

## Heathrow Airspace Change Proposal (ACP)

### Stage 1, Step 1A - Assessment Meeting

Thursday 11 January 2018

#### Attendees:

CAA

HAL

#### Minutes:

##### Introductions:

1. CAA welcomed everyone and made an opening statement. CAA noted that they had received a slide pack in advance of this Assessment Meeting and confirmed the slide pack would be published together with minutes of this meeting on the CAA portal. CAA also explained the purpose of the meeting, as set out in CAP1616.
2. CAA stated that they recognise that the airspace change proposal identified in Heathrow's Statement of Need aims to deliver the airspace necessary to give effect to deliver extra capacity in the SE UK as set out in the Government's draft Airports NPS. The CAA also recognises the need for extra runway capacity in the SE of England. At this time, the Government's preference is for expansion of Heathrow (HAL) and the CAA will proceed with HAL's proposed ACP on this basis. Should the NPS not be designated, Heathrow's Statement of Need will have to be revisited.
3. CAA stated that they recognise the unique circumstances of HAL's ACP, with many factors to juggle (DCO<sup>1</sup>, surface access, cost etc.) and will work with HAL to assist HAL aligning the process requirements of the ACP with process requirements of other process that HAL is carrying out simultaneously<sup>2</sup>, but, from an ACP perspective, the CAA's focus will always be on Airspace Regulation and meeting the requirements of CAP1616.

##### Heathrow's proposal:

4. HAL gave an introduction and went through the Statement of Need. (A Statement of Need was submitted to CAA in December and published on CAA's website). HAL amended slightly their SoN to refer specifically to the revised draft NPS. This version 2 will be published on the CAA's website.
5. HAL summarised the benefits of HAL expansion, and HAL's commitments to local communities.

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<sup>1</sup> Development Consent Order – a reference to the planning permission HAL will need to build a third runway

<sup>2</sup> It was noted that the CAA and Heathrow have agreed a series of engagements meetings to enable both to meet their statutory requirements under the DCO process which will take place alongside the airspace change process.

Design, optioneering and appraisal:

6. HAL went through the ACP and Development Consent Order (DCO) design process slides and explained how HAL has developed one integrated design process that is designed to meet the process requirements and policy objectives of two separate regulatory decisions.
7. CAA commented on HAL's first ACP consultation being referred to as "voluntary". CAA recognises that this consultation is being undertaken to meet the CAP1616 Stage 1 DEFINE requirements of stakeholder engagement and is not therefore a statutory consultation, but wants to assure stakeholders that engagement is not voluntary, it is compulsory. Moreover, HAL will need to demonstrate that the consultation exercise meets the process requirements of the engagement required by Stage 1 of the airspace change process.
8. HAL gave an overview of the R3 airspace design process. The idea is to start with a blank sheet and develop an airspace structure both to service the third runway and to achieve airspace modernisation and the many benefits that come with it. This will involve a new set of routes. Whether these are designed to resemble existing routes where possible, or whether they are designed to meet some other objective will be determined by the design principles to be established following consultation.
9. HAL set out how HAL's airspace design work will aim to meet the requirements of the DCO process. At the "macro design" stage, HAL will develop a concept of operation for R3 which will be the basis for an envelope consultation (identified on Assessment Meeting Slides as ACP Consultation 2). Only after the "micro design" stage will HAL have options for the exact positioning of routes within the design envelopes, and these will be consulted on in the final (and statutory) consultation.
10. CAA commented that CAA is a statutory consultee to the DCO process and is concerned about the level of detail HAL will be able to provide to the CAA on the airspace arrangements for the third runway. As part of the DCO process, CAA will be asked by the Examiner from the Planning Inspectorate to confirm whether in CAA's view there is "no impediment" to HAL operating the proposed runway in the manner proposed by HAL. CAA's query is whether CAA will have sufficient detail at that stage to be able to consider this. HAL asked for clarification as to what CAA will need to see at this stage so that HAL has time to adapt their design process if necessary.
11. HAL mentioned WebTAG and that HAL will continue to use DfT's published version as the central method for assessing and monetising environmental effects during the options appraisal process, consistent with CAP1616. HAL explained that HAL is intending to develop an updated version called WebTAG+ based on the best available noise evidence (for example, on exposure response functions) and apply it as a sensitivity test in the options appraisal. The objective of WebTAG+ is to add to the existing WebTAG to ensure that there is an effective quantitative basis for determining routes throughout the airspace up to 7000ft. HAL confirmed that HAL will subject its WebTAG+ methodology to an independent peer review process prior to use and is also intending to engage with DfT.

12. HAL set out their proposed approach to its airspace change proposal obligation to develop options and appraise those options. HAL propose a series of longlisting/shortlisting stages. In HAL's view these stages meet and go beyond the requirements of CAP 1616. HAL confirmed that the proposed approach to options appraisal will mean that Stage 2 of the ACP process will take much longer than set out in CAP 1616 because the complexity of the R3 redesign means that there will be two additional stages of longlisting/shortlisting, compared to the process described in CAP1616.

Action: HAL request that the CAA consider whether additional 'develop and assess' gateways can be introduced to give CAA oversight of these additional stages, and to give HAL the confidence that the process being followed is what CAA expect.

13. The develop and assess gateway will not occur until the shortlisting stage of the 'system design' phase at which point 'full appraisal' will commence. All appraisal prior to this will be "initial appraisal", as per CAP 1616.
14. CAA confirmed that initial appraisal is envisaged to be qualitative in CAP 1616 and the focus of this appraisal should be on meeting the design principles that the change sponsor has set during Stage 1 of CAP 1616.
15. CAA commented that they are interested to see how HAL will engage and integrate with FASI-South (NERL's proposed work to modernise airspace in SE UK). HAL stated that they recognise the challenges around integrating both with the FASI-S programme and with the airspace proposals of the airports surrounding Heathrow.
16. HAL stated that they will be seeking advice from the CAA's Economist to ensure all aspects of the options appraisal process requirements are undertaken as intended in CAP 1616, and set out some examples of the types of issues that they would like to discuss.
17. CAA said that they are currently recruiting a new economist with an anticipation of them starting in May. Until then CAA only has the support of a temporary economists from other Government departments. CAA proposed that Helios (who are providing independent support to HAL in their options appraisal) could meet with the temporary economist at a forthcoming CAA stakeholder engagement day.
18. HAL and CAA briefly discussed the challenges around characterising the two runway "do nothing" and/or "do minimum" scenario for the options appraisal, particularly given the Government's requirement to modernise airspace in the SE of UK. It was noted that this was an area on which HAL would seek further advice as it progressed through Stage 2 and beyond.

#### Environmental Assessment:

19. HAL presented slides on HAL's proposed approach to environmental assessment.
20. HAL described the peer review process that has been developed at HAL as part of the DCO environmental assessment, with groups of independent experts established to critically review the methodologies for assessment of noise and air quality impacts. HAL is intending

to adopt the same methodologies in the environmental assessment for the airspace change process.

21. CAA queried whether the peer review group will provide oversight for the DCO, as well as for Airspace. HAL confirmed they will.
22. HAL queried CAA as to how they would determine whether HAL's environmental assessment process has been robust? CAA stated that the Air Navigation Guidance is what CAA would refer to. HAL confirmed that meeting Government environmental policy would remain a core test in HAL's assessment.
23. HAL asked how much involvement CAA would like in the environmental assessment process? CAA responded that they would like to be sighted on it to avoid any "showstoppers"<sup>3</sup>.

Stakeholder engagement & consultation:

24. HAL provided a summary of stakeholder engagement to date, and stated that HAL's engagement is increasing with the first public consultation beginning on 17<sup>th</sup> January 2018.
25. CAA queried how HAL will provide design envelopes in 2019 if they won't yet know how HAL's airspace will fit with the overall network? HAL responded that these challenges are being worked through with NATS and other airports but, in principle, the end of a design envelope will be where HAL interfaces with the en-route network and so it's only the end of the envelopes (i.e. the area in which letterboxes/gateways would be positioned) that need to be known/agreed to enable each party to design their respective parts of the airspace.
26. CAA asked what level HAL is designing to? HAL replied up to FL90.
27. CAA questioned the format of the principles to be presented in the first consultation. HAL explained that the first questions in the feedback form are effectively multiple choice of proposed principles, with further feedback boxes available. HAL highlighted that the design principles set out in the consultation are just the key principles we seek feedback on, but are not a final list of design principles, which will be worked up following consultation. HAL has also left an option for stakeholders to add any other design principles if they want to.
28. CAA asked how HAL is informing people of the consultation, to ensure HAL get responses from people who do not already engage with the airport? HAL summarised the approach.
29. CAA queried how HAL has set the consultation zone, given they don't know where flight paths will be. HAL responded that HAL has made what it considers to be worst case assumptions about the potential reach of changes to 7000ft (agl) considering straight trajectories with a minimum 5% continuous climb gradient.

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<sup>3</sup> CAA will be required, as a statutory consultee to respond to environmental assessment prepared as part of the DCO process. Notwithstanding the CAA's participation in that process the CAA would separately require to be satisfied that the environmental assessment aspect of the CAA's airspace change process has been fully complied with.

Conclusions from the Assessment Meeting:

30. Following HAL's presentation, CAA confirmed that the proposal in the Statement of Need falls within the scope of the formal airspace change process and the ACP will be a Level 1 airspace change.
31. CAA confirmed that the CAA understands why the DCO and ACP processes need to be aligned, and the CAA is satisfied that ACP consultation one, as proposed, is capable of meeting the CAP 1616 requirement for stakeholder engagement for the define stage. Whether the consultation and the outputs of that consultation meet the process requirements will be determined by the CAA at the DEFINE gateway in due course. As HAL has chosen to fulfil Stage 1 engagement requirements via a consultation, the CAA will expect HAL to provide evidence of how the consultation has met the Gunning principles.
32. CAA confirmed that they broadly endorse HAL's proposed approach to the R3 ACP, but that the CAA will need to assess the proposed programme against CAP1616 requirements at each stage. CAA emphasised that this endorsement of the approach does not predetermine the results of the gateway assessments.
33. CAA confirmed that CAP1616 states that change sponsors need to submit evidence for each gateway a minimum of 2 weeks before the gateway assessment meeting. However, given the scale and complexity of this proposal, CAA requested that HAL provide material at least 4 weeks before a gateway.
34. CAA would like HAL to agree a target assessment meeting for each of the gateways with our case officer, so that both parties and external stakeholders broadly know what dates they are working towards and so that CAA can manage their resources appropriately. HAL agreed, but highlighted that any dates would be heavily caveated at this stage [note HAL has provided as an appendix to these minutes].
35. HAL asked for clarification on who HAL's case officers would be. CAA confirmed the names of the case officers and stated that this ACP will always have 2 case officers with 1 lead, to ensure continuity over the entire ACP.
36. This meeting's minutes and slides will go on the CAA's portal. HAL to submit draft minutes and slides to CAA before Monday 15 January 2018.

AOB:

37. CAA asked where feedback from ACP Consultation one will be published. HAL responded that a consultation feedback report will be produced with a summary of responses and findings, and HAL will publish an airspace strategy that will set out HAL's design principles and will be applied to any future airspace change (both for expansion and for the current 2 runway operation)

**Appendix:**

HAL's proposed Gateway Assessment Meetings (indicative\*)

1. DEFINE GATEWAY: July 2018
2. DEVELOP & ASSESS GATEWAY: Q4 2019
3. CONSULT GATEWAY: Q4 2020

Statutory ACP Consultation: 2021

ACP submission: 2022

- *Note that these dates are indicative and are provided for CAA's planning and resourcing purposes. Dates are subject to factors including; responses to first and second consultations, other industry consultations, wider network requirements, integration with other airports' airspace change programmes, policy changes, HAL's DCO programme.*