



# Heathrow Airspace Modernisation ACP-2021-056 Assessment Meeting

19 August 2021

**Heathrow**

# Agenda

1. Introductions (CAA)
2. Statement of Need (discussion & review) (All)
3. Risks, Issues and Opportunities arising from proposed change (discussion) (Heathrow)
4. Provisional indication of the appropriate scaling level & process requirements (CAA)
5. Timescales (All)
6. Next Steps (All)
7. AOB (All)

# Introductions

# Statement of Need (1 of 3)

The Government published its Airspace Modernisation Strategy (AMS) in 2018. The AMS lays out a national programme to modernise and upgrade the UK's airspace and sets out the work required of the aviation industry, including UK airports, to deliver airspace modernisation. A masterplan is now being created by the Airspace Change Organising Group (ACOG) to coordinate the delivery of airspace change across UK airports and NATS En Route Limited (who is responsible for the airspace above/beyond the airports' areas of responsibility).

Heathrow's current departure and arrival procedures were designed decades ago, at a time when aircraft and navigation were much less sophisticated than today. Through the introduction of airspace modernisation at Heathrow, the airport will make use of modern navigation technology to enable better aircraft performance, reduce delays and manage traffic in ways that mitigate, where possible, the impact on local communities.

## Statement of Need (2 of 3)

Heathrow will also play its part in delivering the requirements of the UK's AMS, such as maintaining and enhancing high aviation standards, ensuring the efficient use of airspace, avoiding flight delays by better managing the wider airspace network, and improving environmental performance by reducing emissions and noise impacts on local communities.

Heathrow had initially proposed to undertake airspace modernisation through its Airspace Change Proposal (ACP) for Airport Expansion, but the Expansion project is on pause as the current priority is to recover from the COVID-19 pandemic. However, Heathrow remains committed to the airspace modernisation programme and is therefore proposing to progress the changes required to keep pace with the wider UK programme, via this new ACP, based on our existing two runways.

## Statement of Need (3 of 3)

Through the new airspace design, Heathrow will seek to minimise the impact of potential changes to its airspace design as far as is practical, such as those that may result from the developments of future navigation technologies, the introduction of Urban Air Mobility (UAM), other anticipated aircraft fleet changes, or expansion of the airport.

# Risk, Issues & Opportunities arising from proposed change

## Risks & Issues

- Potential policy changes during the ACP process
- ACOG Iteration 2 timeline
- ACP Co-ordination with other sponsors
- COVID
- NAVAID Rationalisation
- Heathrow's paused Expansion ACP (potential for Stakeholder confusion)

## Opportunities

- Fulfils Heathrow's part in the programme for delivering Airspace Modernisation, as part of the FASI programme
- Opportunity to improve flight efficiency & environmental performance at Heathrow
- Minimise the impact of potential future airspace change at Heathrow

# Provisional indication of the appropriate scaling level & process requirements

Heathrow considers this to be a Level 1 ACP.



# Timescales

## Stage 1 'Define' Gateway

- Request 25 February 2022 Gateway
- Submission of all material 2 weeks prior – 11 February 2022

Subsequent Gateway dates will be proposed following liaison with ACOG, to take account of Masterplan considerations.

# Next Steps & AOB

## Heathrow – Next Steps

- Draft Assessment Meeting Minutes
- Publish Assessment Meeting Material
- Begin Stage 1B - Design Principle Engagement

## CAA – Next Steps

- Review Assessment Meeting Minutes
- Confirm/Propose Stage 1 'Define' Gateway date

## AOB

**Heathrow**