of volunteer area and road stewards. To ensure that deliveries continue to be made we would welcome further volunteers in the following roads;

Part Swakeleys Road - Charlbury Road - Thornhill Road - Hoylake Crescent - Warren Road.

Please let me know if you can spare time to deliver the newsletters quarterly and collect the subscriptions once a year for any of these rounds. I can be contacted by email at [REDACTED]

### Police Matters

Once again I turn to scams. A couple of times recently I have had a recorded call, purporting to be from BT, saying that my 'broadband will cease to function this afternoon, press 1 for more information'. If one did, no doubt one would be transferred to an expensive premium-rate line for more recordings.

Of more interest, I and a friend have had calls, seemingly from New York, stating that a client of theirs was building a stake in companies in which we own shares, preparatory to launching a takeover bid and is prepared to offer a premium price for our stakes. Where they fell down was to state a price well in excess of the current value. Who would want to buy at a price well above that which could be obtained in the market? They also requested our e-mail addresses so that they 'could send us a confidentiality agreement' to fill in. I told them to send any documentation by post, nothing has arrived. How this would play out I'm not sure, as neither of us took it any further before ringing off, but I would guess that we would have been requested to send our share certificates and a completed transfer form and await a large cheque, which would never arrive!

We are all aware that Ickenham Ward has one of the two lowest crime rates in Hillingdon, however, our burglary rate is quite high, due perhaps, to the affluent area and our proximity to the M25 and A40 we attract the attention of roaming gangs from elsewhere. Of particular concern is an increase in 'aggravated burglary', this is when, after breaking in, the occupants are subjected to actual violence or threats of violence. Often the entry is effected simply by pushing past the person who answers the door. If you have a window, such as a bay window, which overlooks the entrance, it is a good idea to have a look and not answer the door if you don't like the look of the person or persons outside. If in some doubt, you could challenge them from an upstairs window. A door chain is a good idea too, but might not stop anyone heavy enough. In particular, be especially wary of callers after dark.





By the time you read this, Summer will have arrived and we like to have some windows open, but I have been concerned, when out collecting subs. how many large case-ment windows I have seen open when the owners are either out or in their back gardens. This does not only apply to ground floor windows, we have had cases where crooks cruise around in a van with a ladder on top and break in pretending to be workmen or window cleaners. If entry is effected by means of an open window, one's insurance company would not look kindly on a claim!

### Health Matters

Here is a puzzle! More than half a million children in Britain have not been vaccinated against measles, figures have revealed. The answer to this serious problem is that social media companies have been allowing grossly irresponsible "anti-vax" propaganda, to be universally published. Simon Stevens the head of NHS England has challenged such sites as Instagram and You Tube to adopt "zero tolerance" regimes.

The data from UNICEF (United Nations Children's Fund) showed the UK to be among the worst high income countries for uptake of the measles jab. The figures, dealing with children left unvaccinated between 2010 and 2017, follow a steep rise in measles cases in England this year. Vaccination coverage among children reaching their 2nd birthday is now 91% with just 87% receiving the 2nd dose by their 5th birthday. This falls below the 95% believed to be necessary to achieve "herd immunity", which effectively prevents the spread of outbreaks.

The coverage for Hillingdon is under 90%. The figure produced by the "Childhood Vaccination Coverage Statistics England - NHS Digital" 2017-2018 puts Hillingdon at 86.5% coverage. This is well below the 95% advised figure needed. The London area generally performs badly in this respect as well.

One of the best ways to protect our young babies against diseases like measles, rubella (German measles) tetanus and meningitis is through immunisation. The MMR Vaccine protects against measles, mumps and rubella. It is given at one year and at 3 years & 4 months of age. Since the MMR Vaccine was introduced in 1988, it's rare for children in the UK to develop these serious conditions. Complications include meningitis, potentially fatal encephalitis (swelling of the brain), and deafness and can as well cause complications in pregnancy that affect the unborn baby and can lead to miscarriage.

How safe is the MMR vaccine? The combined MMR vaccine has been safely protecting children for many years, worldwide. Although there may be some side effects from the vaccine, they're usually mild and much less severe than the disease itself. These include a rash, high temperature, loss of appetite and a general feeling of being unwell for about 2 or 3 days. Serious reactions are rare. Many studies have taken place to look at the safety and effectiveness of the MMR vaccine. The evidence is clear that there is no link between the MMR vaccine and autism.

Andrew Wakefield is the discredited British doctor who became an anti-vaccine activist, until he was struck off

the UK medical register in 2010 for unethical behaviour. It is over 20 years ago that an infamous scientific paper by Andrew Wakefield, published in the prestigious medical journal "The Lancet" which started the enduring vaccine-autism myth. This article was later retracted by the journal. (The Lancet is one of the world's best respected medical journals.) However his opinions led to many parents shunning the MMR vaccine!

Perhaps we should ask the question why it's essential that our children have the vaccine? We should have the vaccine to protect ourselves against three serious infections. By doing so we will help to protect others who can't have the vaccine: It is good for the child and good for the community. It protects the unborn child: Infants who are too young to have the vaccine: Children/adults who can't have the vaccine because they have weakened immune systems. This will help to prevent large outbreaks of disease. We should also have the vaccine if our work brings us into close contact with young children. Vaccines work by imitating an infection or disease and stimulating the immune system to develop antibodies.

A significant proportion of measles cases last year were teenagers and young adults, who were not immunised when younger. So if you or your child have missed out on the benefits of vaccination, it's not too late to get immunised.

In conclusion we should also mention the 6-in-one vaccine. This protects against diphtheria, tetanus, whooping cough, polio, Hib (Haemophilus influenza type b) and hepatitis B and is given at 8, 12 and 16 weeks of age to all babies born on or after 1 August 2017. For further information go to [www.nhs.uk/conditions/vaccinations/childhood-vaccines](http://www.nhs.uk/conditions/vaccinations/childhood-vaccines)

### Noise & Dust Pollution

Following complaints to us and to Councillor Hensley, and as a follow up to our article in the Summer 2018 Newsletter, on issues around Noise and Dust pollution, the Council have suggested that we highlight the following Links to the LBH website where very detailed information is available in relation to what constitutes pollution (considered as Anti Social Behaviour) and how and when to report it

Noise

<https://www.hillingdon.gov.uk/article/23746/Noise>

Dust

<https://www.hillingdon.gov.uk/article/17387/Dust>

*Antisocial behaviour can be reported through the LBH online services (as above), or by telephone through the Contact Centre on*

*During our out of hours duties you can report anti-social behaviour on*

*The out of hours service deal with forms of anti-social behaviour happening during duty periods. This includes noise from parties/raves, construction and commercial noise, unauthorised encampments and licensing compliance checks.*

*Out of Hours duty periods are as follows:-*

*Thursday 8pm to 2am: Friday 9pm to 3am:*

*Saturday 9pm to 3am: and Sunday 7pm to 1am*

(With our thanks to the LBH).



# Airspace Change Proposal

- **Table One.** These are principles that must be taken into account in the airspace design, and are included for your information.
- **Table Two.** These are general principles that can be used to design the airspace. Please rank them in importance, and comment where possible.
- **Table Three.** These principles are more detailed about noise and who should be flown over. Again, please rank them in order of importance.
- Once you have completed the form, please email it:
- [NOR-Airspaceportal@mod.gov.uk](mailto:NOR-Airspaceportal@mod.gov.uk)

Many thanks for taking the time to send us your views



Table One



## Must Be Safe

Provide a safely designed airspace structure and routes, to ensure the safe operation of aircraft



## Must ensure continuation of military and governmental operational activity

RAF Northolt must be able to operate to its current commitments and future Defence requirements

Table Two



## Should minimise impact on other airspace users

Minimise dependencies on other airspace users, including neighbouring airports, and consider opportunities to give away airspace that is not required for future operations



## Should facilitate design using modern navigational technology

RAF Northolt would base the airspace design on the latest navigation technology, requiring airfield operators to use the most modern technologies.



**Should facilitate operational efficiencies to maximise benefits to all stakeholders**

Flight paths that minimise the workload of pilots and air traffic control, as well as design more efficient routes



**Should minimise fuel and greenhouse gases (for civil operations)**

Seek to minimise the amount of fuel and CO2 emissions produced. Consideration of short, direct flight paths



**Should minimise the impact of aircraft noise**

Comply with government regulation and policy on noise impact. Aim to reduce effects on health and quality of life by considering local circumstances

Table Three



**Minimise the number of people newly overflowed**

Where possible, RAF Northolt would limit putting in new routes over those who are not currently overflowed. This would mean keeping routes as close to today's flight paths as possible. However, new routes will have to be created due to the expansion of Heathrow.

8



**Minimise the total number of people affected by noise**

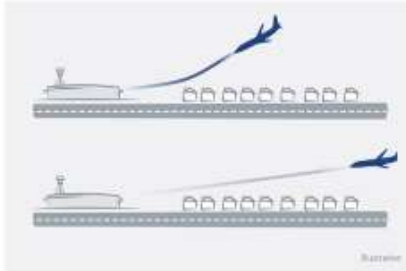
RAF Northolt would aim to reduce the number of people overflowed by aircraft. This will mean fewer people overflowed but each of those communities that is overflowed would be more affected. This will also lead to planes concentrated over a smaller number of routes.

5



**Consider fewer people affected, but more noise**

A steeper climb gradient would result in a potential increase in noise, but over a smaller area



**Consider more people affected, but less noise**

A shallower climb gradient would result in potential reduction in noise, but over a larger area



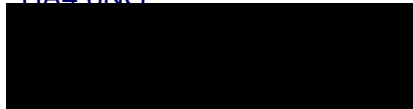
**Prioritise flight paths over rural areas, rather than over urban areas**

RAF Northolt would aim to put planes over rural areas rather than urban areas, as they are less populated.



Royal Air Force Northolt

West End Road  
 RUISLIP  
 Middlesex  
 HA4 6NG



To: All Attendees

Reference: CLG Meeting

Date: 24 Apr 19

**MINUTES OF THE RAF NORTHOLT COMMUNITY LIAISON GROUP MEETING HELD ON 23 APR 19 – 1800 AT OPS CONF RM**

Present		OC Ops Wg SATCO Dep MCO MCO Ealing Common Ward Councillor South Ruislip Ward Councillor South Ruislip Ward Councillor South Ruislip Ward Councillor Ruislip Gardens Residents' Assoc Oak Farm Residents' Assoc Ickenham Residents' Assoc Tudor Way Residents' Assoc Ickenham Residents' Assoc Eastcote Residents Assoc Eastcote Residents Assoc Ruislip Gardens Residents' Assoc South Ruislip Residents' Assoc Ickenham Residents' Assoc Oak Farm Residents' Assoc
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Apologies		Ickenham Ward North Uxbridge Residents' Assoc North Uxbridge Residents' Assoc Ruislip Residents' Assoc and Northwood Residents' Assoc LBH LBH
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## **OPENING REMARKS**

1. OC Operations Wing gave an overview of the runway works and the Airspace Change, thanked the attendees and invited everyone to introduce themselves. The MCO explained to the attendees that the meeting would focus on two elements. First a summary of the runway works, for which the attendees had been taken for a site visit to inspect up close the repairs that were being undertaken. Secondly, to update on the progress of RAF Northolt's Airspace Change Proposal, why it was taking place, and discuss how best to get feedback from local residents' associations and residents on the design principles that RAF Northolt's team would use to design that airspace.

## **RUNWAY WORKS**

2. The MCO reiterated the key facts of the runway repairs:

- Contract awarded in Oct 18 to Lagan Aviation
- £23 million project to:
  - Resurface runway
  - Improve arrestor beds
  - Improve drainage
- Assure military flying operations at RAF Northolt
- Works will take place April - October 2019
- Runway closed to fixed wing aircraft
- Heli ops to continue
- Commercial traffic to re-open on same level, no increase in commercial movements.

## **AIRSPACE CHANGE PROPOSAL**

3. SATCO informed the attendees that the Airspace Change Proposal that Royal Air Force Northolt is required to under the Department for Transport's Future Airspace Strategy Implementation (South) programme. This programme involves all airports and airfields in the south east of England and is not due for implementation before 2022.

4. This Airspace Change Proposal will be implemented under the Civil Aviation Authority's 'CAP1616' process, which directs an airport or airfield to engage with those geographical areas that may be affected by any proposed flightpath changes. The unit has identified several areas which could be affected and written to several local councils and their constituency MPs as part of that engagement process. Two focus groups had already been held to get some initial feedback on the design principles.

5. SATCO then explained the design principles in detail to the attendees and asked each residents' association to consider how feedback might be gathered from their residents. No 'lines on maps' on drawn, that would come in the next stage once the design principles had been understood. The ask was for as many residents to rank the design principles on the supplied draft design principles document in order of important and to return to RAF Northolt, either by email or by post.

6. Attendees contributed freely to the discussion on how best this may be achieved. One concern raised was residents' associations resourcing and ability to transmit the information and gather responses. RAF Northolt was grateful for whatever resources the associations could commit to the task in order to gather responses in

whichever way the deemed possible. It was agreed that responses by 12 May 2019 was a sensible deadline for responses to be received. The MCO would send an electronic version of the CLG meeting powerpoint slides to all residents' associations and the draft design principles document nlt Wednesday 24 Apr. The RAF Northolt team agreed to look into online ways in which feedback could be gathered such as 'survey monkey'.

7. There was diverse and thoughtful discussion on the principles amongst the attendees. Overall feeling among the group was that limiting noise was a primary concern. Though limiting greenhouse gas emissions, and not giving away RAF Northolt's airspace to other users were also of significant importance.

8. SATCO explained that once the feedback had been gathered and analysed, the selected design principles would be used to design the proposed airspace which would be published for comment in July 19 in an 'options analysis phase'.

9. OC Operations Wing thanked all the attendees for the thought and support they were putting into the Airspace Change process on behalf of RAF Northolt.

#### **ANY OTHER BUSINESS**

10. [REDACTED] from Ickenham Residents' Assoc forwarded the problems that the new HS2 Signalisation of Swakeleys roundabout consultation. [REDACTED] has requested information.

#### **DATE OF NEXT MEETING**

11. The date of the next meeting will be in October, location RAF Northolt Operations Building. The date will be confirmed in the coming months, the aspiration to coincide with the completion of the runways works.

*(Sent electronically)*

[REDACTED]  
Sqn Ldr  
MCO



## Royal Air Force Northolt

West End Road

Ruislip

Middlesex

HA4 6NG

Tel: [REDACTED]

Fax: [REDACTED]

Email: [REDACTED]

From [REDACTED]

Station Commander

RAF Northolt Stakeholders

14 June 2019

### RAF NORTHOLT DRAFT DESIGN PRINCIPLES – RESPONSE TO STAKEHOLDER FEEDBACK

1. Between March and May 2019, we conducted engagement with those people and organisations that could be affected by an Airspace Change Proposal (ACP) being drawn up by RAF Northolt. This ACP is required by the Department for Transport<sup>3</sup> and the Civil Aviation Authority<sup>4</sup> (CAA) as part of the modernisation of airspace across the country. Similar ACPs are being conducted by other airports and airfields across the south east of the UK.
2. You or your organisation responded to our engagement. We have now reviewed the feedback from all respondents and would like to provide you with an update to the design principles that we will submit to the CAA by 1 July 2019. We have provided a list of the finalised design principles as an Annex, along with an explanation for the changes that have been made or why suggestions have not been taken forward.
3. Respondents raised concerns that airspace that was not required by RAF Northolt could be handed over to other airports, potentially increasing flight paths over their communities. The rationale for that design principle has now been amended to make clear the aim is to minimise the volume of controlled airspace required by RAF Northolt, where possible. We have also amended the wording of the design principle about operational efficiencies and we have amended the rationale behind the design principle to minimise fuel and greenhouse gases. We have not included a design principle that was proposed by one stakeholder concerning the transition altitude and interactions with other airfields.
4. With regard to noise, feedback was inconclusive as to whether we should ‘consider fewer people affected, but more noise’ or ‘more people affected, but less noise’. We have therefore removed these 2 design principles. Feedback was also inconclusive as to whether we should prioritise flights over rural areas rather than urban areas and we have removed that design principle. Our approach to noise is still covered by two other design principles which received strong endorsement from stakeholders. We have added a noise design principle concerning the overflight of communities with multiple routes.

<sup>3</sup> Green Paper published in December 2018.

<sup>4</sup> CAP1711 – Airspace Modernisation Strategy dated December 2018.

5. Several respondents felt the CAP 1616 process was not conducive to making informed decisions that affect so many local airports and they undertook to take the issue up with the Department for Transport and the CAA directly. Others requested detail on proposed flight paths and stated that they could not comment on which design principles they agreed with, without first understanding the impact on the communities that would be affected. We must stress that at this point in the CAP 1616 process (stage 1), we are not considering possible flightpaths. Our work is limited to drawing up generic design principles which will guide all future work. A full consultation will take place as directed by CAP 1616<sup>5</sup>, once potential flight paths have been identified.

6. We are very grateful for the responses that we have had to our ACP engagement so far. You can find more information about airspace modernisation at <https://www.ourfutureskies.uk/> and updates to our ACP at <https://airspacechange.caa.co.uk/PublicProposalArea?pid=50>. As we progress through the CAP 1616 airspace change process, please rest assured that we will continue to engage with our stakeholders.

Annex:

A. Royal Air Force Northolt Design Principles.

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<sup>5</sup> <https://publicapps.caa.co.uk/modalapplication.aspx?appid=11&mode=detail&id=8127>



## ROYAL AIR FORCE NORTHOLT DESIGN PRINCIPLES

1. This table lists the design principles RAF Northolt will submit to the CAA. Design Principles 1 and 2 are prioritised above all others. There is no priority accorded to the remaining design principles.

	Design Principle	Rationale
1.	Must be safe	Provide a safely designed airspace structure and routes, to ensure the safe operation of aircraft. A priority requirement <sup>6</sup>
2.	Must ensure continuation of military and governmental operational activity	RAF Northolt must be able to operate to its current commitments and future Defence requirements. A priority requirement <sup>7</sup>
3.	Should minimise impact on other airspace users	Minimise dependencies on other airspace users, including neighbouring airports, and consider opportunities to reduce controlled airspace
4.	Should facilitate design using modern navigational technology	Airspace and routes designed favouring the latest navigational technology
5.	Should facilitate operational efficiencies to maximise benefits to as many stakeholders as possible	Flight paths that minimise the workload of pilots and air traffic control, as well as design more efficient routes
6.	Should minimise fuel and greenhouse gases	Seek to minimise the amount of fuel and CO2 emissions produced
7.	Should minimise the impact of aircraft noise by:	Comply with government regulation and policy on noise impact. Aim to reduce effects on health and quality of life by considering local circumstances
	a. Minimising the number of people newly overflown	Limit designing new routes over those people who are not currently overflown by keeping routes as close to today's flight paths as possible
	b. Minimising the total number of people affected by noise	Reduce the number of people overflown by aircraft. This would lead to aircraft concentrated over a smaller number of routes
	c. Where possible minimise overflight of communities with multiple routes	Some communities could be affected by flight paths from different airports

<sup>6</sup> In accordance with the Transport Act of 2000, Section 70, where the CAA 'secures the most efficient use of airspace consistent with the safe operation of aircraft'.

<sup>7</sup> In accordance with the Transport Act of 2000, Section 70, where the CAA 'takes account of the interests of national security'.

2. This table outlines what changes have been made to the design principles and explains the reasoning behind the changes.

	Proposed Design Principle	Rationale	Stakeholder Feedback	RAF Northolt Comment
1	Must be safe	Provide a safely designed airspace structure and routes, to ensure the safe operation of aircraft	Expected safety should be a priority	Covered by this design principle
2	Must ensure continuation of military and governmental operational activity	RAF Northolt must be able to operate to its current commitments and future Defence requirements	Operational output is the priority	Covered by this design principle
3	Should minimise impact on other airspace users	Minimise dependencies on other airspace users, including neighbouring airports, and consider opportunities to reduce controlled airspace <del>give away airspace that is not required for future operations</del>	Concern there would be an increase in commercial traffic at RAF Northolt  Prefer to see a reduction in controlled airspace  Concern this would involve airspace being handed over to other airports, increasing noise and flight paths over communities	RAF Northolt commercial flights are capped at 12000 movements a year  CAP 1711 aims to achieve the most efficient use of airspace (Chapter 1 para 11). The wording of the rationale has been changed to reflect what RAF Northolt aims to achieve with this ACP in line with CAP 1711 – Airspace Modernisation Strategy  We cannot be responsible for the use of airspace beyond what RAF Northolt requires. Any change to airspace usage is through the approval of the CAA under the CAP 1616 process
4	Should facilitate design using modern navigational technology	Airspace and routes designed favouring the latest navigational technology	Articulate a minimum navigational standard, eg RNAV1  Concern for legacy systems not equipped with Performance-Based Navigation <sup>8</sup>  Provide respite	RAF Northolt cannot commit to a minimum navigational standard due to military aircraft requirements  Noted  There is a defined flying window for commercial air movements <sup>9</sup> . As flights are unscheduled, this makes planning for respite difficult to achieve, beyond defined flying windows. Notwithstanding

<sup>8</sup> For an explanation of Performance-Based Navigation see <https://www.caa.co.uk/Performance-based-navigation/>

<sup>9</sup> Mon-Fri 0800-2000. Sat 0800-1500. Sun and bank holidays 1200-1900. Military aircraft attempt to adhere to these timings but may fly as required to meet operational requirements.

	Proposed Design Principle	Rationale	Stakeholder Feedback	RAF Northolt Comment
				this, due to the number of commercial moves involved, periods of respite naturally occur during the flying window <sup>10</sup> . Respite has therefore not been taken forward as a design principle for this ACP
5	Should facilitate operational efficiencies to maximise benefits to <del>all stakeholders</del> as many stakeholders as possible	Flight paths that minimise the workload of pilots and air traffic control, as well as design more efficient routes	Question raised as to whether all stakeholders could benefit at the same time from operational efficiencies	Wording amended
6	Should minimise fuel and greenhouse gases <del>(for civil operations)</del>	Seek to minimise the amount of fuel and CO2 emissions produced. <del>Consideration of short, direct flight paths</del>	<b>Concern raised that short, direct flight paths might not be environmentally efficient</b>	<b>Relevant section has been removed</b> No need to highlight civil operations
7	Should minimise the impact of aircraft noise by:	Comply with government regulation and policy on noise impact. Aim to reduce effects on health and quality of life by considering local circumstances	Provide respite/consider more routes to vary impact of those frequently overflown	There is a defined flying window for commercial air movements <sup>11</sup> . As flights are unscheduled, this makes planning for respite difficult to achieve, beyond defined flying windows. Notwithstanding this, due to the number of commercial moves involved, periods of respite naturally occur during the flying window <sup>12</sup> . Respite has therefore not been taken forward as a design principle for this ACP
	a. Minimising the number of people newly overflown	Limit designing new routes over those people who are not currently overflown by keeping routes as close to today's flight paths as possible	Supported by stakeholders	No change to design principle
	b. Minimising the total number of people affected by noise	Reduce the number of people overflown by aircraft. This would lead to aircraft concentrated over a smaller number of routes	Supported by stakeholders	No change to design principle
	<del>c. Considering fewer people affected, but more noise</del>	<del>A steeper climb gradient would result in a potential increase in noise, but over a smaller area</del>	Feedback inconclusive. People stated that without details about planned flightpaths, they were unable to	Design principle removed as no way forward could be identified from the stakeholder feedback. The remaining

<sup>10</sup> Commercial aircraft moves are capped at 12000 per annum.

<sup>11</sup> Mon-Fri 0800-2000. Sat 0800-1500. Sun and bank holidays 1200-1900. Military aircraft attempt to adhere to these timings but may fly as required to meet operational requirements.

<sup>12</sup> Commercial aircraft moves are capped at 12000 per annum.

	<b>Proposed Design Principle</b>	<b>Rationale</b>	<b>Stakeholder Feedback</b>	<b>RAF Northolt Comment</b>
			comment about where noise impact should lie  Concern raised that work being undertaken by other airports needed to be considered, which was an issue that stakeholders would take up with the Department for Transport and CAA	noise design principles still provide sufficient assessment of the impact of noise
	<del>d. Considering more people affected, but less noise</del>	<del>A shallower climb gradient would result in potential reduction in noise, but over a larger area</del>	Feedback inconclusive. People stated that without details about planned flightpaths, they were unable to comment about where noise impact should lie  Concern raised that work being undertaken by other airports needed to be considered. Stakeholders would take up with the Department for Transport and CAA	Design principle removed as no way forward could be identified from the stakeholder feedback. The remaining noise design principles still provide sufficient assessment of the impact of noise
	<del>e. Prioritising flight paths over rural areas rather than urban areas</del>	<del>Favour routes over rural areas, rather than residential areas in towns and cities</del>	Areas of Outstanding Natural Beauty should not be overflown  Residential areas should not be overflown	Design principle removed as no way forward could be identified from the stakeholder feedback. The remaining noise design principles still provide sufficient assessment of the impact of noise

3. This table lists design principles suggested by our stakeholders and explains RAF Northolt's response.

	<b>Proposed Design Principle</b>	<b>Rationale</b>	<b>RAF Northolt Comment</b>
8	Avoid overflight of communities with multiple routes from different airports	Some communities could be affected by the flight paths from different airports	Suggestion accepted with some changes to the wording, added as noise design principle
9	Any design work undertaken will ultimately take into account the change in vertical reference caused by the transition altitude, particularly with interactions with other airports	A design principle is required that takes into account the Transition Altitude and the interaction with other airport routes	This suggestion is too technical to be included as a design principle. It affects all airports involved in the redesign of UK airspace and not just RAF Northolt. The issue should be addressed jointly by the London Airspace Management Project, as the organisation responsible for implementing airspace changes across the UK above 7000 feet and the Future Airspace Strategy Implementation (South) Working Group