



AIRSPACE MODERNISATION AIRSPACE CHANGE PROPOSAL

STAKEHOLDER ENGAGEMENT APPENDIX G

POST-SUBMISSION STAKEHOLDER CORRESPONDENCE



V1.1

Heathrow

From: [REDACTED]
Sent: 25 July 2023 08:18
To: [REDACTED]
Cc: DD - Airspace
Subject: Heathrow Stage 2 Shortlisted Options

Classification: Internal

Dear [REDACTED],

Thank you for continuing to take the time to engage with us on Heathrow's Airspace Change Proposal, including at the recent sessions where we talked through our proposed methodology and shortlisting for the Initial Options Appraisal as part of Step 2B.

Following the engagement sessions, and pre-submission of our Stage 2 documentation, we have been conducting a final internal review and sign-off of all our Stage 2 documentation. During this review, it was noted that the shortlisting approach applied to PBN Arrival Option 'I' to runway 27R was not entirely consistent with the approach taken to other PBN Arrival options.

As we explained in the sessions, we applied 6 'tests' to each option, founded on the altitude-based priorities set out in the government's Air Navigation Guidance 2017. In the sessions we proposed that Option 'I' would be discontinued on the basis of increased overflight of AONBs and Richmond Park (tests 4 and 5). However, on further review we have identified other options that have a similar level of overflight of both AONBs, and Richmond Park and we think it is more appropriate to address these local issues when we develop system options at the beginning of Stage 3. Our aspiration is that we will be able to refine some of these options to reduce the potential overflight and/or impacts over AONBs and Richmond Park.

We have therefore taken the difficult decision to reinstate Option 'I' and to include it in the shortlisted options. This is not a decision we have taken lightly, and we are aware of the disappointment this will cause; however, the CAA and other stakeholders will expect us to demonstrate consistency in our approach to the shortlisting of options.

We highly value the working relationship that [REDACTED] and the wider team have built with you over the past year and sincerely hope that we can continue to work closely with Friends of Richmond Park when developing system options based on our current shortlisted options. This work will take place over the coming months and, as we set out in the recent engagement material, we will be seeking to avoid impacts to Richmond Park as far as possible given it has been identified through community engagement as "a local circumstance".

To enable this I, as the ACP lead, commit to the following:

1. When compiling system options based on the current shortlisted options, we will seek to minimise impacts to Richmond Park and will engage closely with Friends of Richmond Park in this process.
2. This process will include an assessment of the overall viability and impacts of PBN Arrival options, including their impact on Richmond Park.
3. We will undertake a more detailed Biodiversity & Tranquillity assessment of Richmond Park, as set out in the latest Stakeholder Engagement Record (SER), commencing at the beginning of Stage 3 (likely September 2023). We will engage with you on both the proposed methodology and emerging findings of this work.

If you wish to discuss any of the matters outlined above, please do contact myself or [REDACTED] directly.

Kind regards,

[Redacted signature]

Heathrow

The Compass Centre, Nelson Road
Hounslow, Middlesex, TW6 2GW

m: [Redacted mobile number]

w: [heathrow.com](https://www.heathrow.com) t: twitter.com/heathrowairport

a: [heathrow.com/apps](https://www.heathrow.com/apps)

From: [REDACTED]
Sent: 27 July 2023 10:14
To: DD - Airspace
Cc: [REDACTED]
Subject: Heathrow Step 2B IOA Update Session Engagement Material

Follow Up Flag: Follow up
Flag Status: Flagged

Caution: external email. Unless you recognise the sender and know the content is safe, do not click links or open attachments.

Hi [REDACTED]

I am writing on behalf of Westbourne Park Road East Residents Association (WPRRA).

In addition to previous submitted feedback, We would like to submit the below in connection with the latest discussion.

- 1) **The health impact assumptions used to assess airport flight path options must include the government aviation noise impact study planned to be completed 2024.**
- 2) **The model used to calculate impacts of aircraft noise over communities, must formally factor in to the added noise impact from aircraft in communities, which have not previously been overflown.** This is because any increase in noise levels from aircraft over these newly affected areas, will be more severely experienced by/ impacting the population below due to the adverse change impact especially taking into account the logarithmic scale of decibels experienced.
- 3) **Air pollution is created below 7,000 , and all air pollution impact assumptions in the model must include air pollution from all air craft arriving and departing Heathrow , not only air pollution from on ground airport operations**
- 4) **The TAG model used to calculate impact of the different flight paths must be updated to reflect the latest and more comprehensive view of the health impacts of aviation on health for overflown communities**
- 5) **The noise assumptions used when calculating impacts on communities overflown must use the specific operational procedures and aircraft models assumed for a particular proposed flightpath** e.g. the air craft noise assumption for a flight path with aircraft turning over a community must be based on the noise generated from the aircraft flap , the aircraft model and height. It must not be based on generic assumptions.

Best wishes,

WPREA

Westbourne Park Road East Residents Association

From: [REDACTED]
Sent: 27 July 2023 16:47
To: [REDACTED]
Cc: [REDACTED]
Subject: RE: Heathrow Stage 2 Shortlisted Options
Attachments: 2023 07 27 FRP letter to HAL.pdf

Follow Up Flag: Follow up
Flag Status: Flagged

Caution: external email. Unless you recognise the sender and know the content is safe, do not click links or open attachments.

Dear [REDACTED]

Thank you for your email. I attach our response.

Regards

[REDACTED]

[REDACTED]

[REDACTED]

www.frp.org.uk

[Friends of Richmond Park | Twitter, Instagram, YouTube | Linktree](#)



27 July 2023

██████████
████████████████████
██

Dear ██████████

Heathrow Stage 2 Shortlisted Options – Friends of Richmond Park

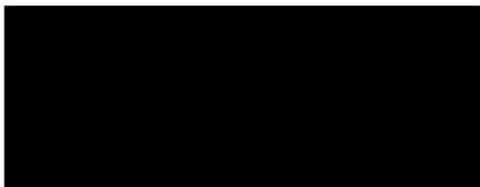
We refer to your email of 25 July 2023 at 8:18am.

1. We are still considering your email, sent at the eleventh hour before what we understand to be the end of Stage 2. But The Friends of Richmond Park’s (“**FRP**”) position is that including Option I, and any other options which impact Richmond Park significantly more than today, is not consistent with the methodology and shortlisting approach which Heathrow Airport used for the Initial Options Appraisal. It is also not in accordance with the consultation, engagement, and process requirements of CAP1616.
2. Heathrow Airport has applied a methodology and shortlisting approach based on the altitude-based priorities set out in the Air Navigation Guidance 2017. CAP1616 requires Heathrow Airport to engage with stakeholders to explore the options it has identified. In those engagements, Heathrow Airport stated that as part of ‘test 5’ - whether local circumstances are impacted significantly more than today (a requirement of ANG17 3.3 (f) and CAP1616 B76-B78) – Richmond Park was a specific area which should be avoided where possible. If an option significantly impacted Richmond Park more than today, it would be discontinued. It is clear that is how Heathrow Airport understood test 5, as it was the basis on which Option ‘I’ to runway 27 R was discontinued.
3. Accordingly, Heathrow Airport should be discontinuing all options which impact Richmond Park significantly more than today.
4. Should Heathrow Airport instead include options which significantly impact Richmond Park more than today, we intend to inform the Civil Aviation Authority that we consider the Stage 2 process has not been properly conducted and the defects should be remedied before the CAA passes the proposal through the gateway.
5. We understand that Heathrow Airport will be submitting its Stage 2 documentation to the CAA on 28 July 2023. We would ask that you provide us with all and any documents which you upload to the portal immediately after submitting them which address:
 - (i) the initial options appraisal;
 - (ii) the shortlisting process and criteria; and
 - (iii) the options shortlisted and why.

6. We envisage that this will include:
 - (i) an initial options appraisal report;
 - (ii) an initial options appraisal full analysis table; and
 - (iii) detailed maps of the long-listed and shortlisted options.

7. As to the Stakeholder Engagement Record between FRP and Heathrow Airport, we have not had an opportunity to fully review the latest version received on 17 July in light of this and Heathrow Airport's latest emails. For the avoidance of doubt, we do not consider our concerns have been adequately addressed.

Yours sincerely



From: [REDACTED]
Sent: 02 August 2023 08:32
To: DD - Airspace
Subject: Re: Heathrow Step 2B IOA Update Session Engagement Material

Follow Up Flag: Follow up
Flag Status: Flagged

Caution: external email. Unless you recognise the sender and know the content is safe, do not click links or open attachments.

Dear [REDACTED]

Here is my feedback following your recent session and thank you for giving me this opportunity. Its not easy to see the flight paths as its quite blurred, but anyway, these are my comments:

Baseline measurements for noise:

We are concerned about the use of 2019 for the baseline measurement for assessing the number of people within the LOAEL. Heathrow cannot provide noise metrics for Walton-on-Thames. From 2019 onwards noise footfall from Heathrow has impacted us with increasing regularity from departures on the D27RDET route, D09RCPT route and from circling arrivals. Noise has increased year on year with 2022 and 2023 being incredibly disturbing. Pre 2020 we were not impacted very much at all.

So how will you measure this impact on us for noise and altitudes for each of the prospective flight paths? You really have little idea of the level of disturbance we are experiencing when [REDACTED] states: "There is no requirement for Heathrow to provide noise monitoring or noise contour mapping in Walton On Thames. As I explained to you at the beginning of the year, there is no requirement to have noise data at any distance outside the summer day LAeq,16h contour, so generally noise measurements at UK airports tend to be restricted to locations within and just beyond the 54dB contours. Walton On Thames is well outside this boundary."

Walton-on-Thames has no noise monitoring. You cannot provide noise metrics. We were not impacted by noise before 2020. There is no baseline measure nor ongoing assessment to measure the high decibel disturbance over 55dB Leq that we are now exposed to from the 09CPT/MOD/GAS and 27RDET routes and arrivals. Although our area is not under the SID, flights are continuously vectored off out from these routes between 4000 and 5000 feet , and sometimes lower, exposing us to constant surround sound in an area devoid of noise monitoring. The noise is accentuated by incessant departures concentrated over the same routes. Heathrow discusses noise for most being a "discrete event". For us, this is at times is continuous. We continually send evidence of this to noise@heathrow.com

We are also concerned about vectoring.

The focus for consultation is on the flight paths. The noise and emissions generated from vectoring must be considered. Flights are

vectored off the SID at 4000 feet (sometimes below this height) and over Walton-on-Thames well below 6000 feet. This is very apparent from the D27RDET route. **What consideration is given to the impact of vectoring?**

We have been given mixed messages on Heathrow's responsibility here. **At what height does Heathrow maintain responsibility for aircraft departing from its runways?**

I can send you evidence for all the above if you wish.

Thank you and I look forward to receiving the answers to my questions.

Yours sincerely,

[Redacted signature block]

From: [REDACTED]

Sent:

03 August 2023 11:54

To:

Cc:

Subject:

RE: Heathrow Stage 2 Shortlisted Options

Attachments:

230803_HAL Response to FoRP Letter Dated 27th July 2023.pdf

Classification: Internal

Dear [REDACTED]

Thank you for your email and letter. I attach our response.

Both letters will be submitted to the CAA as additional Engagement evidence as part of our Stage 2 submission.

Kind regards

[REDACTED]

[REDACTED]

Heathrow

The Compass Centre, Nelson Road
Hounslow, Middlesex, TW6 2GW

m: +[REDACTED]

w: [heathrow.com](https://www.heathrow.com) t: twitter.com/heathrowairport

a: [heathrow.com/apps](https://www.heathrow.com/apps)



Heathrow Airport Limited
The Compass Centre, Nelson Road,
Hounslow, Middlesex TW6 2GW
W: heathrow.com

03rd August 2023

Dear [REDACTED],

Thank you for your letter regarding the Stage 2 shortlisted options.

1. Shortlisting of PBN Arrival Option I to runway 27R

We understand your disappointment at the inclusion of Option I in the shortlisted options at the end of Stage 2. When we engaged with stakeholder representatives at workshops over the period 27 June – 4 July, we indicated an intention to discontinue Option I. This was an option that Friends of Richmond Park had told us was of specific concern to them and we had listened carefully to that feedback.

However, on reviewing the discontinuation approach and results prior to submission at Stage 2, we found that the approach applied to Option I was not entirely consistent with the approach taken to other options with potential impacts to AONBs and the park. Given the clear guidance in CAP1616 that the appraisal of options at Stage 2 should be undertaken in a fair and consistent manner (see, for example, para 128), we came to the view that it would be premature at this stage to discontinue an option that had similar IOA results to other options which have been shortlisted. We reached this decision applying professional judgement on matters that involve technical predictive assessments.

We note your comment that you feel the shortlisting of Option 'I' was not consistent with our methodology and approach for shortlisting options. CAP1616 does not prescribe a shortlisting methodology to be applied at Stage 2. We developed shortlisting "tests" to provide a framework for the shortlisting of options that reflected the altitude-based priorities from Air Navigation Guidance 2017. However, the tests we developed were not intended to be based purely on data alone and it is important that we exercise professional judgement when shortlisting options.

The process of compiling the current list of 151 options into a smaller number of system options will involve an element of shortlisting and discontinuation early in Stage 3. We consider it most appropriate to address impacts on local circumstances, such as Richmond Park and AONB's, at this point. As part of our future activities, we will continue engaging with Friends of Richmond Park as we develop our airspace change in line with CAP1616.

2. Stage 2 Submission

We submitted our Stage 2 documentation to the CAA on Friday 28 July, as planned. We are now undergoing the process of redacting each of the documents to ensure that no personal information is shared anywhere (e.g., stakeholder names, email addresses etc). We will upload all the documents to the CAA portal once this process is complete, and we will email you to let you know when the documents are live.

The documents include our approach to the DPE and the IOA, the results of the IOA for each option and maps of all shortlisted and discontinued options. As discussed previously, we can also prepare information for you that summarises the remaining options that potentially impact Richmond Park when we begin Stage 3. This may help facilitate our discussions on the compilation of system options.

Kind regards,

[REDACTED]
[REDACTED]
[REDACTED]

From: [REDACTED]
Sent: 04 August 2023 15:18
To: [REDACTED]
Cc: [REDACTED]
Subject: RE: Heathrow Stage 2 Shortlisted Options

Follow Up Flag: Follow up
Flag Status: Flagged

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Dear [REDACTED]

Thank you for your letter of 3 August which we are considering.

In our letter of 27 July, we asked for sight of any documents which address: (i) the initial options appraisal; (ii) the shortlisting process and criteria; and (iii) the options shortlisted and why. We envisage that this will include (i) an initial options appraisal report; (ii) an initial options appraisal full analysis table; and (iii) detailed maps of the long-listed and shortlisted options. We are requesting these because we understand these have changed materially from the versions shared with stakeholders a month ago.

We would not expect any of these documents to contain personal information which would require redaction.

We repeat our request that they be disclosed to us immediately, ahead of their being uploaded on the CAA website.

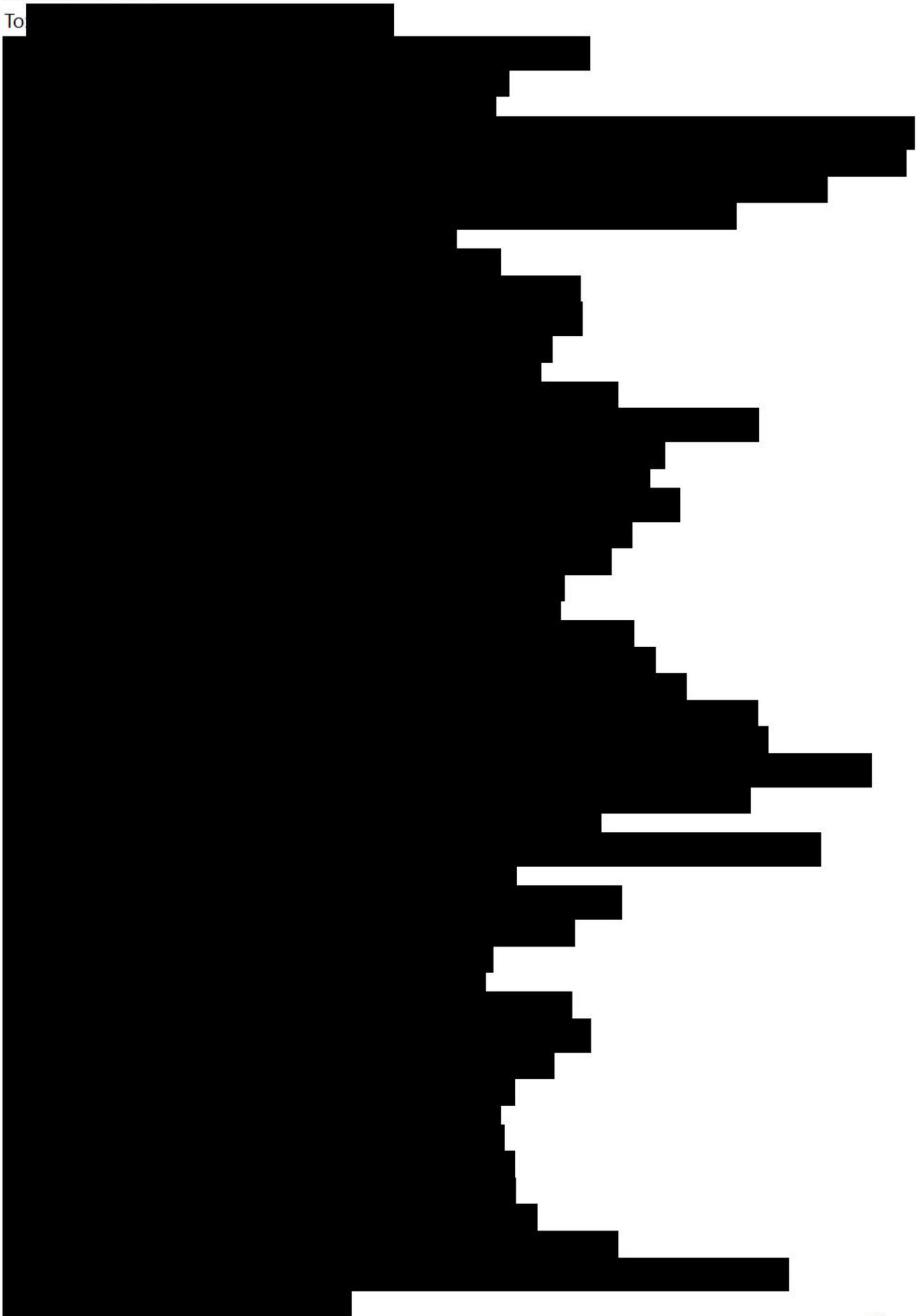
Kind regards

Heathrow ACP Stage 2 Submission - Step 2A

DD - Airspace

Fri 04/08/2023 15:50

To



[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[Redacted content]

📎 1 attachments (192 KB)

00 Stage 2_Submission_Navigation_Tool.pdf;

Dear All,

I would like to thank you for your engagement so far during Heathrow's ACP. I wanted to let you know that Heathrow submitted their Stage 2 Airspace Change Proposal Gateway documentation to the Civil Aviation Authority (CAA) on Friday 28th July 2023. The CAA will now review the full suite of documentation and assess whether Heathrow can progress to Stage 3 of the CAA's Airspace Change process called CAP1616.

The Step 2A documents in Heathrow's Stage 2 submission are now available to view on the [CAA's public portal](#), and includes our approach to developing the Comprehensive List of Options, and assessing these in the Design Principle Evaluation. The submission also includes evidence of all stakeholder engagement at Step 2A that informed these activities. Please use the attached navigation tool document, also available on portal, to understand what you can expect to find in each document and a hyperlink to download it.

Unfortunately, the upload of the Step 2B documents, Stakeholder Engagement Summary Document and associated appendices to the portal is pending resolution of a technical issue associated with the portal document capacity. **This means that these documents are not yet visible on the portal and the CAA are working to resolve the matter urgently.**

We will be in touch to let you know as soon as the remaining documents are available to view on the Portal.

If you have any questions, please feel free to email airspace@heathrow.com.

[Redacted signature]



The Compass Centre, Nelson Road
Hounslow, Middlesex, TW6 2GW

w: [heathrow.com](https://www.heathrow.com) t: twitter.com/heathrowairport

a: [heathrow.com/apps](https://www.heathrow.com/apps)

From: DD - Airspace
Sent: 04 August 2023 15:57
To: [REDACTED] DD - Airspace
Subject: FW: Heathrow ACP Stage 2 Submission - Step 2A
Attachments: 00 Stage 2_Submission_Navigation_Tool.pdf

Classification: Internal

Dear [REDACTED]

Please could you share the email below regarding our Stage 2 Submission and attached Navigation Tool Document with [REDACTED]

Many thanks,

[REDACTED]

From: DD - Airspace <airspace@heathrow.com>
Sent: Friday, August 4, 2023 3:50 PM
To: DD - Airspace <airspace@heathrow.com>
Subject: Heathrow ACP Stage 2 Submission - Step 2A

Dear All,

I would like to thank you for your engagement so far during Heathrow's ACP. I wanted to let you know that Heathrow submitted their Stage 2 Airspace Change Proposal Gateway documentation to the Civil Aviation Authority (CAA) on Friday 28th July 2023. The CAA will now review the full suite of documentation and assess whether Heathrow can progress to Stage 3 of the CAA's Airspace Change process called CAP1616.

The Step 2A documents in Heathrow's Stage 2 submission are now available to view on the [CAA's public portal](#), and includes our approach to developing the Comprehensive List of Options, and assessing these in the Design Principle Evaluation. The submission also includes evidence of all stakeholder engagement at Step 2A that informed these activities. Please use the attached navigation tool document, also available on portal, to understand what you can expect to find in each document and a hyperlink to download it.

Unfortunately, the upload of the Step 2B documents, Stakeholder Engagement Summary Document and associated appendices to the portal is pending resolution of a technical issue associated with the portal document capacity. **This means that these documents are not yet visible on the portal and the CAA are working to resolve the matter urgently.**

We will be in touch to let you know as soon as the remaining documents are available to view on the Portal.

If you have any questions, please feel free to email airspace@heathrow.com.

[REDACTED]

[REDACTED]

[REDACTED]

Heathrow

The Compass Centre, Nelson Road
Hounslow, Middlesex, TW6 2GW

w: [heathrow.com](https://www.heathrow.com) t: twitter.com/heathrowairport
a: [heathrow.com/apps](https://www.heathrow.com/apps)

From: DD - Airspace
Sent: 04 August 2023 16:30
To: [REDACTED]
Subject: Heathrow ACP Stage 2 Submission - Step 2A
Attachments: 00 Stage 2_Submission_Navigation_Tool.pdf

Classification: Internal

Dear [REDACTED],

I contacted [REDACTED] with the email below and attachment to inform them that Heathrow's Airspace Change Proposal (ACP) Step 2A documentation is publicly available to view on the Civil Aviation Authority's airspace change portal. [REDACTED] had been our point of contact for Islington Council during Stage 2. [REDACTED] has now left the Council, with the email auto-response suggesting I contact you. Please could you let me know whether you, or someone else at the Council, is the appropriate contact to receive updates on Heathrow's (ACP)?

I would like to thank you for your engagement so far during Heathrow's ACP. I wanted to let you know that Heathrow submitted their Stage 2 Airspace Change Proposal Gateway documentation to the Civil Aviation Authority (CAA) on Friday 28th July 2023. The CAA will now review the full suite of documentation and assess whether Heathrow can progress to Stage 3 of the CAA's Airspace Change process called CAP1616.

The Step 2A documents in Heathrow's Stage 2 submission are now available to view on the [CAA's public portal](#), and includes our approach to developing the Comprehensive List of Options, and assessing these in the Design Principle Evaluation. The submission also includes evidence of all stakeholder engagement at Step 2A that informed these activities. Please use the attached navigation tool document, also available on portal, to understand what you can expect to find in each document and a hyperlink to download it.

Unfortunately, the upload of the Step 2B documents, Stakeholder Engagement Summary Document and associated appendices to the portal is pending resolution of a technical issue associated with the portal document capacity. **This means that these documents are not yet visible on the portal and the CAA are working to resolve the matter urgently.**

We will be in touch to let you know as soon as the remaining documents are available to view on the Portal.

If you have any questions, please feel free to email airspace@heathrow.com.

[REDACTED]

[REDACTED]

[REDACTED]

Heathrow

The Compass Centre, Nelson Road
Hounslow, Middlesex, TW6 2GW

From: DD - Airspace
Sent: 04 August 2023 16:31
To: [REDACTED]
Subject: Heathrow ACP Stage 2 Submission - Step 2A
Attachments: 00 Stage 2_Submission_Navigation_Tool.pdf

Classification: Internal

Dear [REDACTED],

I contacted [REDACTED] with the email below and attachment to inform [REDACTED] that Heathrow's Airspace Change Proposal (ACP) Step 2A documentation is publicly available to view on the Civil Aviation Authority's airspace change portal. [REDACTED] had been one of our points of contact for Hackney Council during Stage 2 along with [REDACTED]. [REDACTED] has now left the Council, with the email auto-response suggesting I contact you. Please could you let me know whether you, or someone else at the Council, is the appropriate contact to receive updates on Heathrow's (ACP)?

I would like to thank you for your engagement so far during Heathrow's ACP. I wanted to let you know that Heathrow submitted their Stage 2 Airspace Change Proposal Gateway documentation to the Civil Aviation Authority (CAA) on Friday 28th July 2023. The CAA will now review the full suite of documentation and assess whether Heathrow can progress to Stage 3 of the CAA's Airspace Change process called CAP1616.

The Step 2A documents in Heathrow's Stage 2 submission are now available to view on the [CAA's public portal](#), and includes our approach to developing the Comprehensive List of Options, and assessing these in the Design Principle Evaluation. The submission also includes evidence of all stakeholder engagement at Step 2A that informed these activities. Please use the attached navigation tool document, also available on portal, to understand what you can expect to find in each document and a hyperlink to download it.

Unfortunately, the upload of the Step 2B documents, Stakeholder Engagement Summary Document and associated appendices to the portal is pending resolution of a technical issue associated with the portal document capacity. **This means that these documents are not yet visible on the portal and the CAA are working to resolve the matter urgently.**

We will be in touch to let you know as soon as the remaining documents are available to view on the Portal.

If you have any questions, please feel free to email airspace@heathrow.com.

[REDACTED]

[REDACTED]

[REDACTED]

Heathrow

The Compass Centre, Nelson Road
Hounslow, Middlesex, TW6 2GW

From: [REDACTED]
Sent: 07 August 2023 08:00
To: DD - Airspace
Subject: Re: Heathrow ACP Stage 2 Submission - Step 2A

You don't often get email from [REDACTED] [Learn why this is important](#)

Caution: external email. Unless you recognise the sender and know the content is safe, do not click links or open attachments.

Dear [REDACTED]

Many thanks for your email. I can confirm that [REDACTED] is the correct contact as [REDACTED].

Kind regards

[REDACTED]

[REDACTED]

Hackney Council
Town Hall, Mare Street

Tel: [REDACTED]
[REDACTED]

From: [REDACTED]
Sent: 07 August 2023 10:23
To: DD - Airspace
Cc: [REDACTED]
Subject: FW: Heathrow ACP Stage 2 Submission - Step 2A

Follow Up Flag: Follow up
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Classification: Internal

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Hi [REDACTED]

As per [REDACTED] email, [REDACTED] is the appropriate senior officer to contact regarding this area of work. [REDACTED] is [REDACTED]

Please can you also add me to your distribution list and add [REDACTED]
[REDACTED]

Kind regards,

[REDACTED]

Alternative Contacts:

[REDACTED]

www.islington.gov.uk

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Like us on Facebook [@IslingtonBC](#) and [@IslingtonLife](#)
Follow IslingtonLife on Instagram [@IslingtonLife](#)

From: [REDACTED]
Sent: 07 August 2023 10:32
To: DD - Airspace
Subject: Airspace Modernisation Timeline

Follow Up Flag: Follow up
Flag Status: Flagged

Caution: external email. Unless you recognise the sender and know the content is safe, do not click links or open attachments.

Dear Team,

Can I confirm that you still intend to undertake a public consultation on flight path options at Stage 3 of the modernisation process, and ask when you expect this consultation to take place?

Best,

[REDACTED]

[REDACTED]

Westminster City Council
17th Floor
64 Victoria Street
London SW1E 6QP

Tel: [REDACTED]

www.westminster.gov.uk

My working pattern is Monday - Thursday



<https://www.westminster.gov.uk/>

From: DD - Airspace
Sent: 07 August 2023 12:01
To: [REDACTED]
Cc: [REDACTED]
Subject: RE: Heathrow Stage 2 Shortlisted Options

Classification: Internal

Dear [REDACTED]

As you will have seen from my email on Friday 5th Aug, our Step 2A documents are now available to view on the CAA's Airspace Change Portal. Unfortunately we have not yet been able to upload our Step 2B documentation (including IOA related material) due to a technical issue with the portal. We understand your frustration with this and we are receiving regular updates from the CAA and hope that the issue will be resolved soon. Due to their size, we are also not able to attach and send any documents by email.

We will be in touch in due course when the documents are publicly available on the portal.

Kind regards,
[REDACTED]
[REDACTED]
[REDACTED]

Heathrow

The Compass Centre, Nelson Road
Hounslow, Middlesex, TW6 2GW

w: [heathrow.com](https://www.heathrow.com) t: twitter.com/heathrowairport
a: [heathrow.com/apps](https://www.heathrow.com/apps)

From: [REDACTED]
Sent: 07 August 2023 14:47
To: DD - Airspace
Cc: [REDACTED]
Subject: RE: Heathrow ACP Stage 2 Submission - Step 2A

Follow Up Flag: Follow up
Flag Status: Completed

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Classification: Internal

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Dear [REDACTED] thanks for your email. I can't seem to open the links in the email below to access the portal, are there any further steps I need to do, thank you.

Kind regards

[REDACTED] | LB of Lewisham | [REDACTED]

As your elected member I am committed to protecting your privacy. For more information please see the associated [privacy notice](#)



From: DD - Airspace
Sent: 07 August 2023 15:32
To: [REDACTED] DD - Airspace
Cc: [REDACTED]
Subject: RE: Heathrow ACP Stage 2 Submission - Step 2A

Classification: Internal

Dear [REDACTED]

Thank you for your email.

I have updated our records for Islington Council to ensure that you, [REDACTED] receive future correspondence on Heathrow's Airspace Change Proposal.

Kind regards,

[REDACTED]

[REDACTED]

From: DD - Airspace
Sent: 07 August 2023 15:33
To: [REDACTED] DD - Airspace
Subject: RE: Heathrow ACP Stage 2 Submission - Step 2A

Dear [REDACTED]

Thank you for confirming that [REDACTED] is the correct contact at Hackney Council to receive future correspondence on Heathrow's Airspace Change Proposal. I have updated our records accordingly.

Kind regards,

[REDACTED]

[REDACTED] | [Airspace Modernisation Programme](#)

From: DD - Airspace
Sent: 07 August 2023 16:12
To: [REDACTED] DD - Airspace
Cc: [REDACTED]
Subject: RE: Heathrow ACP Stage 2 Submission - Step 2A

Classification: Internal

Dear [REDACTED]

Thank you for your email.

I have tested the link to the CAA's Airspace Change Portal ([here](#)) that was sent out on Friday and it is working for me – have you tried opening the link using a different browser?

Alternatively, you can navigate to Heathrow's ACP Submission area of the portal by following the steps below:

1. Open web browser and search 'CAA Airspace Change Portal' - <https://airspacechange.caa.co.uk/>
2. Click on the 'Search by' dropdown menu and select 'Sponsor organisation'. Click on the 'Sponsor organisation' dropdown menu and select 'Heathrow Airport'. Click the dark blue 'Search' button.
3. This will take you to a list of Heathrow Airports' 10 airspace change proposals. The one relevant to this project is titled 'Heathrow Airspace Modernisation (FASI South) (ACP-2021-056)'. Click on this to view all 32 documents that have been uploaded to the portal so far under the 'Documents for this proposal'.
4. Use the [Navigation tool](#) attached (also the first document listed on the portal) to the previous email to help you understand the contents of each document.

Please let us know if you are still experiencing difficulties.

Kind regards,

[REDACTED]

[REDACTED]

[REDACTED]

Heathrow

The Compass Centre, Nelson Road
Hounslow, Middlesex, TW6 2GW

w: [heathrow.com](https://www.heathrow.com) t: twitter.com/heathrowairport
a: [heathrow.com/apps](https://www.heathrow.com/apps)

From: DD - Airspace
Sent: 07 August 2023 16:19
To: [REDACTED]
Subject: RE: Airspace Modernisation Timeline

Dear [REDACTED]

Thank you for your email.

Consultation is part of the CAP1616 Stage 3 requirements, and we would expect to reach this part of the process around late 2025 but we are unable to provide definitive dates at this stage. Heathrow's consultation is reliant on the wider London TMA Modernisation which is being co-coordinated through the ACOG Masterplan.

If you would like to receive updates on Heathrow's progress throughout the Airspace Change Proposal, please let me know and I will add your contact details to the distribution list.

Kind regards,

[REDACTED]

[REDACTED]

Heathrow

The Compass Centre, Nelson Road
Hounslow, Middlesex, TW6 2GW

w: [heathrow.com](https://www.heathrow.com) t: twitter.com/heathrowairport
a: [heathrow.com/apps](https://www.heathrow.com/apps)

From: [REDACTED]
Sent: 08 August 2023 17:57
To: DD - Airspace
Subject: RE: Heathrow ACP Stage 2 Submission - Step 2A

Follow Up Flag: Follow up
Flag Status: Flagged

Classification: Internal

Caution: external email. Unless you recognise the sender and know the content is safe, do not click links or open attachments.

Thanks – are the pending upload documents going to be uploaded soon, and will you resend with the live link once they are loaded?

Best regards,

[REDACTED]

IAG [REDACTED]

Waterside, PO Box 365, Harmondsworth, Middlesex
UB7 0GB, United Kingdom
(sat nav UB7 0GA)

www.iairgroup.com



IAG is proud to be awarded CDP A List status for action on climate change.

From: [REDACTED]
Sent: 09 August 2023 09:03
To: DD - Airspace
Subject: 230809/SW01 RE: Heathrow ACP Stage 2 Submission - Step 2A
Attachments: 00 Stage 2_Submission_Navigation_Tool.pdf

Classification: Internal

Caution: external email. Unless you recognise the sender and know the content is safe, do not click links or open attachments.

Good morning [REDACTED]

I have passed your e-mail to the local customer team who will deal with your request.

The Freedom of Information Act and Environmental Information Regulations state that a public authority must respond to requests for information within 20 working days.

You can find more information about our service commitment by clicking on the link below:

<https://www.gov.uk/government/publications/environment-agency-customer-service-commitment>

You can contact our customer team directly on the contact details below, or call the National Customer Contact Centre [REDACTED] who will transfer you to the area team.

Please quote your enquiry reference [REDACTED] in any correspondence with us regarding this matter.

Customers and Engagement
Environment Agency
Hertfordshire and North London Area
Alchemy
Bessemer Road
Welwyn Garden City
Hertfordshire
AL7 1HE
[REDACTED]

Kind Regards

[REDACTED]

[REDACTED]

From: DD - Airspace
Sent: 11 August 2023 11:46
To: [REDACTED]
Cc: DD - Airspace
Subject: RE: Heathrow Step 2B IOA Update Session Engagement Material

Classification: Internal

Dear [REDACTED]

Thanks for meeting with us via Teams on 19th July. We promised to come back to you on the 3 questions that we were unable to answer during the meeting. I have discussed them with the team and have provided responses below: please do let us know if you have any further questions on the ACP.

1. You asked whether the future modelling will consider meteorological conditions at the time of implementation. For example, higher temperatures and changes to the east/west split. Typically, forecasts are based on historic trends i.e. wind direction, temperature etc. Sensitivity tests are often performed to assess impacts related with different modal splits (e.g. a greater proportion of easterly or westerly operations). We will be able to share more detail on sensitivity testing prior to the Full Options Appraisal.
2. You queried Air Quality thresholds and asked whether we will consider impacts down to WHO levels. The WHO published new Air Quality guidelines in 2021 which are much lower than the UK air quality objectives for both NO₂ and PM₁₀. The Government has shown no intent to adopt these and as such these do not form part of any policy or regulation. There is no obligation for Heathrow, or any other airspace change sponsor, to consider impacts down to these levels.
3. You asked whether Heathrow has plans to trial any PBN routes prior to implementation (especially where new communities would be overflowed). We said there were no plans to. You then asked whether Heathrow could make changes to routes if the impact of them was worse than anticipated. CAP1616 does not include a process for an airport to make changes to a route once it has been implemented, without either initiating a new ACP or a PPR (planned and permanent redistribution of traffic). However, if a new route was found to have unintended or unanticipated consequences, this would be picked up during the post-implementation review (PIR) carried out by the CAA. We expect the details of the PIR for airspace modernisation ACPs to be more clearly defined in a later iteration of the ACOG Masterplan. *"The purpose of the review is for the change sponsor to carry out a rigorous assessment, and the CAA to evaluate, whether the anticipated impacts and benefits in the original proposal and published decision are as expected, and where there are differences, what steps (if any) are required to be taken"* (CAP1616, para 271).

Many thanks,
[REDACTED]

Heathrow ACP Stage 2 Submission - Step 2B

DD - Airspace

Fri 11/08/2023 16:14

To

[Redacted content]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

 1 attachments (250 KB)

00 Stage 2_Submission_Upload_Navigation_Tool v2.0.pdf;

Dear All,

I wanted to let you know that the full suite of documentation for Heathrow's Airspace Change Proposal Stage 2 Gateway is now available to view on the [CAA's public portal](#). I would like to apologise for the delay in uploading the Step 2B documents, Stakeholder Engagement Summary Document, and associated appendices to the portal due to technical difficulties.

The Stage 2 submission includes:

- Step 2A Documents, describing our approach to developing the Comprehensive List of Options, and assessing these in the Design Principle Evaluation
- Step 2B Documents, describing our approach to the Initial Options Appraisal (IOA) and shortlisting of options
- Stakeholder Engagement Summary Documents, including evidence of all stakeholder engagement throughout Stage 2 that informed the Step 2A and Step 2B activities. Document 17 'Stage 2 Stakeholder Engagement Correspondence Log' has been updated and will assist you in navigating the associated correspondence appendices that evidence our engagement activities.

Due to the portal document capacity limits, we have had to split some larger documents down into smaller parts. These are Documents 13 (10 parts), 14 (12 parts), 15 (12 parts) and 20 (2 parts). This means that there are 55 documents in total. Please use the attached updated navigation tool document, also available on portal, to understand what you can expect to find in each document and a hyperlink to download it.

At the IOA stakeholder engagement sessions in early July we talked through our proposed methodology and shortlisting for the IOA as part of Step 2B. During internal review of our Stage 2

documentation prior to submission, we noted that the shortlisting approach applied to PBN Arrival Option 'I' to runway 27R was not entirely consistent with the approach taken to other PBN Arrival options. We have therefore taken the decision to reinstate Option 'I' and to include it in the shortlisted options (151 total) for further refinement at Stage 3.

Once again, I would like to thank you for your engagement so far during Heathrow's ACP. We will be in touch to let you know the outcome of the CAA's assessment of the Stage 2 Gateway.

If you have any questions, please feel free to email airspace@heathrow.com.

Kind regards,

[Redacted]

[Redacted]

Heathrow

The Compass Centre, Nelson Road
Hounslow, Middlesex, TW6 2GW

w: [heathrow.com](https://www.heathrow.com) t: twitter.com/heathrowairport

a: [heathrow.com/apps](https://www.heathrow.com/apps)



***AIRSPACE MODERNISATION AIRSPACE CHANGE
PROPOSAL
(ACP-2021-056)***

STAGE 2 SUBMISSION NAVIGATION TOOL





#	Document Title	Document Contents	CAA Portal Link
1	Step 2A - Options Development	Describes the current situation, the creation of the Comprehensive List of Options and the Design Principle Evaluation methodology and outcomes	On Portal, available to view
2	Step 2A Annex 1 Design Principle Evaluation	Provides the methodology and the Design Principle Evaluation for PBN Departures	On Portal, available to view
3	Step 2A Annex 2 Design Principle Evaluation	Provides the methodology and the Design Principle Evaluation for PBN Arrivals	On Portal, available to view
4	Step 2A Annex 3 Design Principle Evaluation	Provides the methodology and the Design Principle Evaluation for Vectored Arrivals	On Portal, available to view
5	Step 2A Annex 4 Comprehensive List of Options - Focus Groups	Provides the reports on the community and school focus groups and the engagement material	On Portal, available to view
6	Step 2A Appendix A Comprehensive List of Options Presentation	The Comprehensive List of Options engagement material	On Portal, available to view
7	Step 2A Appendix B Comprehensive List of Options Community Stakeholder Correspondence	Stakeholder Correspondence relating to Comprehensive List of Options from Community Groups, Local authorities/councils and Environmental Organisations/Groups	On Portal, available to view
8	Step 2A Appendix C Comprehensive List of Options Industry Stakeholder Correspondence	Stakeholder Correspondence relating to Comprehensive List of Options from Industry Stakeholders	On Portal, available to view
9	Step 2A Appendix D Comprehensive List of Options Workshop Notes	Workshop Notes relating to Comprehensive List of Options workshops	On Portal, available to view
10	Step 2A Appendix E Comprehensive List of Options Stakeholder Feedback Forms	Comprehensive List of Options Stakeholder Feedback forms	On Portal, available to view
11	Step 2A Appendix F Stage 2 Forum Updates	Material presented at Heathrow forums	On Portal, available to view
12	Step 2B – Initial Options Appraisal (IOA)	Describes Heathrow's approach to the Initial Options Appraisal, shortlisting methodology and summary of outcomes	On Portal, available to view
13.1	Step 2B Appendix A Part 1	IOA – PBN Departures Runway 27L Baseline 'Do Nothing', Options A, B & C	On Portal, available to view
13.2	Step 2B Appendix A Part 2	IOA – PBN Departures Runway 27L Options D, E, F & G	On Portal, available to view
13.3	Step 2B Appendix A Part 3	IOA – PBN Departures Runway 27L Option H, Runway 27R Baseline 'Do Nothing, Options A & B	On Portal, available to view



13.4	Step 2B Appendix A Part 4	IOA – PBN Departures Runway 27R Options C, D, E & F	On Portal, available to view
13.5	Step 2B Appendix A Part 5	IOA – PBN Departures Runway 27R Options G & H, Runway 09L Baseline 'Do Nothing' and Option A	On Portal, available to view
13.6	Step 2B Appendix A Part 6	IOA – PBN Departures Runway 09L Options B, C, D & E	On Portal, available to view
13.7	Step 2B Appendix A Part 7	IOA – PBN Departures Runway 09L Options F, G, H & I	On Portal, available to view
13.8	Step 2B Appendix A Part 8	IOA – PBN Departures Runway 09L Option J, Runway 09R Baseline 'Do Nothing', Options A & B	On Portal, available to view
13.9	Step 2B Appendix A Part 9	IOA – PBN Departures Runway 09R Options C, D, E & F	On Portal, available to view
13.10	Step 2B Appendix A Part 9	IOA – PBN Departures Runway 09R Options G, H, I & J	On Portal, available to view
14.1	Step 2B Appendix B Part 1	IOA – PBN Arrivals Runway 27L Baseline 'Do Nothing' – Option H	On Portal, available to view
14.2	Step 2B Appendix B Part 2	IOA – PBN Arrivals Runway 27L Option I – Option P	On Portal, available to view
14.3	Step 2B Appendix B Part 3	IOA – PBN Arrivals Runway 27L Option Q – Option W	On Portal, available to view
14.4	Step 2B Appendix B Part 4	IOA – PBN Arrivals Runway 27R Baseline 'Do Nothing' – Option H	On Portal, available to view
14.5	Step 2B Appendix B Part 5	IOA – PBN Arrivals Runway 27R Option I – Option P	On Portal, available to view
14.6	Step 2B Appendix B Part 6	IOA – PBN Arrivals Runway 27R Option Q – Option X	On Portal, available to view
14.7	Step 2B Appendix B Part 7	IOA – PBN Arrivals Runway 09L Baseline 'Do Nothing' – Option H	On Portal, available to view
14.8	Step 2B Appendix B Part 8	IOA – PBN Arrivals Runway 09L Option I – Option P	On Portal, available to view
14.9	Step 2B Appendix B Part 9	IOA – PBN Arrivals Runway 09L Option Q – Option U	On Portal, available to view
14.10	Step 2B Appendix B Part 10	IOA – PBN Arrivals Runway 09R Baseline 'Do Nothing' – Option H	On Portal, available to view
14.11	Step 2B Appendix B Part 11	IOA – PBN Arrivals Runway 09R Option I – Option P	On Portal, available to view
14.12	Step 2B Appendix B Part 12	IOA – PBN Arrivals Runway 09R Option Q – Option U	On Portal, available to view
15.1	Step 2B Appendix C Part 1	IOA – Vectored Arrivals Runway 27L Baseline 'Do Nothing', Options A, B & C	On Portal, available to view
15.2	Step 2B Appendix C Part 2	IOA – Vectored Arrivals Runway 27L Options D, E, F & G	On Portal, available to view



15.3	Step 2B Appendix C Part 3	IOA – Vectored Arrivals Runway 27L Options H, I, J & K	On Portal, available to view
15.4	Step 2B Appendix C Part 4	IOA – Vectored Arrivals Runway 27R Baseline ‘Do Nothing’, Options A, B & C	On Portal, available to view
15.5	Step 2B Appendix C Part 5	IOA – Vectored Arrivals Runway 27R Options D, E, F & G	On Portal, available to view
15.6	Step 2B Appendix C Part 6	IOA – Vectored Arrivals Runway 27R Options H, I, J & K	On Portal, available to view
15.7	Step 2B Appendix C Part 7	IOA – Vectored Arrivals Runway 09L Baseline ‘Do Nothing’, Options A, B & C	On Portal, available to view
15.8	Step 2B Appendix C Part 8	IOA – Vectored Arrivals Runway 09L Options D, E, F & G	On Portal, available to view
15.9	Step 2B Appendix C Part 9	IOA – Vectored Arrivals Runway 09L Options H, I, J & K	On Portal, available to view
15.10	Step 2B Appendix C Part 10	IOA – Vectored Arrivals Runway 09R Baseline ‘Do Nothing’, Options A, B & C	On Portal, available to view
15.11	Step 2B Appendix C Part 11	IOA – Vectored Arrivals Runway 09R Options D, E, F & G	On Portal, available to view
15.12	Step 2B Appendix C Part 12	IOA – Vectored Arrivals Runway 09R Options H, I, J & K	On Portal, available to view
16	Stakeholder Engagement Summary Document	Describes all additional stakeholder engagement conducted during Stage 2	On Portal, available to view
17	Stakeholder Engagement Appendix A	Stakeholder Engagement Log	On Portal, available to view
18	Stakeholder Engagement Appendix B	Stakeholder Engagement Material & Correspondence relating to Methods and Metrics 1 & 2	On Portal, available to view
19	Stakeholder Engagement Appendix C	Stakeholder Engagement Material & Correspondence relating to Design Principle Evaluation	On Portal, available to view
20.1	Stakeholder Engagement Appendix D Part 1	Stakeholder Engagement Material & Correspondence relating to Initial Options Appraisal	On Portal, available to view
20.2	Stakeholder Engagement Appendix D Part 2	Stakeholder Engagement Material & Correspondence relating to Initial Options Appraisal	On Portal, available to view
21	Stakeholder Engagement Appendix E	Additional Stakeholder Group Meetings Correspondence & Stakeholder Engagement Records	On Portal, available to view
22	Stakeholder Engagement Appendix F	General ACP Stage 2 Correspondence	On Portal, available to view
23	Stakeholder Engagement Appendix G	Friends of Richmond Park Additional Correspondence	On Portal, available to view ⁴⁹



All airspace design options in these documents are subject to change throughout the airspace change process, as options are matured in detail and refined in accordance with safety requirements, design principles, appraisals and stakeholder engagement and consultation.

Heathrow's Stage 2 submission documents have been written in accordance with the fourth edition of CAP1616 published in March 2022.

Fw: Heathrow ACP Stage 2 Submission - Step 2B

DD - Airspace

Fri 11/08/2023 16:19

To [REDACTED] DD - Airspace
<airspace@heathrow.com>

 1 attachments (250 KB)

00 Stage 2_Submission_Upload_Navigation_Tool v2.0.pdf;

Dear [REDACTED]

Please could you share the email below regarding availability of our full Stage 2 Submission and attached Navigation Tool Document with [REDACTED]

Many thanks,
[REDACTED]

From: DD - Airspace <airspace@heathrow.com>
Sent: 11 August 2023 16:14
To: DD - Airspace <airspace@heathrow.com>
Subject: Heathrow ACP Stage 2 Submission - Step 2B

Dear All,

I wanted to let you know that the full suite of documentation for Heathrow's Airspace Change Proposal Stage 2 Gateway is now available to view on the [CAA's public portal](#). I would like to apologise for the delay in uploading the Step 2B documents, Stakeholder Engagement Summary Document, and associated appendices to the portal due to technical difficulties.

The Stage 2 submission includes:

- Step 2A Documents, describing our approach to developing the Comprehensive List of Options, and assessing these in the Design Principle Evaluation
- Step 2B Documents, describing our approach to the Initial Options Appraisal (IOA) and shortlisting of options
- Stakeholder Engagement Summary Documents, including evidence of all stakeholder engagement throughout Stage 2 that informed the Step 2A and Step 2B activities. Document 17 'Stage 2 Stakeholder Engagement Correspondence Log' has been updated and will assist you in navigating the associated correspondence appendices that evidence our engagement activities.

Due to the portal document capacity limits, we have had to split some larger documents down into smaller parts. These are Documents 13 (10 parts), 14 (12 parts), 15 (12 parts) and 20 (2 parts). This means that there are 55 documents in total. Please use the attached updated navigation tool document, also available on portal, to understand what you can expect to find in each document and a hyperlink to download it.

At the IOA stakeholder engagement sessions in early July we talked through our proposed methodology and shortlisting for the IOA as part of Step 2B. During internal review of our Stage 2 documentation prior to submission, we noted that the shortlisting approach applied to PBN Arrival Option 'I' to runway 27R was not entirely consistent with the approach taken to other PBN Arrival options. We have therefore taken the decision to reinstate Option 'I' and to include it in the shortlisted options (151 total) for further refinement at Stage 3.

Once again, I would like to thank you for your engagement so far during Heathrow's ACP. We will be in touch to let you know the outcome of the CAA's assessment of the Stage 2 Gateway.

If you have any questions, please feel free to email airspace@heathrow.com.

Kind regards,

[Redacted]

[Redacted]

Heathrow

The Compass Centre, Nelson Road
Hounslow, Middlesex, TW6 2GW

w: heathrow.com t: twitter.com/heathrowairport

a: heathrow.com/apps

From: [REDACTED]
Sent: 11 August 2023 16:19
To: DD - Airspace
Cc: [REDACTED]
Subject: RE: Heathrow ACP Stage 2 Submission - Step 2B

Follow Up Flag: Follow up
Flag Status: Completed

Classification: Internal

Caution: external email. Unless you recognise the sender and know the content is safe, do not click links or open attachments.

Hi [REDACTED]

I have now left the RAF Northolt ACP role. Could I ask that you remove me from the Heathrow distribution list and ensure that all future correspondence is sent to [REDACTED]

Kind Regards

[REDACTED]

[REDACTED]

JSCSC, UK Defence Academy, Faringdon Road, Shrivenham, Swindon, SN6 8LA

From: DD - Airspace
Sent: 11 August 2023 16:27
To: [REDACTED] DD - Airspace
Cc: [REDACTED]
Subject: RE: Heathrow ACP Stage 2 Submission - Step 2B

Classification: Internal

Hi [REDACTED],

Thank you for letting us know. I have updated the mailing list for RAF Northolt and noted that [REDACTED] is the main contact to receive future updates on Heathrow's ACP.

Best wishes,

[REDACTED]

From: DD - Airspace
Sent: 11 August 2023 16:32
To: [REDACTED] DD - Airspace
Subject: RE: Heathrow ACP Stage 2 Submission - Step 2A

Classification: Internal

Hi [REDACTED]

Thanks for your email. You should now have received an email from my colleague [REDACTED] notifying stakeholders that the full Stage 2 Submission documentation is now available to view on the [CAA's Airspace Change Portal](#).

If you have any questions, please feel free to send us an email at airspace@heathrow.com.

Kind regards,

[REDACTED]

[REDACTED]

From: [REDACTED]
Sent: 14 August 2023 15:34
To: DD - Airspace
Subject: FW: 230814/SB29 Heathrow ACP Stage 2 Submission - Step 2B
Attachments: 00 Stage 2_Submission_Upload_Navigation_Tool v2.0.pdf

Classification: Internal

Caution: external email. Unless you recognise the sender and know the content is safe, do not click links or open attachments.

Good Afternoon

I have passed your e-mail to the local customer team who will deal with your enquiry.

The Freedom of Information Act and Environmental Information Regulations state that a public authority must respond to requests for information within 20 working days.

You can find more information about our service commitment by clicking on the link below:

<https://www.gov.uk/government/publications/environment-agency-customer-service-commitment>

You can contact our customer team directly on the contact details below, or call the National Customer Contact Centre on 03708 506506 who will transfer you to the area team.

Please quote your enquiry reference [REDACTED] in any correspondence with us regarding this matter.

Customers and Engagement
Environment Agency
Hertfordshire and North London Area
Alchemy
Bessemer Road
Welwyn Garden City
Hertfordshire
AL7 1HE
Telephone [REDACTED]

Kind Regards

[REDACTED]
Environment Agency

[REDACTED]
Web Site: www.gov.uk/environment-agency

Click an icon to keep in touch with us:-



Please accept my thanks for your email in advance – it is estimated that each UK adult sending one less ‘thank you’ email a day would save more than 16,400 tonnes of carbon a year. Equivalent to over 81,152 flights to Madrid or taking 3,334 diesel cars off the road.

From: [REDACTED]
Sent: 22 August 2023 11:06
To: [REDACTED]
Cc: [REDACTED]
Subject: Richmond Park – next steps

Follow Up Flag: Follow up
Flag Status: Flagged

Caution: external email. Unless you recognise the sender and know the content is safe, do not click links or open attachments.

Dear [REDACTED],

Congratulations on your heroic effort of accomplishing the Stage 2 upload on schedule – it must have been an arduous final week, and then the CAA portal capacity issues too. We hope you're now enjoying a well-earned break.

However, time is passing. So, on the off-chance that some of you are still in the office, we're writing now about unfinished business from Stage 2, and the immediate outlook for Stage 3.

Stage 2

1. Richmond Park Dashboard. We understood from our meeting at Holly Lodge on 30-May that the material uploaded to the portal at the end of Stage 2 would include a special RP Dashboard. However, in your email of 26-Jul you said "*As discussed previously, we will be happy to compile a separate dashboard for you that summarises the options that might impact the park in one place.*" We certainly would like to take you up on your offer of such a special RP Dashboard. We haven't spotted it among the Stage 2 uploads. If it's there and we've missed it, could you please direct us to it? If it's not there, could you please provide it?

2. Richmond Park metrics.

2.1 When we met at Holly Lodge you showed us a slide containing four Richmond Park metrics to be used in the IOA assessment (attached – also page 102 of Document 21 on the portal) and stated that all four would be included in the IOA's "Tranquility" metrics. However, the IOA 2B report (p26 3.6.50) and output dashboards for each option as uploaded to the CAA portal contain only one (the first of the four). I.e. the IOA assessment did not include the other three;

2.2 When we met at Holly Lodge you also stated that Biodiversity metrics would use three altitude bands, notably the 1,640-2,000ft band which is critical to Richmond Park (attached – also page 103 of Document 21 on the portal). However, the IOA 2B report (p27 3.6.55) and output dashboards for each option as uploaded to the CAA portal contain only two altitude bands, and both are zero-based.

Could you please: (a) explain these discrepancies; and (b) confirm that these metrics will be included in the Richmond Park dashboard report?

3. Stakeholder Engagement Record. We note that you have uploaded onto the CAA Stage 2 portal v6 of the SER. After a 6-week wait, we received v6 from you shortly before your upload deadline, so we did not have enough time to respond to your points. We will revert with v7 in due course;

4. Disproportionate PBN arrivals options. We remain perplexed by the strange distribution of PBN arrival options under westerly operations compared with the distribution of aircraft currently arriving into Heathrow airspace. As you summarised in the Holly Lodge meeting, and as checked for a random day, but specifically using data for all arrivals in the last year (source Webtrack via <https://myneighbourhood.emsbk.com/lhr14/>):

1. Only one PBN short-listed arrival option under westerly operations is from the north-east (out of 43) - even though 39% of Heathrow arrivals enter UK airspace from that direction i.e. from over Essex; and in contrast
2. Almost half of all short-listed PBN arrival options under westerly operations are from the south-west (20 of 43) - even though less than a quarter (23%) of Heathrow arrivals are from that direction i.e. from over Surrey/Hants.

We conclude that the process used to develop and short-list PBN arrival options has resulted in a seriously disproportionate short-list.

Stage 3

1. Environmental assessment. You make reference to this in the SER v6. And, in your email of 25-Jul, you confirmed that the Environmental Assessment will commence at the beginning of Stage 3 (likely Sep-23), and that you will engage with FRP on both the proposed methodology and emerging findings of this work. **We would be grateful for a meeting with you in the next fortnight** to discuss your proposed EA methodology, and how you intend to incorporate requirements for an HRA, before anything is settled.

Best regards,



FRP

Classification: Internal

Our approach to assessment of Richmond Park in the IOA is consistent with our assessment of AONBs

Our "Tranquility" metrics in the IOA will include:

- Total area of AONBs and National Parks overflow (km², 0-7000ft) at rate of 1 per day
- Total area of AONBs and National Parks overflow (km², 0-7000ft) at rate of 20 per day
- Total area of AONBs and National Parks overflow (km², 0-7000ft) at rate of 20 N65 events per day
- Total area of Richmond Park overflow (km², 0-7000ft) at rate of 1 per day
- Total area of Richmond Park overflow (km², 0-7000ft) at rate of 20 per day
- Total area of Richmond Park overflow (km², 0-7000ft) at rate of 20 N65 events per day
- Total area of Richmond Park overflow (km², 0-7000ft) at rate of 1 N65 event per day

Richmond Park is also considered in our “Biodiversity” metrics

Our IOA metrics will include:

- Number and Area (km²) of sites overflow which experience ***an increase/decrease in area overflow*** compared to the baseline (RAMSAR, SAC, SPA, SSSI)
- Number and Area (km²) of sites overflow which experience ***a potential change in the location*** overflow compared to the baseline (RAMSAR, SAC, SPA, SSSI)

These metrics will consider different height of aircraft (e.g. 0-1640ft, 1640-2000ft, 2000-3000ft)

From: DD - Airspace
Sent: 22 August 2023 13:24
To: [REDACTED] DD - Airspace
Subject: RE: Heathrow ACP Stage 2 Submission - Step 2B

Classification: Internal

Dear [REDACTED]

Thank you for emailing the airspace inbox. Apologies for the delay in replying to your email, many of us have been on annual leave.

2019 Baseline

With regard to your question about the baseline data that has been used at this stage of the process, we selected this year as it was deemed the most appropriate year in terms of traffic data to compare the long list of options developed for Stage 2. As you may already be aware, Heathrow Airport operates under an annual cap of 480,000 Air Traffic Movements (ATMs) and during the year 2019, the airport operated close to this capacity. Given the impacts of Covid-19 over 2020 to 2022 (where traffic numbers were much lower), 2019 is more representative of the airspace operation expected immediately before implementation of this ACP and is therefore selected as the baseline for the Initial Options Appraisal (IOA) and used as the 'Do Nothing' option.

The baseline used in the IOA is based on the 2019 operations actually flown over the summer policy period which runs from mid-June to mid-September. These operations are modelled using industry standard tools and techniques for measuring noise. The options are assessed using this modelling.

As you will have seen in our recent engagement sessions, we have considered supplementary metrics when assessing our options in the IOA to understand the impact of noise on population within the LOAEL contours as well as those experiencing rates of N60/N65 noise events both within and beyond the LOAEL contours. These metrics formed a key part of our shortlisting criteria, which discontinued options that showed an increase in the number of people experiencing N60/N65 noise events compared to the baseline. For more information on this, please refer to our Stage 2 submission on the [CAA's Airspace Change Portal](#) – Document 12.

At Stage 3 of the CAP1616 process, we will assemble full system options and assess them in the Full Options Appraisal. When this appraisal takes place, we will consider the most recent representative year and select a baseline for comparison, as well as future forecast year.

Vectoring

We are considering how arriving aircraft could be vectored in the future airspace design, since we expect arrivals to continue to be vectored onto final approach to maintain runway throughput.

However, for departures we expect aircraft to follow published PBN SID's that will come from the design options of this ACP. Options are designed to 7,000ft, as required by CAP1616. Any vectoring of departures from their published SID's is considered an operational matter on the day and is not within the scope of this ACP.

Noise Monitoring

The status of noise monitoring sits outside of the scope of this project, since it relates to the current airport operation. Therefore, I am unable to answer any questions you have on this and would advise you to raise your concerns to the noise@heathrow.com email account.

Kind regards,



Heathrow

The Compass Centre, Nelson Road
Hounslow, Middlesex, TW6 2GW

m: 

w: [heathrow.com](https://www.heathrow.com) t: twitter.com/heathrowairport

a: [heathrow.com/apps](https://www.heathrow.com/apps)

From: [REDACTED]
Sent: 26 August 2023 13:01
To: DD - Airspace
Subject: Re: Heathrow ACP Stage 2 Submission - Step 2B

Caution: external email. Unless you recognise the sender and know the content is safe, do not click links or open attachments.

Dear [REDACTED]

Thank you for your reply and I hope you had an enjoyable annual leave.

Regarding your points, please answer our questions:

Flight path materials

Please could you send us copies of the documents that are clearer to view? The flight paths are too blurred to observe the actual areas under these.

2019 Benchmark

Are we to understand that noise metrics for Walton for the benchmark year of 2019 are modelled then?

So what are these industry standards and techniques referred to?

What parameters and assumptions are used for this modelling?

This is concerning because presently Heathrow has a skewed perspective of noise over us. Their assessment is inaccurate. This is <http://xplane.emsbk.com/xplane/> for over us in 2019 for seven days from the 14-21 August (see below). This we consider to be our benchmark. As you can see, the impact was negligible. Do these measurements reflect the data you have modelled for benchmarking over us?

Vectoring

With regard to vectoring, are we to understand that flights will remain within the SIDs up to 7000 feet?

"Any vectoring of departures from their published SID's is considered an operational matter on the day and is not within the scope of this ACP." Please clarify.

Vectoring off the D27R is a common occurrence and effectively is creating new flight paths over Walton-on-Thames as flights are regularly vectored off at 4000 feet. If flight paths are not going to be adhered to, this raises further issues and concerns for this consultation - which must be incorporated into the consultation process - with regard to noise impact and air quality.

What are the guidelines for vectoring?

Vectoring is presently the role of ATC.

Will this continue?

Who are ATC accountable to?

What terms in their licence provide checks and balances ensuring protection with regard to noise awareness over local communities and air quality within the boroughs impacted by Heathrow?

Flight paths for Option 3

Will there be trials for the final selection of flight paths?

Thank you.

Your sincerely,



Sample 7 days 14 to 21 August 2019 compared to the same dates for 2023.

Analysis:

6 more flights in 2023 than 2019. 486: 480

More flights on 27R

2023-213

2019-156

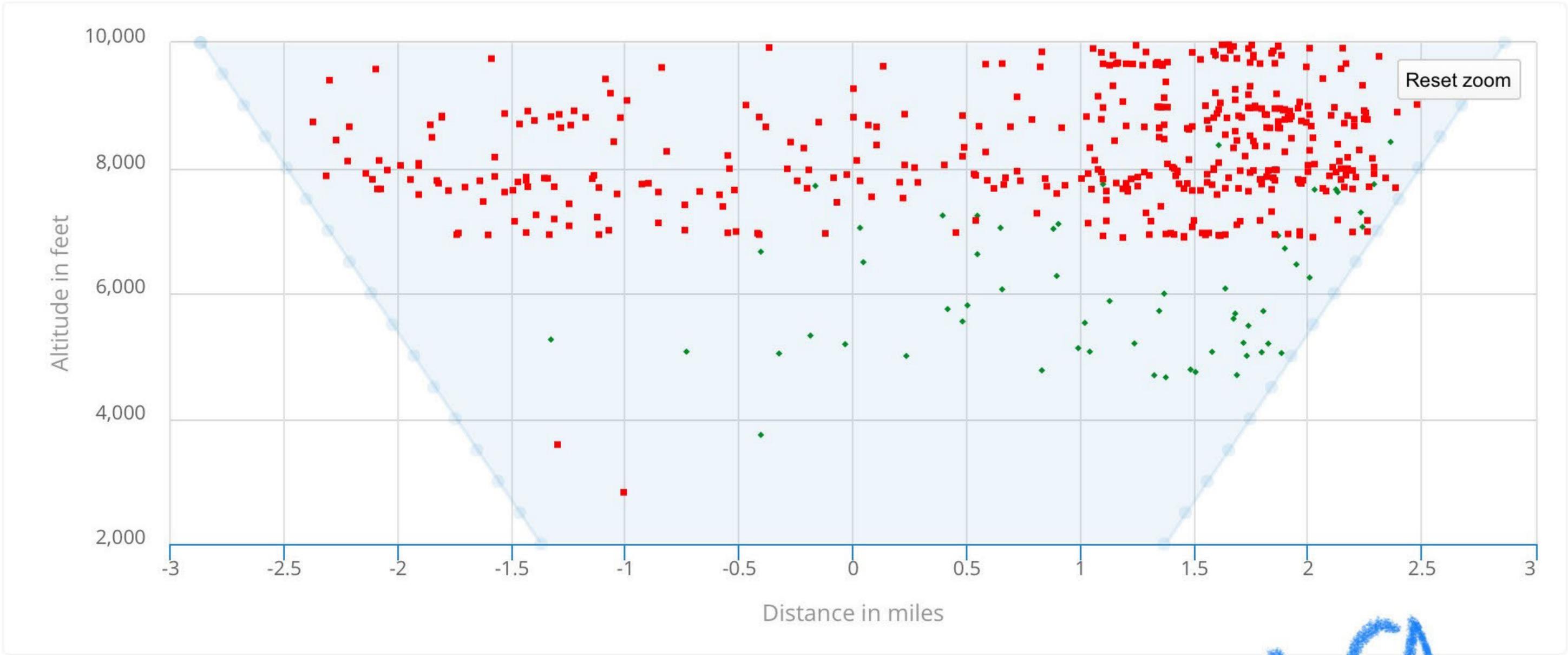
Pattern of disturbance has also changed

2023 evidences flights lower flights and more concentrated flights at lower heights.

These flights are heavy, medium or unknown.

Arrival **419** Departure **61** Total **480**

- Operation Type
- Runway
- Route
- Aircraft Size
- Period of Day
- Aircraft Type



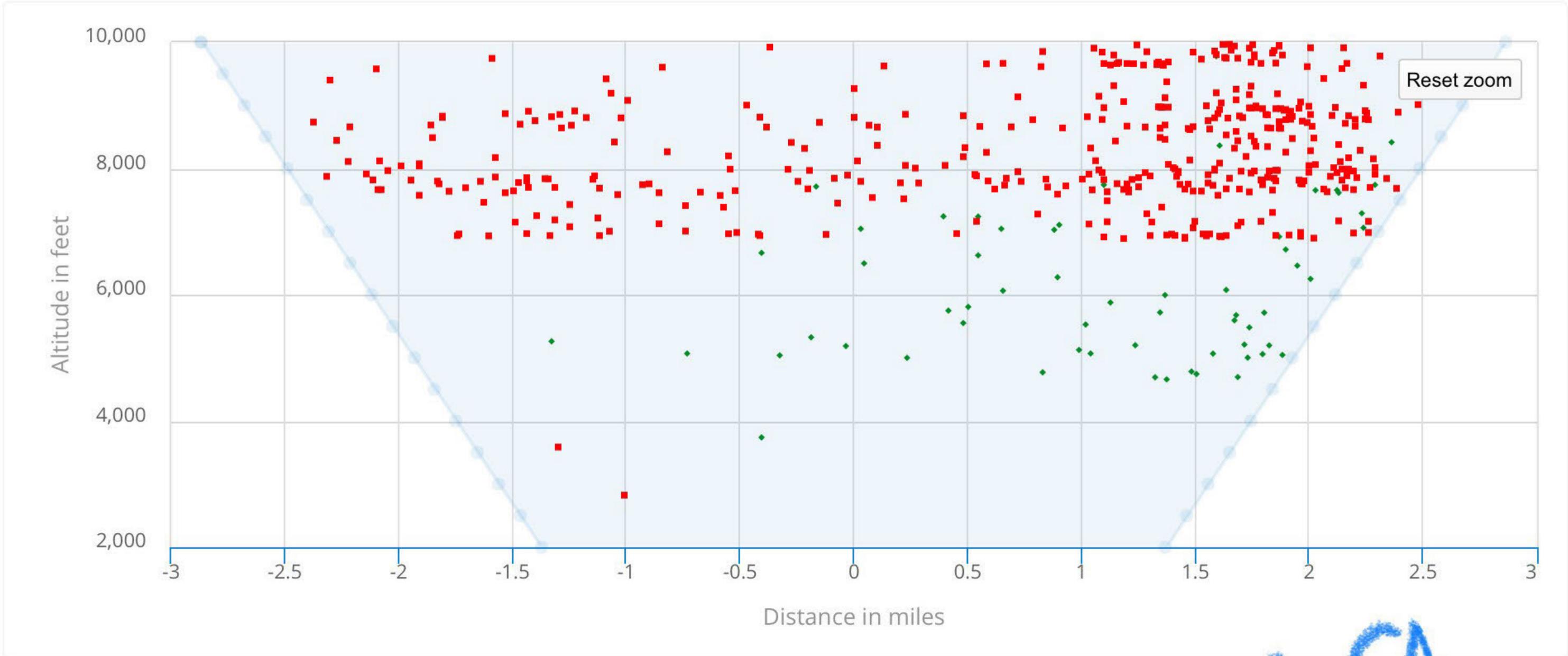
109

- Aircraft Type
- Airline

AIRCRAFT	TIMES THROUGH GATE	AVERAGE PASSENGER CAPACITY	MINIMUM ALTITUDE (FEET)
----------	--------------------	----------------------------	-------------------------

Arrival 419 Departure 61 Total 480

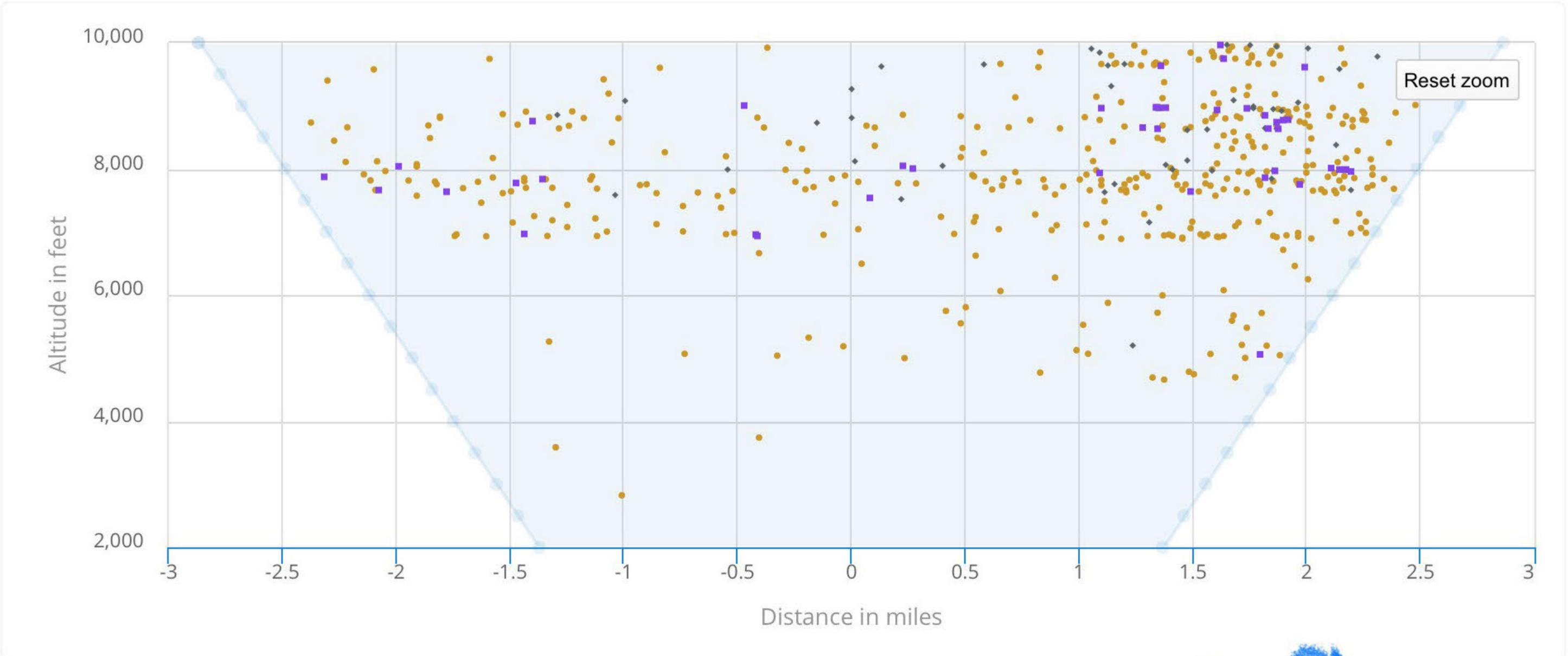
Operation Type Runway Route Aircraft Size Period of Day Aircraft Type



19

Aircraft Type Airline

- Operation Type
- Runway
- Route
- Aircraft Size
- Period of Day
- Aircraft Type



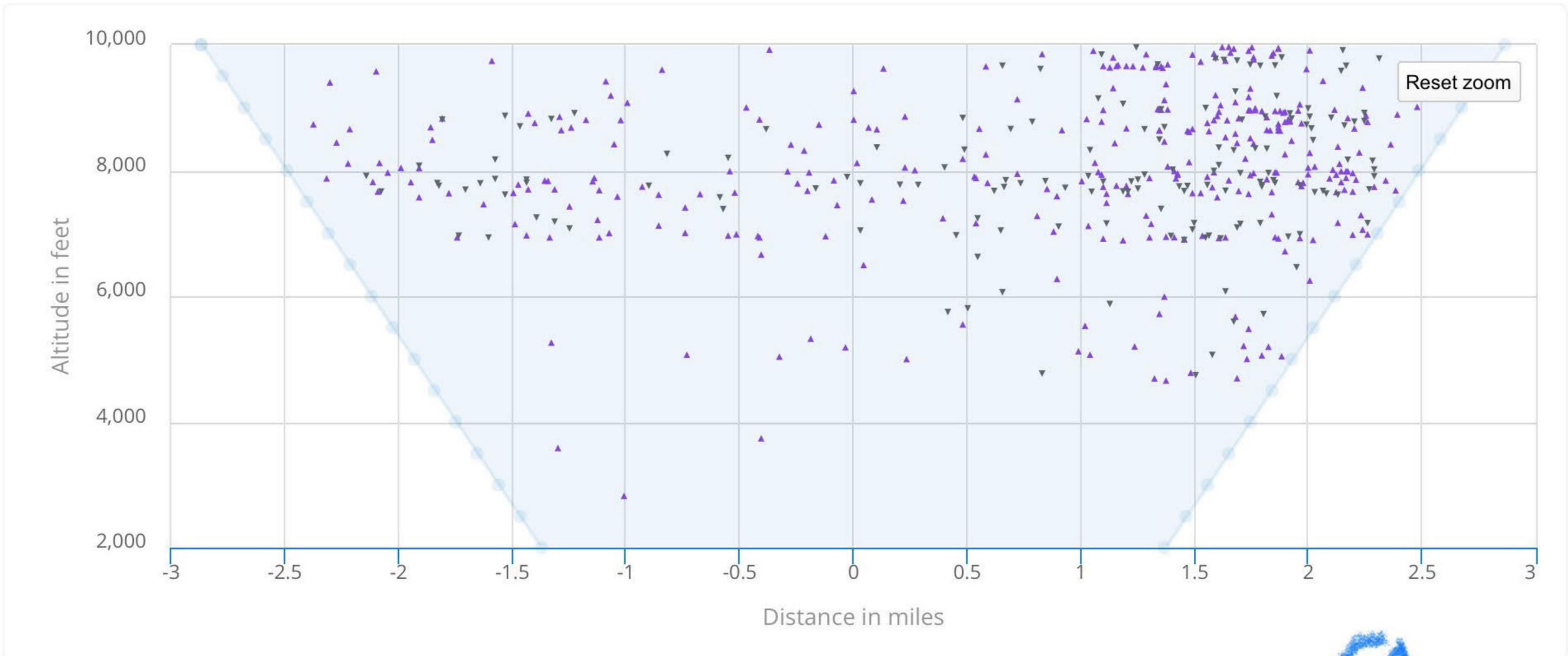
19

- Aircraft Type
- Airline

AIRCRAFT	TIMES THROUGH GATE	AVERAGE PASSENGER CAPACITY	MINIMUM ALTITUDE (FEET)
----------	--------------------	----------------------------	-------------------------

480

- Operation Type
- Runway
- Route
- Aircraft Size
- Period of Day
- Aircraft Type



- Aircraft Type
- Airline

19

AIRCRAFT

TIMES THROUGH GATE

AVERAGE PASSENGER CAPACITY

MINIMUM ALTITUDE (FEET)

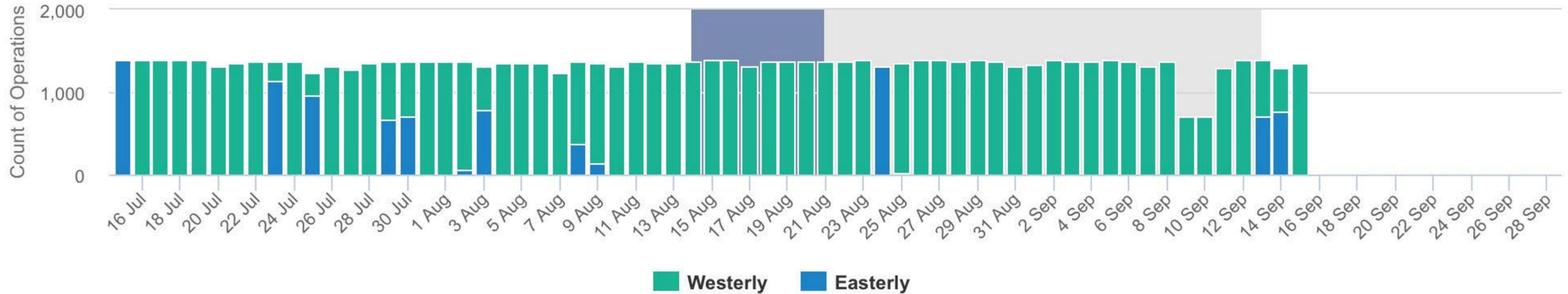
the wind. The directions used are referred to as **Easterly and Westerly operations**. The flights near a location change depending on the operating direction. The chart shows operating direction using the colour of the bars.

Select a date using the calendar control and pick the number of days to review.

14/08/2019 7 Days ↕ Apply

2019

Selection: 14/08/2019 - 20/08/2019



Date: Westerly:
Total: Easterly:

Filter Operations Gate Information Above You Common Aircraft & Airlines

Gate Penetrations

The Gate is a vertical slice through the home zone that allows you to see how Heathrow flights are distributed as they pass through the gate. Using the control below you can change the angle of the gate around the location.

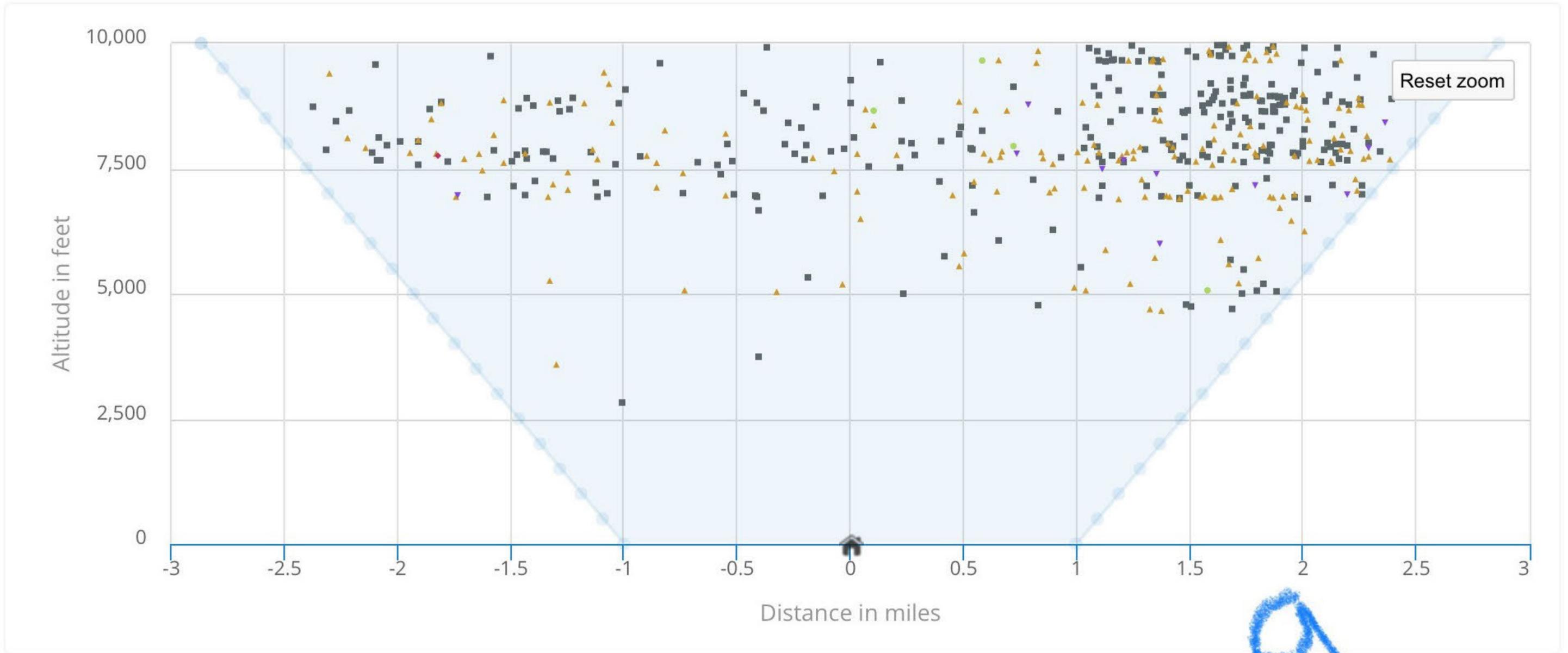


Each marker on the chart represents an aircraft passing through the gate. You can see their altitude and distance from the location. You can select how the markers are coloured to get more insight into the flights near the location. You can zoom in by holding down the left mouse button and dragging the mouse

Each marker on the chart represents an aircraft passing through the gate. You can see their altitude and distance from the location. You can select how the markers are coloured to get more insight into the flights near the location. You can zoom in by holding down the left mouse button and dragging the mouse over the area you want to zoom on.

Heavy 287 Medium 177 Unknown 11 Super Heavy 4 Light 1

Operation Type Runway Route Aircraft Size Period of Day Aircraft Type



19

Aircraft Type Airline

From: [REDACTED]
Sent: 01 September 2023 12:40
To: DD - Airspace
Subject: Re: Heathrow Step 2B IOA Update Session Engagement Material

Categories: To be logged

Caution: external email. Unless you recognise the sender and know the content is safe, do not click links or open attachments.

Hi [REDACTED]

Thanks very much for answering these questions, greatly appreciated.

Apologies for the delay in reply.

Kind regards

[REDACTED]

[REDACTED]
[REDACTED]

[REDACTED]
[REDACTED]

www.hacan.org.uk



From: [REDACTED]
Sent: 04 September 2023 15:22
To: DD - Airspace
Subject: Heathrow ACP Stage 2 Submission - Step 2B

Follow Up Flag: Follow up
Flag Status: Completed

Categories: To be logged

You don't often get email from [REDACTED] [Learn why this is important](#)

Classification: Internal

Caution: external email. Unless you recognise the sender and know the content is safe, do not click links or open attachments.

Dear [REDACTED]

Thank you for consulting Natural England on this proposal.

Unfortunately due to unforeseen delays with our internal communication systems, it is quite unlikely that we will have an official response for you by the date it is required by. We estimate that we can have this completed prior to Friday 15th August.

Many thanks for your patience on this, and we are sorry for any inconvenience caused.

Kind regards,

[REDACTED]
Thames Solent Sustainable Development,
Natural England
www.gov.uk/natural-england

Thriving Nature
for people and planet



From:

Sent:

To:

08 September 2023 10:19

Subject:

HSPG / Heathrow joint energy planning session and Environment and Airspace Group meetings

Follow Up Flag:

Follow up

Flag Status:

Completed

Categories:

To be logged

Caution: external email. Unless you recognise the sender and know the content is safe, do not click links or open attachments.

Dear All

The HSPG and Heathrow joint energy planning session has now been set for the 30th October 14.00 – 17.00 at Hounslow Civic Offices and Teams hybrid. Further details of the event and information gathering in preparation will follow shortly, and also a Calendar invitation. The joint session on energy planning looks like being really useful – the room has space for 30+ and hybrid facilities – so do spread the word.

We have decided to cancel the planned E&AG meetings set for 19th September and 31st October to make way for this. The subsequent meeting planned for 12th December will very much focus on noise and airspace matters at Heathrow and other London & SE airports. You'll receive a revised calendar details shortly.

Kind Regards

██████████

From: [Redacted]
Sent: 13 September 2023 20:43
To: DD - Airspace
Cc: DD - LHR Noise Complaints
Subject: PBN arrivals

Follow Up Flag: Follow up
Flag Status: Completed

Categories: To be logged

Some people who received this message don't often get email from [Redacted] [Learn why this is important](#)

Caution: external email. Unless you recognise the sender and know the content is safe, do not click links or open attachments.

Dear Airspace Design Team.

I trust my email finds you well.

The Community Relations Team, was kind to direct me to you, as I have a detailed question about the proposals which went into the further rounds of airspace modernisation.

I am a Kew resident, and as you can imagine it is vital for me and neighbours to understand a bit more about these proposals.

It seems like some of them may substantially change the noise levels in the neighbourhood. Hopefully for the better.

I had a proper look through the materials available on the Heathrow website.

As for the westerly PBN arrivals though it seems like the document treat only 430- 600 period.

Does it mean the rest of the arrivals stay on Vectored system and the approach will not have any substantial change? As the documents with vectored arrivals do not seem to have hours restriction like PBN.

Please let me know, attaching the PBN part 1 below.

Best Wishes

[Redacted]

 [14.1_Step2B_AppendixB_PBN_Arrivals_v1.0__Part_1...](#)

From: [REDACTED]
Sent: 14 September 2023 13:37
To: DD - Airspace
Subject: Heathrow ACP Stage 2 Submission - Step 2B
Categories: To be logged

You don't often get email from [REDACTED] [learn why this is important](#)

Classification: Internal

Caution: external email. Unless you recognise the sender and know the content is safe, do not click links or open attachments.

Good afternoon,

Our reference: [REDACTED]

Your reference: [REDACTED]

AIRSPACE MODERNISATION AIRSPACE CHANGE PROPOSAL.

Natural England has carefully reviewed the Stage 2b Initial Options Appraisal (IOA), submitted on 11/8/23 for comment. We note Sections 3.6.53- 3.6.55 highlights the potential impacts of airspace change on designated sites. We would highlight that more information will be required at Stages 3 onwards in order for us to ascertain how any designated sites may be impacted (particularly any that will be overflown). Furthermore, we recommend that Air Quality is evaluated further as this could also impact designated sites.

Thank you for consulting Natural England, we look forward to engaging further as the consultation continues.

Kind regards,

[REDACTED]
Thames Solent Sustainable Development,
Natural England
www.gov.uk/natural-england

Thriving Nature
for people and planet



From: [REDACTED]
Sent: 15 September 2023 09:46
To: [REDACTED]
Cc: [REDACTED]
Subject: Re: Richmond Park – next steps

Follow Up Flag: Follow up
Flag Status: Completed

Categories: To be logged

Caution: external email. Unless you recognise the sender and know the content is safe, do not click links or open attachments.

Dear [REDACTED]

we don't seem to have received a reply to our email of 22-Aug (below).

For the avoidance of doubt, could you please confirm that you have not yet replied? And, if so, when we can expect a reply - and when we could meet with you asap re your proposed Stage 3 EA methodology, and how you intend to incorporate requirements for an HRA, before anything is settled.

Also, we see that the CAA announced on 29-Aug that it had “.. *requested information by way of clarification relating to statements and assumptions made in the Change Sponsor's Stage 2 submission*” and therefore your Stage 2 Gateway was about to be re-scheduled. Can you cast any light on this delay - which is becoming rather longer than the precedents?

Best regards,

[REDACTED]

FRP

From: DD - Airspace
Sent: 18 September 2023 12:50
To: [REDACTED]
Cc: DD - Airspace
Subject: RE: Heathrow ACP Stage 2 Submission - Step 2B

Categories: To be logged

Classification: Internal

Dear [REDACTED],

Many thanks for Natural England's feedback on Heathrow's Airspace Change Proposal Stage 2 submission.

We will be conducting further stakeholder engagement in Stage 3 in relation to the flight path options before taking finalised options to a full public consultation (currently estimated 2025). We note your recommendation for Air Quality evaluations of the options and will provide an update on this at future engagement.

Thank you for your engagement.

Kind regards,

[REDACTED]

[REDACTED]

[REDACTED]

Heathrow

The Compass Centre, Nelson Road
Hounslow, Middlesex, TW6 2GW

w: [heathrow.com](https://www.heathrow.com) t: twitter.com/heathrowairport

a: [heathrow.com/apps](https://www.heathrow.com/apps)

From: DD - Airspace
Sent: 19 September 2023 15:43
To: [REDACTED] DD - Airspace
Cc: DD - LHR Noise Complaints
Subject: RE: PBN arrivals

Categories: To be logged

Classification: Internal

Dear [REDACTED],

Thank you for your email.

Heathrow has committed to playing its part in the Government's Airspace Modernisation Strategy – the national programme to modernise and upgrade the UK's airspace. A key part of this strategy is the use of Performance Based Navigation (PBN), which improves the accuracy of where aircraft fly by using modern satellite navigation. We are therefore required to design new PBN flight paths for both departures and arrivals.

We are following the Civil Aviation Authority's Airspace Change process (known as '[CAP1616](#)') and this process required us to generate 'a comprehensive list of options'. Therefore, we are exploring all possible flight path options at this stage, including use of advanced PBN technologies that allow aircraft to join final approach closer than they do today.

We know that the use of PBN for arrivals will not deliver the level of throughput Heathrow requires during the core period of the day, when the airport is very busy, so we therefore expect vectoring of arriving aircraft to continue during these busy times. However, PBN arrivals all the way to the runway could be used some of the time, and the narrower swathes associated with these arrivals may enable us to offer respite from noise to some overflowed areas. Our PBN Arrival options have been assessed for operations during 0430 and 0600, since this period is most reflective of the less busy times that PBN Arrivals might be used.

We have recently submitted our Stage 2 documentation to the CAA. At the next stage (Stage 3) we will be developing system options (arrivals and departures that operate together, for both Easterly and Westerly operations) and we will develop the operational practices and concepts that specify how and when different flight paths might be used. At this stage we will share the details of our final proposals and seek feedback at a public consultation.

If you have any other questions, please feel free to contact us directly at airspace@heathrow.com.

Kind regards,
[REDACTED]
[REDACTED]
[REDACTED]

Heathrow

The Compass Centre, Nelson Road

Hounslow, Middlesex, TW6 2GW

w: heathrow.com t: twitter.com/heathrowairport

a: heathrow.com/apps

From: [REDACTED]
Sent: 19 September 2023 17:51
To: DD - Airspace
Subject: Re: PBN arrivals
Attachments: image001.png

Follow Up Flag: Follow up
Flag Status: Completed

Categories: To be logged

You don't often get email from [REDACTED] [Learn why this is important](#)

Caution: external email. Unless you recognise the sender and know the content is safe, do not click links or open attachments.

Dear [REDACTED]

Thank you for your comprehensive response outlining Heathrow's commitment to the Government's Airspace Modernisation Strategy and the ongoing CAP1616 process with the Civil Aviation Authority. I appreciate the depth of planning and consultation involved in this significant task.

I understand the constraints you've mentioned about PBN not being able to deliver the throughput required during peak hours. However, I'm curious if there might be opportunities to introduce PBN during other periods of the day to provide further respite to overflowed communities. Would it be possible to employ multiple arrival corridors to distribute the aircraft more equitably, thereby reducing the intensity of overflights in specific areas, especially Kew, Barnes, and Mortlake?

Additionally, I've heard about the government's western preference regarding routing. Is this preference expected to remain in place, or might it be subject to change with the upcoming airspace modernisation?

I am encouraged by the potential of noise respite in overflowed areas with the current plans for the 0430 to 0600 slot and the use of PBN. As you progress to Stage 3 of the CAP1616 process, I would be particularly interested in the operational practices and concepts being developed. The aim would be to understand how these practices might benefit or impact the respite periods for the aforementioned communities.

It would be beneficial during your public consultation phase to include real-world simulations or predictive noise mapping. Such data can offer valuable insights into the noise impact in these areas, guiding optimal routing decisions and enhancing community outreach efforts.

I eagerly await the opportunity to review and provide feedback during the public consultation. Should any preliminary data or simulations become available for review, I'd appreciate being informed. Your insights can greatly assist in understanding the potential impacts of the proposed changes.

Once again, thank you for your thorough explanation, and do not hesitate to reach out if you require any further clarification or believe my input could be beneficial.

Warm regards, [REDACTED]

From: DD - Airspace
Sent: 20 September 2023 16:08
To: [REDACTED] DD - Airspace
Subject: RE: Heathrow ACP Stage 2 Submission - Step 2B

Categories: To be logged

Classification: Internal

Dear [REDACTED]

I have done my best to answer your additional questions below.

Flight path materials

The maps on the ACP portal are sufficiently detailed for this early stage of the airspace change process. You can zoom into them on any device (laptop/tablet/phone).

At Stage 3 we will hold a public consultation on the shortlisted options: at this stage we plan to share higher definition maps so that local communities can understand whether and how they might be affected by the options.

2019 Benchmark

Our approach to modelling aircraft noise is based on the CAA's policy for noise modelling, known as CAP2091. Under CAP2091, Heathrow is a Category A airport which means that our noise model must be informed by information obtained from our Noise and Track Keeping System (NTK).

This starts with us using radar data to model the ground track positions of aircraft based on how they fly routes to and from the airport. The models also take account of the altitude and speed of each aircraft type on these routes so that they are representative of what is observed on the radar.

As part of the CAP2091 Category A standard, we are obliged to validate our model to reflect measurements of aircraft noise events using measurements taken at the Airport's Noise Monitoring Terminals (NMTs). In doing so, we use as much data as possible from the Heathrow's noise monitoring network. Once the model has been validated against this data, it is then used to calculate noise contours and noise levels at all locations within our study area using an internationally recognised calculation method. It would not be feasible to have noise monitors across the whole potentially affected area, therefore best practice is to use noise modelling and validate the model outputs at locations where monitoring takes place.

The purpose of the Initial Options Appraisal is to compare options against a defined baseline to highlight "the relative differences between the impacts, both positive and negative, of each option" (CAP1616, para 133). We used a 2019 baseline for this comparison of the comprehensive list of options at Stage 2 of the ACP. Our assessment uses a 2019 noise model, prepared in accordance with CAP2091, and considers potential changes in noise if routes were to change.

At Stage 3 we will undertake a Full Options Appraisal of the shortlisted options. At this stage we will develop a new benchmark to support the assessment of likely impacts of the options, taking account of any changes in aircraft types or route usage since 2019. As you know, Heathrow is in the process of identifying a suitable site for a noise monitor close to Walton-on-Thames and data collected from this noise monitor will be used to validate future noise modelling.

Our options for departures all use PBN and the assumption is that aircraft will remain on the PBN departure route to 7000ft. However, ATC is a highly complex and safety critical operation and air traffic controllers will therefore have the option to vector aircraft away from their published SIDs if required. The new airspace design will be designed to accommodate today's aircraft types (unlike the current airspace which was designed in the 1960s) so we expect there to be less vectoring of departures than today.

As we said in our previous email, we know that the use of PBN for arrivals will not deliver the level of throughput Heathrow required during the core period of the day, when the airport is very busy, so we therefore expect vectoring of arriving aircraft to continue during these busy times.

Flight Path Trials

There are no plans to trial the final airspace design. The CAP1616 process includes a 'post-implementation review' undertaken by the CAA 12 months after the airspace change has been implemented. *"The purpose of the review is for the change sponsor to carry out a rigorous assessment, and the CAA to evaluate, whether the anticipated impacts and benefits in the original proposal and published decision are as expected, and where there are differences, what steps (if any) are required to be taken"* (CAP1616, para 271).

Kind regards,

██████████

From: DD - Airspace
Sent: 21 September 2023 10:42
To: [REDACTED]
Subject: RE: Richmond Park – next steps
Categories: To be logged

Classification: Internal

Dear [REDACTED],

Thank you for your emails dated 22nd August & 15th September. We acknowledge receipt and will respond in due course on the questions and issues you have raised.

In respect of the Stage 2 Gateway, all information in relation to the Gateway is published on the CAA Airspace Change Portal.

On a separate but related topic, we were surprised and disappointed to see the “Save Richmond Park” article on FRP’s website: [Save Richmond Park - Friends of Richmond Park \(frp.org.uk\)](https://frp.org.uk)

At our recent Holly Lodge meeting we discussed the importance of sharing accurate material with the wider public to avoid misleading members of the public and other stakeholders interested in the development of this ACP. [REDACTED] and I offered to support FRP’s members by reviewing any information that you intended to share on Heathrow’s Stage 2 submission.

Heathrow has produced a vast amount of information on the evolving airspace modernisation plans and has shared accessible material with you at stakeholder workshops and on the CAA’s airspace change portal. The maps and numbers included on FRP’s website do not reflect any of the material we have produced, and it is factually incorrect to state that “Heathrow Airport is planning to add up to 60,000 new flights a year over Richmond Park”.

We have engaged with you in an open and transparent manner throughout this process and we would ask that you amend the information on your website to ensure that your intended audience are not misinformed. As mentioned previously, we would be happy to assist you with this if that would be helpful.

Kind regards,
[REDACTED]
[REDACTED]
[REDACTED]

Heathrow

The Compass Centre, Nelson Road
Hounslow, Middlesex, TW6 2GW

w: heathrow.com t: twitter.com/heathrowairport
a: heathrow.com/apps

From: [REDACTED]
Sent: 21 September 2023 10:59
To: [REDACTED]
Cc: [REDACTED] DD - Airspace
Subject: Heathrow Contact

Categories: To be logged

Classification: Internal

Good morning, [REDACTED],

As part of the ongoing engagement, I request that you continue to use the Airspace email address that you have been using and refrain from contacting the team directly via other means.

If there is a more pressing matter that you would like to talk to us over the phone on, please contact me as the Heathrow lead in the first instance. My mobile number is in the signature block below.

Kind regards

[REDACTED]
[REDACTED]

Heathrow

The Compass Centre, Nelson Road
Hounslow, Middlesex, TW6 2GW

m: [REDACTED]
w: [heathrow.com](https://www.heathrow.com) t: twitter.com/heathrowairport
a: heathrow.com/apps

From: [REDACTED]
Sent: 23 September 2023 15:05
To: DD - Airspace
Subject: Heathrow Airport

Follow Up Flag: Follow up
Flag Status: Completed

Categories: To be logged

[You don't often get email from [REDACTED] Learn why this is important at <https://aka.ms/LearnAboutSenderIdentification>]

Caution: external email. Unless you recognise the sender and know the content is safe, do not click links or open attachments.

Dear [REDACTED],

[REDACTED] Buckland Parish Council has given me your contact details.

I am the airport representative on the Buckland Parish Council and I would be very pleased to be in touch with regarding the expansion plans and Airspace plans.

Buckland does have a substantial amount of air traffic passing over our village and there is concern regarding the possible effect of the new airspace arrangements.

With kind regards,

[REDACTED]

From: [REDACTED]
Sent: 26 September 2023 08:51
To: DD - Airspace
Cc: [REDACTED]
Subject: Fwd: Richmond Park – next steps
Follow Up Flag: Follow up
Flag Status: Completed
Categories: To be logged

Caution: external email. Unless you recognise the sender and know the content is safe, do not click links or open attachments.

Dear [REDACTED]
Thank you for this.

We certainly would not want our website to be misleading, so we would like to take you up on your offer to support FRP's members and help us to amend any information that is factually incorrect.

We are happy to meet (on Zoom or in person) or to discuss via email. We would welcome a precise articulation from you as to the words or figures you believe need to be corrected.

Kind regards
[REDACTED]
FRP

From: DD - Airspace
Sent: 03 October 2023 14:28
To: [REDACTED] DD - Airspace
Subject: RE: PBN arrivals

Categories: To be logged

Classification: Internal

Dear [REDACTED]

Thanks for your email, and for your interest in receiving further information about our airspace change proposal. Would you be happy for me to add your name and email address to our stakeholder list so that we can inform you directly about future opportunities for engagement or public consultation?

Re the use of multiple PBN routes: Heathrow is involved in a study looking into the feasibility of using multiple PBN routes at different times, to offer respite to those overflown. We are also looking at the feasibility and benefits of using different arrival paths at different times of day by varying the point at which aircraft join final approach.

Currently a 'westerly preference' is operated at Heathrow during the day. For safety and performance reasons aircraft typically take off and land into the wind, however Government rules state that even during periods of light easterly winds, aircraft will continue to land at Heathrow in a westerly direction, making their final approach over London. This was introduced in the 1960s to reduce the number of aircraft taking off in an easterly direction over London, the most heavily populated side of the airport. This was when departures were considered to be more disruptive to local communities than arrivals. We will consider options for retaining or amending the current westerly preference and will be able to provide an update at the public consultation at Stage 3 of this ACP. Westerly preference remains current Government policy so ending it would be subject to public consultation and Government approval.

Kind regards,
[REDACTED]

From: DD - Airspace
Sent: 04 October 2023 09:34
To: [REDACTED]
Cc: [REDACTED] DD - Airspace
Subject: RE: Airspace Modernisation

Categories: To be logged

Classification: Internal

Dear [REDACTED]

[REDACTED] has forwarded your email re Heathrow's airspace modernisation plans to us.

We wanted to reassure you that we understand that narrower flight paths due to the introduction of PBN are a concern to some local communities and we are looking at options for mitigating the potential impacts of PBN through our new airspace design. This includes the provision of predictable and meaningful respite for overflowed communities via a number of potential operational concepts, including dispersion of aircraft within one noise preferential route (NPR) and alternating between different routes at different times of day.

Our Stage 2 submission to the CAA included some high-level analysis of these respite concepts. At Stage 3 we will further investigate options for mitigating noise impacts for overflowed communities and we will share latest findings with members of the NACF (and with the general public via a public consultation at the end of Stage 3).

Our Stage 2 submission can be viewed on the CAA's Airspace Change Portal [here](#). If you have any further questions on airspace modernisation, please feel free to email us at: airspace@heathrow.com

Kind regards,
[REDACTED]

From: [REDACTED] >
Sent: 02 October 2023 11:01
To: [REDACTED]
Subject: Re: [EXTERNAL] NACF agenda

Classification: Internal

Caution: external email. Unless you recognise the sender and know the content is safe, do not click links or open attachments.

Dear [REDACTED]

Yes, that is correct.

Kind regards,

█

█
█
█ | Runnymede Borough Council
█

Runnymede is transforming Egham – find out more
at <https://www.runnymede.gov.uk/news/article/79/magna-square-shortlisted-for-prominent-property-industry-award> and <https://magnasquare.co.uk>

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From: █ >

Sent: Monday, October 2, 2023 11:00:21 AM

To: █

Subject: RE: [EXTERNAL] NACF agenda

Classification: Internal

Hi █

Thanks for your message. When you refer to the potential for concentration of flights, do you mean as part of the airspace modernisation programme?

Kind regards,

█

From: █

Sent: 27 September 2023 09:16

To: DD - Noise and Airspace Community Forum <nacf@heathrow.com>

Cc: [REDACTED]
Subject: Re: [EXTERNAL] NACF agenda

Classification: Internal

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Dear [REDACTED]

Thank you for the documents for today's meeting and, also, for the forward plan of meetings which are now in my calendar. Please may I tender my apologies for today's meeting as I am on annual leave from today for eight days.

If it helps, I would note that I have had a discussion with [REDACTED] of EGAG ahead of today's meetings and my concerns are in line with his as set out during our discussion. I remain particularly concerned about the potential for concentration of flights over particular residents in our borough (Runnymede) and particularly if aircraft movements are both in the early morning and late evening/night. I had expected that we would have arrived at a commitment for a more distributed pattern of traffic by this stage but it would appear that there is little or nothing that I can take back to our residents on this at the moment. Indeed, without such a commitment after the length of time we have been discussing this issue it does feel as if we are slipping back rather than moving forward. The above is not, of course, the only area of concern but IS a matter on which I think that many delegates beyond myself would appreciate some positive action and clarity.

I look forward to reading the minutes and, if possible, receiving a response to the above.

Kind regards,

[REDACTED]

[REDACTED]
Runnymede Borough Council

cllr.chris.howorth@runnymede.gov.uk|07977-534455(mobile) |www.runnymede.gov.uk

Runnymede is transforming Egham – find out more

at<https://www.runnymede.gov.uk/news/article/79/magna-square-shortlisted-for-prominent-property-industry-award>and<https://magnasquare.co.uk>

Please see my privacy notice here:<https://www.runnymede.gov.uk/privacystatement>

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From: [REDACTED] >
Sent: 04 October 2023 21:03
To: DD - Airspace
Subject: Re: PBN arrivals

Categories: To be logged

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Dear [REDACTED]

Thank you for your detailed response and for providing clarity on the ongoing developments and considerations at Heathrow.

Yes, I would appreciate it if you added my name and email address to your stakeholder list. Staying informed about upcoming engagement opportunities and public consultations would be valuable.

It's encouraging to hear that Heathrow is actively exploring the feasibility of multiple PBN routes and varying approach paths to provide respite for overflowed communities. Such initiatives can have a significant positive impact on the quality of life for residents in affected areas. I'll be keen to learn about the outcomes of these studies and any decisions made in this regard.

Regarding the westerly preference, I understand its historical context and its current status as Government policy. I look forward to the updates and considerations discussed during the Stage 3 public consultation. It's crucial that such significant changes are made transparently, considering both operational efficiency and community well-being.

Once again, thank you for the information. I look forward to staying engaged and updated on the developments.

Warm regards,

[REDACTED]

From: DD - Airspace
Sent: 13 October 2023 16:35
To: [REDACTED]
Cc: [REDACTED]

Subject: RE: Richmond Park – next steps
Attachments: 2309_FRP webpage.pptx

Categories: To be logged

Classification: Internal

Dear [REDACTED]

Please find attached our comments on your “Save Richmond Park” article. I hope these are self-explanatory but please do let us know if anything is at all unclear.

We thank you in advance for amending the article to ensure visitors to your website are not misinformed.

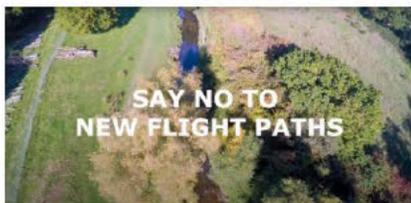
Kind regards,
[REDACTED]

October 2023



Heathrow comments on Friends of Richmond Park's news article:
"Heathrow flight paths campaign", 9 August 2023

Heathrow



STOP HEATHROW'S NEW PLANS THAT THREATEN TO DESTROY RICHMOND PARK - JOIN OUR "SAVE RICHMOND PARK" CAMPAIGN

Heathrow Airport is planning to add up to 60,000(*) new flights a year over Richmond Park as part of an airspace modernisation plan that threatens to destroy the peace and tranquility of London's most important nature reserve.

The park is home to some of the capital's rarest species and a haven for people and families seeking respite from the city.

The impact of the new flights over Richmond Park – up to 235 a day, one every 90 seconds at peak time - will be catastrophic, if Heathrow's plans are approved by the Civil Aviation Authority (CAA). (See the proposed flight paths short list report, Step 2B Initial Options Appraisal, which is available for download here: [Heathrow shortlist report](#))

Cookie Settings

This is misleading:

- a) Heathrow is not “adding new flights” through this ACP, and
- b) None of the data has indicated “up to 60,000 new flights a year over Richmond Park”.

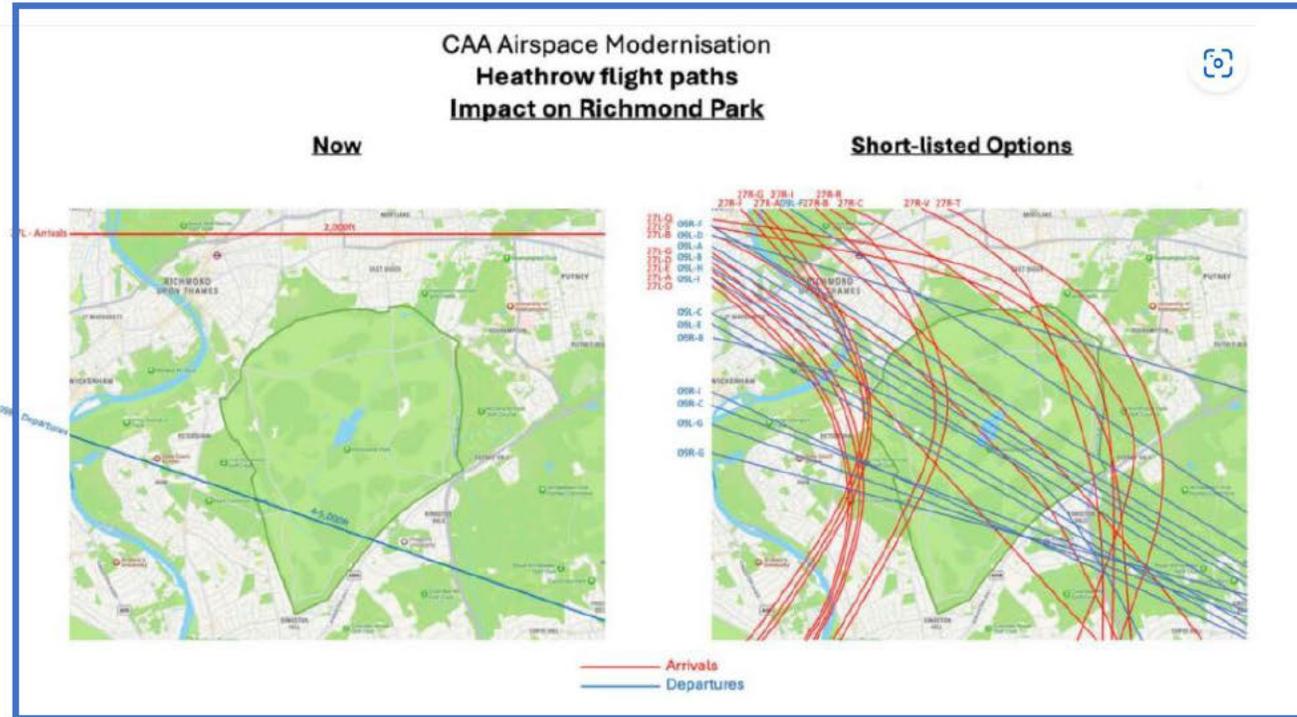
This is misleading: none of the data has indicated that “new flights” will be “up to 235 a day, one every 90 seconds at peak times”

Heathrow's complete plans are published on the CAA's airspace change portal at

<https://airspacechange.caa.co.uk/PublicProposalArea?pID=386>

See previous page

The 60,000 new flights over the park threaten the thousands of rare species that live here, through harmful increases in noise and air pollution:



These maps are misleading:

- There are currently 151 shortlisted options: most of these do not overfly Richmond Park but none of these options are shown on the map.
- The additional PBN arrival option designed to avoid Richmond Park has not been included.
- The maps imply that all arrivals will move from the current final approach to fly over the park instead: we have stated clearly that most arrivals will continue to be vectored and our maps show that **only one of the shortlisted vectored arrival options overflies Richmond Park**

Birds of prey such as owls, kestrels and buzzards that use sound, and bats that use echolocation to hunt will be harmed by very loud aircraft noise, especially in the early morning and at dusk, posing a risk to their survival. (See the [Civil Aviation Authority report The Effects of Aircraft Noise Pollution on Biodiversity](#))

Air pollution from aircraft emissions of nitrogen oxides (NOx) could, over time, severely damage the Park's sensitive acid grassland and 1,200 veteran trees, which have existed for hundreds of years in an environment of very low nitrogen levels. Any decline will affect wildlife which depend on them, such as deer, rare fungi and stag beetles.

People too will suffer if increased aircraft noise is allowed to destroy the Park's character. The 5.5 million people who visit the park each year value its calming effect on their wellbeing and mental health. This was highlighted during the pandemic, when visitor numbers rose dramatically.

() The figure of up to 60,000 new arrival flights a year over Richmond Park is calculated as the total number of arrivals per year at Heathrow (240,000) multiplied by the percentage of days when flights land toward the west due to the prevailing winds (70%) multiplied by the proportion of the planned arrival flight paths going over Richmond Park (16 out of 43 or 37%).*

Read more about Heathrow's plans and how they will affect the Park: [Here](#)

Members of The Friends of Richmond Park will be updated through regular bulletins and you can also follow us on social media: #SaveRichmondPark

If you are not a member of the Friends and would like to be kept updated with the campaign, please join The Friends of Richmond Park: <https://www.frp.org.uk/membership>

or complete the form below.

These calculations are incorrect:

- We have stated that **most arrivals will continue to be vectored**. This is ignored in your calculation. PBN arrivals could not be used during core hours since it would be difficult for Heathrow to achieve the required throughput.
- There are 48 shortlisted vectored arrival options. Only one of these overflies Richmond Park (2%).
- There are 93 shortlisted PBN arrival options, 49 of these are westerly arrival options. 18 overfly the park (19% of the total PBN arrival options, 37% of westerly PBN arrival options).
- The 151 shortlisted options shared at Stage 2 are single mode options developed at an early stage of the design process: they should not be used to make assumptions on the proportion of future routes that will overfly any particular location.



**Heathrow Airspace Modernisation
– implications for Richmond Park
Background briefing
August 2023**

1. Airspace Modernisation

The UK Airspace Modernisation is the first complete overhaul of UK airspace usage in more than 50 years and builds on new technology – performance-based navigation (PBN) using satellites rather than ground-based radar – which allows much more accurate control of aircraft navigation and therefore more precise flight paths.

The modernisation is divided into two parts – upper airspace (over 7,000 ft) and lower airspace (under 7,000 ft). The CAA is conducting the overall strategy and process; for the lower airspace, each airport develops its own plans and the CAA approves them.

2. Process and timing

The CAA has set out a standard process, including the stages and main requirements, with guidelines for airports as to how to develop proposals (CAP1616). Within that framework, different airports have been using different methodologies and timing.

In Stage 1 (Aug-Dec 2021 for Heathrow) the Design Principles (DPs) for new flight paths were set.

In Stage 2 (April 2022 to July 2023) Heathrow developed a very large model of all possible airspace (ie flight path) options, then evaluated them against the Design Principles and technical considerations to produce first a long-list and then a short-list of options (151 in total).

Heathrow uploaded the output from Stage 2, including the short-list, to the CAA portal on 28 July and it was made public in batches starting on 4 August. The CAA reviews the output to decide whether it meets the tests for passing the Stage 2 'gateway'.

In Stage 3 (Sept to Dec 2023 or to March 2024) Heathrow undertakes a more detailed 'full' analysis of the shortlisted options and decides the final new flight paths for public consultation in 2024/25. Implementation of the new flight paths is planned for 2027-2029.

This should be amended to: "Heathrow developed a comprehensive list of flight path options"
We did not develop "a large model of all possible airspace options".

Dates for the duration of Stage 3 are unknown, given the dependency on information from NATS and from surrounding airports

At Stage 3 Heathrow will develop system options (arrivals and departures, for easterly and westerly operations)

3. Flight paths over Richmond Park

Note: Aircraft always land into the wind. The prevailing winds in the UK are from the south-west/west, so arriving aircraft generally (70% of days) arrive and depart toward the west (called westerly operations) and toward the east (easterly operations) on 30% of days. Richmond Park is impacted by westerly arrivals and easterly departures.

Currently Richmond Park is very largely free of aircraft and their noise. No arrivals fly over the Park (the arrival path for westerly arrivals on Heathrow's southern runway - 27L - is half a mile north of the Park boundary) and only a small proportion (5% of all departures) fly across the southern tip of the Park.

Heathrow's short-list includes 17 westerly arrival flight path options that impact Richmond Park (40% of the total of 43 westerly arrival options), which is likely to result in up to 60,000 flights a year. Some of the flight paths go directly over the centre of the Park, others go over one side or the other, but all of them will create very loud, continuous noise across the whole Park's open landscape.

The short-list also includes 14 departure flight paths that impact Richmond Park, out of a total of 96 easterly departure flight paths. While the number of flights is likely to be no more than today (12,000 a year) the spread of them across the Park including over the centre and northern part of the Park will affect the whole Park rather than just a small part of it.

4. About Richmond Park

Richmond Park is London's largest royal park and the largest enclosed urban park in Europe, covering 2,500 acres. It was enclosed as a hunting park by King Charles I in 1637 with an eight-mile long wall, which is still in place.

Richmond Park is a Special Area of Conservation (SAC), a Site of Special Scientific Interest (SSSI), a National Nature Reserve (NNR) and a Grade 1 Registered Historic Park and Garden of 'special historic interest'. It is probably the most heavily protected park in the country.

This is misleading: none of the data has shown "very loud, continuous noise across the whole Park's open landscape"

There are 20 departure options that overfly Richmond Park, out of 22 easterly departure options

We do not know how many departing aircraft might overfly Richmond Park at this early stage of the design process

Richmond Park's biodiversity is of national and international importance for wildlife conservation. It is home to thousands of species of birds, bats, butterflies, beetles, bees and wasps, other invertebrates and fungi (many rare and protected) and 600 red and fallow deer. It has 1,200 veteran trees, up to 650 years old, and is the largest area of lowland acid grassland in London, with its accompanying grasses and wildflowers.

Richmond Park is probably the quietest place in London, with ambient noise of less than 25dB at night, equivalent to a deep rural area, and 35-40dB during the day (at night it's probably the darkest place in London). People come to Richmond Park from all over London and wider afield to enjoy its peace and tranquillity, as a respite from the bustle and noise of the city.

Richmond Park is world famous. It is visited by over 5.5 million people per year (similar in popularity to the British Museum), with a rapidly increasing number of overseas visitors, drawn by social media. It's a magical space, loved by hundreds of thousands of Londoners.

5. About The Friends of Richmond Park

Founded in 1961, the Friends of Richmond Park (FRP) is a charity dedicated to 'the conservation and protection of Richmond Park and its peace and natural beauty for the benefit of the public and future generations' and to 'advance public education about the Park'. It has 3,600 members and 300 volunteers. Its patrons are Sir David Attenborough, Clare Balding and Baroness Susan Kramer.

The Friends funds conservation projects in the Park and its volunteers staff the Park's Visitor Centre, do conservation work and litter picking and run the Discoverers education programme for families.

The Friends' campaign to protect and conserve the Park including on issues such as the Park's policing, traffic, local planning issues, control of sporting events and the impact of Heathrow developments. It has also developed a range of publications, videos and films, including the 2017 20-minute film *Richmond Park National Nature Reserve* made with Sir David Attenborough.

From: DD - Airspace
Sent: 16 October 2023 10:42
To: [REDACTED] DD - Airspace
Subject: RE: Heathrow Airport

Categories: Logged in AMS Stakeholder Log

Classification: Internal

Dear [REDACTED]

Thank you for your email. I will add you to our stakeholder list and keep you informed of future engagement and consultation opportunities.

We are currently developing an Airspace Change Proposal to introduce Airspace Modernisation at Heathrow. This is to play our part in delivering the Government's Airspace Modernisation Strategy - the national programme to modernise and upgrade the UK's airspace. Heathrow was previously progressing airspace modernisation via its Airspace Change Proposal (ACP) for airport expansion and we consulted widely on these plans in 2018 and 2019. Whilst our Expansion ACP remains paused, Heathrow continues to be committed to the Government's Airspace Modernisation Strategy and to working with other UK airports to redesign our flight paths to modernise the design, technology and operations of our airspace.

We are following the CAA's airspace change process (known as CAP1616) and we will be engaging and consulting on our airspace proposals with a wide range of stakeholders throughout the process, including potentially affected communities. The process has seven stages and we recently submitted our documentation for Stage 2. You can view our submission on the CAA's Airspace Change Portal:

<https://eur01.safelinks.protection.outlook.com/?url=https%3A%2F%2Fairspacechange.caa.co.uk%2FPublicProposalArea%3FpID%3D386&data=05%7C01%7Cairspace%40heathrow.com%7C57151261b20542e6c54608dbce2c17c8%7C2133b7ab6392452caa2034afbe98608e%7C0%7C0%7C638330461006222457%7CUnknown%7CTWFpbGZsb3d8eyJWlloiMC4wLjAwbMDAilCJQljoiv2luMzliLCJBTiI6Ikk1haWwiLCJXVCI6Mn0%3D%7C3000%7C%7C%7C&sdata=V%2FcyjwWLGHPQsNTdf%2Bt3r4zAHmz%2FKBYyp62dKLJsKur4%3D&reserved=0>

A public consultation will be held at Stage 3, although timescales for this are currently unknown. We will ensure you are informed via email once we have developed our plans for consultation.

Many thanks,
[REDACTED]

From: [REDACTED] >
Sent: 23 October 2023 08:04
To: DD - Airspace
Cc: [REDACTED]
Subject: Re: Richmond Park – next steps
Attachments: 2309_FRP webpage.pptx
Follow Up Flag: Follow up
Flag Status: Completed
Categories: To be logged

Caution: external email. Unless you recognise the sender and know the content is safe, do not click links or open attachments.

Dear [REDACTED]
Thank you for your email of 13-Oct-23.

We are grateful for your comments on our “Save Richmond Park” web page – as we are, of course, keen to avoid misinforming our members.

You will appreciate that, absent the “Richmond Park Dashboard” we were expecting to receive and which we hoped would help to explain the impact on Richmond Park of the Stage 2 outputs, and with Heathrow’s decision to depict flight path options as swathes rather than tracks (unlike many other airports), in order to inform our members we have had to undertake quite a lot of analysis of Heathrow’s Stage 2 documents on the CAA portal.

To assist us in understanding your comments, could you please clarify:

- You say: “only one of the shortlisted vectored arrival options overflies Richmond Park”. Which one?
- You refer to 18 westerly PBN arrival paths that cross Richmond Park. Could you please list them – there are only 17 in our list.
- Could you please list the 20 (out of 22) departure options that overfly Richmond Park – so that we can check our list?
- Re “most arrivals will continue to be vectored”, our understanding is that the reliance on vectored arrivals during core hours is only for a transition period, albeit of years. Are we mistaken, and is it Heathrow’s intention to continue to use vectored arrivals indefinitely (as the comment implies), and never to move to an ‘all-PBN’ flight regime?
- Could you please remind us of the definition of “core hours”?

Kind regards

[REDACTED]
FRP

From: [REDACTED]

Sent: 27 October 2023 12:21

To: [REDACTED]

Subject: Heathrow Stage 2 submission to CAA

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Dear [REDACTED]

Could you help please on a detail but an important one concerning the Heathrow Stage 2 submission to the CAA at the end of July.

It concerns the noise contours.

1. Are these, including the comparative Base/do nothing case, based on a single flight event per day or traffic frequencies per day typical of summer 2019 (the base year) or some other average. I realise they are single mode?
2. In the case of the easterlies and the introduction of departures from the northern runway (09L) and arrivals on the southern runway (09R) resulting from removal of the Cranford Agreement restrictions, I presume alternation is introduced and the flight frequencies for modelling purposes use of the frequencies in 2019 for 09L arrivals and 09R departures which are halved and instead taken on board by 09R arrivals and 09L departures. But this assumes traffic frequencies rather than single flight.

I raise the question about single flight or traffic frequencies because I had thought when I asked this question at several meetings the response was single flight. I think the submission narrative says the contours are daily contours. It would be strange indeed to use single flight per day contours but this may explain what seem to be truncated contours. I have to confess I need to look at these more carefully.

Your help would be much appreciated.

Kind regards

[REDACTED]

[REDACTED]

Richmond Heathrow Campaign

[REDACTED]

From: [REDACTED]
Sent: 29 October 2023 20:32
To: [REDACTED]
Cc: [REDACTED]
Subject: Fwd: Heathrow Stage 2 submission to CAA Further Question

Caution: external email. Unless you recognise the sender and know the content is safe, do not click links or open attachments.

Dear [REDACTED]

I have forwarded the email I sent to you last Friday to keep things in the same string (hopefully not too confusing)

But I have another question which is attached. Put simply, the contour maps and population noise exposure numbers submitted by Heathrow to the CAA seem substantially under-estimated. This is demonstrated by the case of the easterlies departures during the day from the southern runway (09R) illustrated in the attachment. The actual 57 dB contour for summer 2019 as in CAP 2001 is the 51 dB contour submitted to the CAA for the 2019 base case. Also, the actual population numbers in Cap 2001 for 2019 are substantially greater than in the submission to the CAA. There may be a perfectly good explanation but on the face of it the seeming discrepancy spread across all the options would be a major problem and a cursory examination suggests this is indeed the case.

I would appreciate it if you could help explain the position, please.

Kind regards

[REDACTED]

[REDACTED] Richmond Heathrow Campaign

[REDACTED]

----- Forwarded Message -----

Subject: Heathrow Stage 2 submission to CAA
Date: Fri, 27 Oct 2023 12:20:32 +0100
From: [REDACTED]
To: [REDACTED]
CC: [REDACTED]

Dear [REDACTED]

Airspace Modernisation - Heathrow submission to CAA July 2023.
Noise Contour and Population Discrepancies

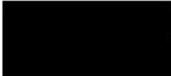
The noise contours for summer 2019 as presented in CAP 2001 for Departures on Easterlies during the Day are shown in Figure 1 over-page. The noise contour for the Base/Do Nothing case used by Heathrow in their modelling of airspace change options seemingly is intended to replicate the contours in Figure 1. And this they seem to do as shown by Figure 2 over-page, which has been taken from Appendix A13.8 page 9 on the CAA airspace Change Portal for Heathrow's airspace modernisation.

However, using the key provided on page 9, the 51dB contour is actually the 57dB contour in CAP 2001, for example. All the contours exhibit a similar mismatch.

Also, on page 9 it says 'The Total population within Partial LOAEL(>51 dB LAeq,16h) 07:00 - 23:00 is 169,000. Yet in CAP 2001 it is stated on page 27 that the population exposed above 54 dB is 435,300. The population at >51 dB surely must be much greater than that at >54 dB and therefore the 169,000 in the airspace change report is seemingly substantially understated.

The other airspace change options have not been examined in this detail but looking at the population estimates they appear to be substantially under-estimating the number of people exposed. Also, the noise contours maps for all the options appear to have similar discrepancies.

Of course there may be a perfectly good explanation but it would be appreciated if Heathrow could explain the seeming discrepancies in population numbers exposed and the noise contour maps.

 Richmond Heathrow Campaign

29 October 2023

Continued/

Figure B6 Heathrow 2019 and 2006 average summer day 54-72 dB 100% E $L_{Aeq,16h}$ noise contours (with 2006 N-S runway usage)

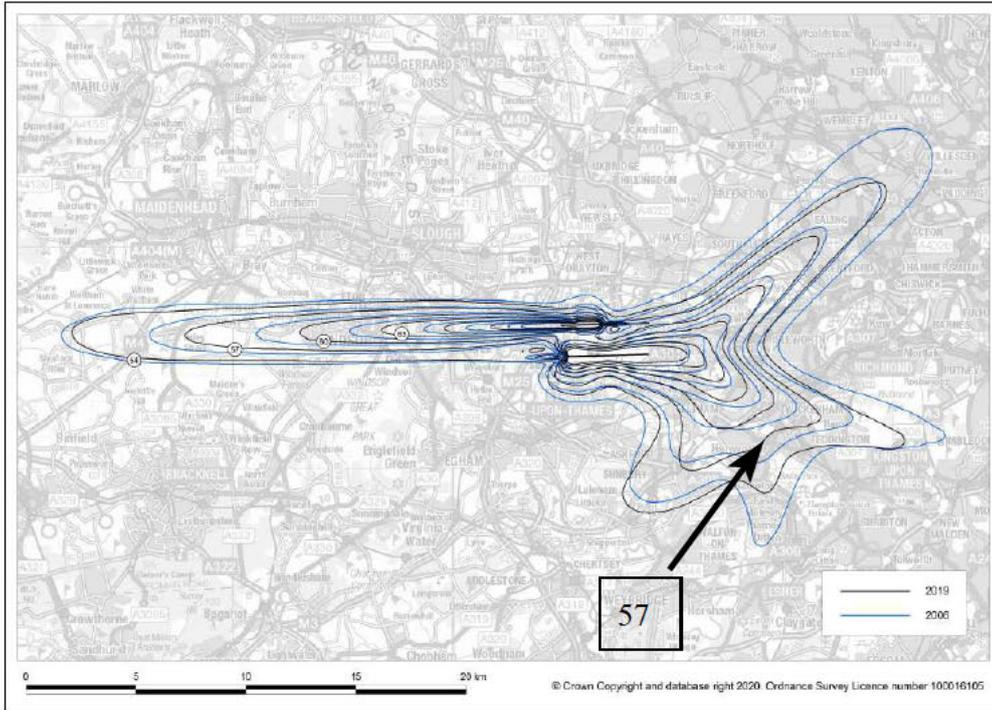


Figure 1 Heathrow Airport 2019 Summer Noise Contours and Noise Action Plan Contours CAP 2001 page 69

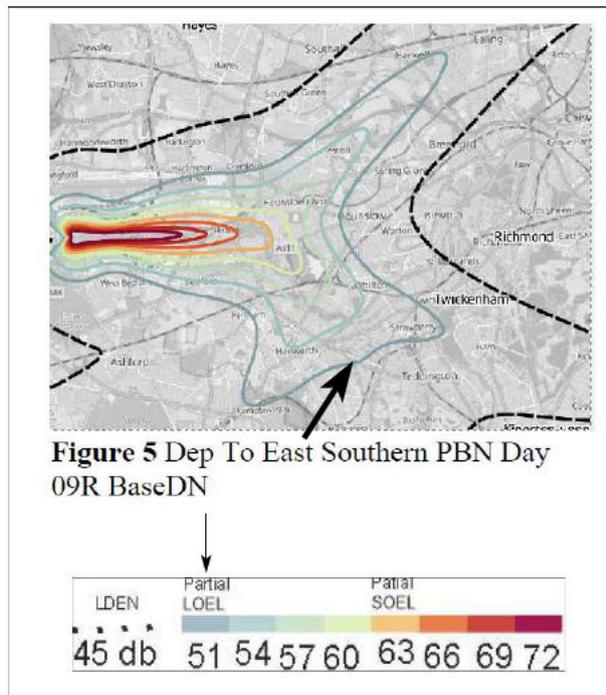


Figure 5 Dep To East Southern PBN Day 09R BaseDN

Figure 2 Heathrow Stage 2B submission to CAA July 2023 Appendix E A13.8 page 11

Could you help please on a detail but an important one concerning the Heathrow Stage 2 submission to the CAA at the end of July.

It concerns the noise contours.

1. Are these, including the comparative Base/do nothing case, based on a single flight event per day or traffic frequencies per day typical of summer 2019 (the base year) or some other average. I realise they are single mode?
2. In the case of the easterlies and the introduction of departures from the northern runway (09L) and arrivals on the southern runway (09R) resulting from removal of the Cranford Agreement restrictions, I presume alternation is introduced and the flight frequencies for modelling purposes use of the frequencies in 2019 for 09L arrivals and 09R departures which are halved and instead taken on board by 09R arrivals and 09L departures. But this assumes traffic frequencies rather than single flight.

I raise the question about single flight or traffic frequencies because I had thought when I asked this question at several meetings the response was single flight. I think the submission narrative says the contours are daily contours. It would be strange indeed to use single flight per day contours but this may explain what seem to be truncated contours. I have to confess I need to look at these more carefully.

Your help would be much appreciated.

Kind regards

██████

██████████

Richmond Heathrow Campaign

██████████

From: DD - Airspace
Sent: 30 October 2023 11:33
To: [REDACTED]
Cc: [REDACTED]
Subject: RE: Heathrow Stage 2 submission to CAA Further Question

Categories: To be logged

Classification: Internal

Hi [REDACTED]

Thanks for your emails. I just wanted to confirm receipt and let you know that we will respond asap (the team member best placed to respond is currently on leave, but we will review your emails and come back to you regardless).

Also, please use the airspace@heathrow.com email address for any further queries – this will ensure you get a prompt response from the most suitable team member.

Many thanks,

[REDACTED]

From: [REDACTED]
Sent: 30 October 2023 12:22
To: DD - Airspace
Cc: [REDACTED]
Subject: Re: Heathrow Stage 2 submission to CAA Further Question

Follow Up Flag: Follow up
Flag Status: Completed

Categories: To be logged

Caution: external email. Unless you recognise the sender and know the content is safe, do not click links or open attachments.

Thanks, [REDACTED] and I will use the suggested email address going forward.

Kind regards

[REDACTED]

From: DD - Airspace
Sent: 08 November 2023 15:50
To: [REDACTED] DD - Airspace
Cc: [REDACTED]
Subject: RE: Richmond Park – next steps
Categories: To be logged

Classification: Internal

Dear [REDACTED]

Please find responses to your questions below, and please let us know if anything is unclear. You will have seen that others (including some media and London Assembly members) are now quoting your statement that there will be “60,000 new flights a year over Richmond Park” so we hope that this misinformation on your webpage will be corrected as soon as possible.

Kind regards,
[REDACTED]

1. FRP: You say: “only one of the shortlisted vectored arrival options overflies Richmond Park”. Which one?
The dashboards show that only the “Do Nothing” vectored arrival option to runway 27L (the southern runway when Heathrow is on westerly operations) has some overflight of Richmond Park. This option was discontinued at Stage 2 so none of the remaining shortlisted vectored arrival options overfly Richmond Park.
2. FRP: You refer to 18 westerly PBN arrival paths that cross Richmond Park. Could you please list them – there are only 17 in our list.
The shortlisted westerly PBN arrival options that overfly Richmond Park are:
PBN Arrival options to 27L: Options B, D, E, G, O, Q and S (7 in total)
PBN Arrival options to 27R: Options A, B, C, E, F, G, I, Q, R, T and V (11 in total)
3. FRP: Could you please list the 20 (out of 22) departure options that overfly Richmond Park – so that we can check our list?
The departure options that overfly Richmond Park are:
PBN Departure options from 09L: Options A-J (10 in total)
PBN Departure options from 09R: Options A-I (9 in total) and the Baseline (which was discontinued at Stage 2).
You will recall that Departure Option J from 09L was one of the options developed to avoid Richmond Park. The data generated in the Initial Options Appraisal shows a very small amount of overflight of Richmond Park (<1km²) for that option, compared with 4-7km² overflight for Departure Options A-I from 09L. When compiling system options based on the current shortlisted options, we will be seeking to minimise impacts to Richmond Park and we plan to engage with Friends of Richmond Park in this process.
4. FRP: Re “most arrivals will continue to be vectored”, our understanding is that the reliance on vectored arrivals during core hours is only for a transition period, albeit of years. Are we mistaken, and is it Heathrow’s intention to

continue to use vectored arrivals indefinitely (as the comment implies), and never to move to an 'all-PBN' flight regime?

We will continue to assess the overall viability, use and impacts of PBN Arrival options, including their impact on Richmond Park. We know that the use of PBN for arrivals will not currently deliver the level of throughput Heathrow requires during the core period of the day, when the airport is very busy, so we therefore expect vectoring of arriving aircraft to continue during these busy times. However, PBN arrivals all the way to the runway could be used some of the time, and the narrower swathes associated with these arrivals may enable us to offer respite from noise to some overflowed areas as part of this airspace change.

At the Stage 3 public consultation we will need to share detailed proposals for how and when PBN arrival flight paths would be used. All interested stakeholders will have an opportunity to give feedback on these proposals at this stage. Any subsequent future changes to the use of PBN arrivals at Heathrow would be subject to a separate ACP.

5. FRP: Could you please remind us of the of definition of "core hours"?

Heathrow does not have defined "core hours", however our PBN Arrival options have been assessed for operations during 0430 and 0600 at Stage 2, since this period is most reflective of the less busy times that PBN Arrivals might be used. At Stage 3 we will undertake an assessment of the overall viability, use and impacts of PBN Arrival options, and we will then be able to provide stakeholders with a proposal for how and when these routes might be used.

From: DD - Airspace
Sent: 10 November 2023 13:47
To: DD - Airspace
Subject: Heathrow ACP Stage 2 Submission Outcome

Categories: To be logged

Classification: Internal

Dear All,

We are writing to you to update you on our Airspace Modernisation ACP.

We were informed last week that the CAA has not passed us at the recent Stage 2 Gateway. The CAA decided that we did not meet the criteria relating to stakeholder engagement.

We are surprised and disappointed with this outcome. Heathrow has made every effort to undertake open and transparent stakeholder engagement throughout Stage 2, going well beyond the engagement requirements of CAP1616. We are currently considering our next steps.

The CAA's Stage 2 Gateway outcome statement can be found on the CAA's [Portal](#). Our full Stage 2 submission and supporting engagement evidence are also on the portal.

We will be in touch with you again once next steps have been determined.

Kind regards,

[Redacted signature]

Heathrow

From: [REDACTED]
Sent: 10 November 2023 14:27
To: DD - Airspace
Subject: RE: Heathrow ACP Stage 2 Submission Outcome

Categories: To be logged

Classification: Internal

Caution: external email. Unless you recognise the sender and know the content is safe, do not click links or open attachments.

Dear [REDACTED]

We are sorry to hear that, thank you for letting RAF Northolt know.

Kind Regards

[REDACTED] [REDACTED]

[REDACTED]

“Excellence and Unity for Operational Delivery”

RAF Northolt is a Station that embraces innovation in support of safe, efficient and sustainable operations, invests in our people and acts as a positive force in our local community and with our partners

From: [REDACTED]
Sent: 10 November 2023 14:48
To: DD - Airspace
Subject: RE: Heathrow ACP Stage 2 Submission Outcome

Categories: To be logged

You don't often get email from [REDACTED] [Learn why this is important](#)

Classification: Internal

Caution: external email. Unless you recognise the sender and know the content is safe, do not click links or open attachments.

Please could take this email address off the distribution list and add our new chief executive [REDACTED]
[REDACTED]

Regards

[REDACTED]

From: DD - Airspace
Sent: 10 November 2023 15:05
To: [REDACTED] DD - Airspace
Subject: RE: Heathrow ACP Stage 2 Submission Outcome

Categories: To be logged

Classification: Internal

Dear [REDACTED]

Many thanks for letting us know. I will take this address off our distribution list and replace it with [REDACTED].

Kind regards,
[REDACTED]

[REDACTED]

Heathrow

The Compass Centre, Nelson Road
Hounslow, Middlesex, TW6 2GW

w: [heathrow.com](https://www.heathrow.com) t: twitter.com/heathrowairport
a: [heathrow.com/apps](https://www.heathrow.com/apps)

From: [REDACTED]
Sent: 10 November 2023 15:18
To: DD - Airspace
Subject: RE: Heathrow ACP Stage 2 Submission Outcome

Follow Up Flag: Follow up
Flag Status: Completed

Categories: To be logged

Classification: Internal

Caution: external email. Unless you recognise the sender and know the content is safe, do not click links or open attachments.

[REDACTED]

Is there anything we can do to help with this temporary issue? Not really sure what engagement was not offered or accomplished.

[REDACTED]

American Airlines 

[REDACTED]



From: DD - Airspace
Sent: 14 November 2023 09:47
To: [REDACTED] DD - Airspace
Cc: [REDACTED]
Subject: RE: Heathrow Stage 2 submission to CAA Further Question
Categories: To be logged

Classification: Internal

Dear [REDACTED]

Thanks for your queries re the noise contours included in our submission. I have copied your questions below (in blue) and provided our response in black. I hope this helps clarify things but please do let us know if you have any further questions.

Many thanks,
[REDACTED]

1. Are these, including the comparative Base/do nothing case, based on a single flight event per day or traffic frequencies per day typical of summer 2019 (the base year) or some other average. I realise they are single mode?

The IOA is based on the average 92-summer day operations in 2019. The noise contours are not 100% single mode like the example you have provided but instead reflect the actual modal split between westerly and easterly operations.
2. In the case of the easterlies and the introduction of departures from the northern runway (09L) and arrivals on the southern runway (09R) resulting from removal of the Cranford Agreement restrictions, I presume alternation is introduced and the flight frequencies for modelling purposes use of the frequencies in 2019 for 09L arrivals and 09R departures which are halved and instead taken on board by 09R arrivals and 09L departures. But this assumes traffic frequencies rather than single flight.

The number of departures and their distribution across the different Standard Instrument Departures (SIDs) from runway 09R in 2019 (for a 92-summer day period) was used to assess options for future 09L departures from the northern runway. The full number of easterly departure movements was used when assessing departures from both 09L and 09R (i.e. they were not halved) to ensure a more accurate assessment of the flight path options compared with the baseline. The same approach was taken when assessing options for future arrivals to runway 09R. If we split the movements across the two runways to account for easterly alternation, the 09L departure options (and the 09R arrival options) would not have been fairly compared with the baseline due to the very low number of movements from 09L (or to 09R) in 2019.
3. I have another question which is attached. Put simply, the contour maps and population noise exposure numbers submitted by Heathrow to the CAA seem substantially under-estimated. This is demonstrated by the case of the easterlies departures during the day from the southern runway (09R) illustrated in the attachment. The actual 57 dB contour for summer 2019 as in CAP 2001 is the 51 dB contour submitted to the CAA for the 2019 base case. Also, the actual population

numbers in Cap 2001 for 2019 are substantially greater than in the submission to the CAA. There may be a perfectly good explanation but on the face of it the seeming discrepancy spread across all the options would be a major problem and a cursory examination suggests this is indeed the case.

I can confirm that our noise contours differ to those show in Figure B6 of ERCD Report 2001 because our contours show:

- a) Single direction operations (just departures in the case of Figure 2 in your note) and,
- b) Average easterly/westerly split (i.e. easterly routes only in use ~30% of the time).

Conversely, Figure B6 in the ERCD Report assumes 100% use of easterly operations (this is explained in paragraph 3.10 of the ERCD report) which would lead to a greater number of people being within the higher noise contours.

We calculated population numbers and contours for 100% operation of both easterlies and westerlies (single mode) and can assure you that our results are more closely aligned with those in the ERCD report. However, at this early stage of the process we only shared the results for average route use. A range of different noise contours will be shared at public consultation once we have undertaken the Full Options Appraisal at Stage 3.

From: [REDACTED]
Sent: 15 November 2023 16:08
To: DD - Airspace
Subject: RE: Ref 231115/MCH09 Heathrow ACP Stage 2 Submission Outcome

Categories: To be logged

Classification: Internal

Caution: external email. Unless you recognise the sender and know the content is safe, do not click links or open attachments.

Good afternoon

I have passed your e-mail to the local customer team who will deal with your request.

The Freedom of Information Act and Environmental Information Regulations state that a public authority must respond to requests for information within 20 working days.

You can find more information about our service commitment by clicking on the link below:

<https://www.gov.uk/government/publications/environment-agency-customer-service-commitment>

You can contact our customer team directly on the contact details below, or call the National Customer Contact Centre on 03708 506506 who will transfer you to the area team.

Please quote your enquiry reference [REDACTED] in any correspondence with us regarding this matter.

Customers and Engagement
Environment Agency
Hertfordshire and North London Area
Alchemy
Bessemer Road
Welwyn Garden City
Hertfordshire
AL7 1HE
Telephone [REDACTED]

Warm Regards

[REDACTED]
[REDACTED]
[REDACTED]

Web Site: www.gov.uk/environment-agency

From: [REDACTED]
Sent: 15 November 2023 20:35
To: [REDACTED]
Cc: DD - Airspace
Subject: Voicemail

Categories: To be logged

Classification: Internal

Good evening, [REDACTED]

Sorry I missed your call earlier and thank you for leaving a voicemail.

Our current position in relation to the Stage 2 Gateway outcome was stated in the email sent to all stakeholders last Friday.

Once we have more information, we will let you know and it will be published on the CAA Portal.

Kind regards

[REDACTED]

Heathrow

The Compass Centre, Nelson Road
Hounslow, Middlesex, TW6 2GW

m: [REDACTED]
w: [heathrow.com](https://www.heathrow.com) t: twitter.com/heathrowairport
a: heathrow.com/apps

From: [REDACTED]
Sent: 16 November 2023 12:29
To: DD - Airspace
Subject: Re: Heathrow ACP Stage 2 Submission Outcome

Follow Up Flag: Follow up
Flag Status: Completed

Categories: To be logged

Caution: external email. Unless you recognise the sender and know the content is safe, do not click links or open attachments.

Good afternoon [REDACTED]

Many thanks for sending the Airspace emails to [REDACTED], as I know [REDACTED] was very interested in anything that affected Heathrow and the local area.. However I felt that I should advise you that unfortunately [REDACTED] passed away [REDACTED]

[REDACTED]

Kind Regards
[REDACTED]

From: [REDACTED]
Sent: 18 November 2023 15:11
To: DD - Airspace
Subject: Re: PBN arrivals

Follow Up Flag: Follow up
Flag Status: Completed

Categories: To be logged

Caution: external email. Unless you recognise the sender and know the content is safe, do not click links or open attachments.

Dear [REDACTED]

I trust this email finds you well.

I am writing to ask if you managed to add my email to the stakeholder list as I am eager to be included in the updates.

Best Wishes

[REDACTED]

From: [REDACTED]
Sent: 20 November 2023 08:42
To: DD - Airspace
Cc: [REDACTED]
Subject: Re: Richmond Park – next steps
Follow Up Flag: Follow up
Flag Status: Flagged

Caution: external email. Unless you recognise the sender and know the content is safe, do not click links or open attachments.

Dear [REDACTED]

thank you for your responses below re our “Save Richmond Park” web page. We are certainly keen to avoid misinforming our members.

We’ve studied your helpful response including reconciling your counts of Options relevant to Richmond Park with ours - and have a few supplementary questions/observations.

(2) On westerly **PBN arrivals** you refer to 18 Options overflying Richmond Park, and we show 17 Options impacting Richmond Park, the difference appears to be attributable to:

- we include 27L-A on the basis that its LOAEL contours show greater noise within the Richmond Park boundary than Do Nothing;
- you include 27R-E and 27R-Q perhaps because when they pass over Kingston at mid-altitude their Overflight cones touch the southern end of Richmond Park. However, we do not include them because their noise impact on Richmond Park is significantly less than Do Nothing.

(3) On easterly **PBN departures** you refer to 20 Options overflying Richmond Park, and we show 14 Options impacting Richmond Park, the difference appears to be attributable to:

- you include 09R-A,D,E,H. We do not - because they were discontinued in the IOA short-listing process;
- you include 09L-J, the 'Avoid Richmond Park' Option, perhaps on the basis of its Overflight cone touching the southern end of Richmond Park when at mid-altitude - whereas we do not include it because its noise effect on Richmond Park is minimal;
- you say you also include 09R-Baseline (Do Nothing). But it was discontinued in the IOA short-listing process. Perhaps you mean 09R-J, the 'Avoid Richmond Park' option? If so, we did not include it for the same reason we did not include 09L-J.

From (2) and (3) above, you can see that FRP are, above all, concerned about the noise *impact* of Options on Richmond Park. This means we do not solely use overflight cones to identify Options of concern: we also take account of Options' noise propagation (based on your Appendix A LOAEL/Laeq maps). So we include one more (arrival 27L-A), and exclude four others (arrivals 27R-E, 27R-Q and departures 09L-J and 09R-J).

(4) on the future of **vectored arrivals** vs. PBN arrivals:

(i) You say that "*most arrivals will continue to be vectored*". For how long?

(ii) You say that PBN arrivals cannot currently deliver the required throughput during "*the core period of the day*". What does that phrase (which echoes para 5.5.15 of the IOA report) mean? We note that, unlike PBN departures and vector Options which are assessed under 'Night' and 'Day' conditions and the results shown in the IOA Appendix A dashboards, the PBN arrival Options are only assessed under 'Night' conditions, defined as 23:00-07:00. So, given that you have not assessed PBN arrivals in the 07:00-23:00 period, is this the "*core period of the day*"? If not, what is "*the core period of the day*"?

(iii) You say that PBN arrivals all the way to the runway could be used "*some of the time*". When? You refer to 04:30-06:00. Might PBN arrivals be used at any other time? If so, when?

(iv) You refer to the current technological limitations of PBN, in terms of delivering the volume of landing traffic. Does Heathrow have any expectation that that could change in the next 30 years?

Kind regards,



From: [REDACTED]

Sent: 23 November 2023 18:06

To: [REDACTED]

Cc: [REDACTED]

Subject: Heathrow ACP update for HSPG

Caution: external email. Unless you recognise the sender and know the content is safe, do not click links or open attachments.

Hi Both

I hope you are well and not too stressed!

I note the CAA decision on the Stage 2 Gateway regarding 'engagement' (what exactly is the problem?), and I'm aware of the current discussion about the chronic problems with meshing the over-arching airspace and airport proposals for London TMA – and the CAA's suggestion of a new 'Single Design Entity' to design London airspace? Maybe this is a factor in the Stage 2 decision!?

Presumably this delay means the Northern Runway Alternation proposal will most likely be supported by a separate Planned and Permanent Redistribution ACP rather than covered in the main ACP?

We have a Environment and Airspace Group meeting on 12th Dec (11.00) – would you then be in a position to give an update on the programme etc please? I could be short or written.

Could we have a chat about what is possible and most useful?

Best wishes

[REDACTED]

[REDACTED]

[REDACTED]

Heathrow Strategic Planning Group

[REDACTED]

[REDACTED]



From:
Sent:
To:
Cc:
Subject:

[REDACTED]
29 November 2023 09:12

[REDACTED]
RE: Heathrow ACP update for HSPG

Classification: Internal

Good morning [REDACTED]

We are well thanks – hope you are too?

Yes we received notification from the CAA that we did not meet all of the requirements for the Stage 2 gateway. Naturally we are disappointed with this outcome and we're currently working with the CAA to understand the rationale behind their decision.

We don't currently have a lot of information about the decision, or our next steps, as we are still discussing this with the CAA. However, I am happy to provide an update of where we are at the next HSPG meeting on the 12th December. I will be available next week if you'd like to have a chat prior to the meeting.

Kind regards,
[REDACTED]

[REDACTED]
[REDACTED]


The Compass Centre, Nelson Road
Hounslow, Middlesex, TW6 2GW

w: [heathrow.com](https://www.heathrow.com) t: twitter.com/heathrowairport
a: [heathrow.com/apps](https://www.heathrow.com/apps)

From:
Sent:
To:
Cc:
Subject:

[REDACTED]
29 November 2023 10:49

[REDACTED]
RE: Heathrow ACP update for HSPG

Classification: Internal

Caution: external email. Unless you recognise the sender and know the content is safe, do not click links or open attachments.

Hi [REDACTED]

Perfect – a chat would be useful. How about Monday? I can do anytime before 12.30 or after 3.30? Failing that - Weds morning

Ping me a Teams to suit you

Many Thanks

[REDACTED]

From:
Sent:
To:
Cc:
Subject:

[REDACTED]
01 December 2023 11:07

[REDACTED]
RE: Heathrow ACP update for HSPG

Classification: Internal

Hi [REDACTED]

Sent you a Teams meeting for Monday at 9.30am.

Speak then,
[REDACTED]

From: [REDACTED]

Sent: 04 December 2023 11:11

To: [REDACTED]

Cc: [REDACTED]

Subject: SASIG agenda with item on the SDE

Caution: external email. Unless you recognise the sender and know the content is safe, do not click links or open attachments.

Hi Both

Thanks for the update on the Heathrow ACP. A short presentation update on 11 Dec will be useful. I'd stress that this is on Criteria 2 – and what is and is NOT found at fault, and best guess on when you hope to be clearer about next steps to fix Stage 2 and go onto S3. Context of the other 21 in LTMA useful.

I do intend to make a brief reference to Single Design Entity proposals only (risk of it being too complicated when everything is so uncertain) but I do need to give a 'heads up' that this could affect the planning of the interaction of different airport ACPs at S3?

Regarding the SDE – agenda paper of the Strategic Aviation Special Interest Group of the LGA attached. (The LGA have SIGs on a range of topics). See pages 21 – 51 for DfT/CAA slide pack presented at the recent Workshops on SDE (referred at page 19). I see Heathrow represented at the 20 Sept Workshop.

[REDACTED]

[REDACTED]

[REDACTED]

Kind Regards

[REDACTED]

[REDACTED]

[REDACTED]

Heathrow Strategic Planning Group

[REDACTED]



[REDACTED]

From: DD - Airspace
Sent: 08 December 2023 15:15
To: [REDACTED]
Cc: DD - Airspace
Subject: RE: PBN arrivals

Classification: Internal

Dear [REDACTED]

We have added you to our stakeholder list and you will be included in future updates on the airspace change proposal (ACP).

The only update we have sent recently was shared with stakeholders who had previously attended (or been invited to) a workshop on the ACP. I have copied the update below.

We are still in discussion with CAA to understand the reason for them failing us at the Stage 2 Gateway and we will let you know once we have an update on our next steps.

Thanks,

[REDACTED]

///

Dear All,

We are writing to you to update you on our Airspace Modernisation ACP.

We were informed last week that the CAA has not passed us at the recent Stage 2 Gateway. The CAA decided that we did not meet the criteria relating to stakeholder engagement.

We are surprised and disappointed with this outcome. Heathrow has made every effort to undertake open and transparent stakeholder engagement throughout Stage 2, going well beyond the engagement requirements of CAP1616. We are currently considering our next steps.

The CAA's Stage 2 Gateway outcome statement can be found on the CAA's [Portal](#). Our full Stage 2 submission and supporting engagement evidence are also on the portal.

We will be in touch with you again once next steps have been determined.

Kind regards,

[REDACTED]
[REDACTED]

From: [REDACTED]
Sent: 08 December 2023 15:19
To: [REDACTED]
Cc: [REDACTED]
Subject: RE: SASIG agenda with item on the SDE
Attachments: 2312 HSPG Update_Dec.pptx

Classification: Internal

Hi [REDACTED]

Please see attached the slides we plan to present at HSPG next week.

Please let me know if you have any questions.

Many thanks,

[REDACTED]

[REDACTED]

Heathrow

The Compass Centre, Nelson Road
Hounslow, Middlesex, TW6 2GW

w: [heathrow.com](https://www.heathrow.com) t: twitter.com/heathrowairport
a: [heathrow.com/apps](https://www.heathrow.com/apps)

December 2023

Airspace Modernisation: Airspace Change Proposal

December HSPG Update



Heathrow

Stage 2 Gateway



- We completed Stage 2 of the CAA's CAP1616 process and submitted all documentation and evidence in July.
- On 30 October we were informed that the CAA had not passed us at the Gateway: the CAA concluded that we had not passed criterion 2.

In order for the CAA to allow an ACP to pass through the Stage 2 'Develop & Assess' Gateway, the following criteria must have been met:

1. The change sponsor must have produced a comprehensive list of airspace change design options;
2. The change sponsor must have engaged with relevant stakeholders to explore those options to the CAA's satisfaction against the requirements in Appendix C;
3. The change sponsor must have produced a design principle evaluation that the CAA has accepted showing how its design options have responded to the design principles;
4. The change sponsor must have produced an Initial options appraisal (phase I);
5. The CAA must have produced and then published an assessment that the options appraisal is satisfactory against the requirements in Appendix E.

- We are surprised and disappointed with this outcome. Heathrow has made every effort to undertake open and transparent stakeholder engagement throughout Stage 2, going well beyond the engagement requirements of CAP1616.

Next Steps

- We met with the CAA on 16 November to seek clarification on the reason for the Gateway failure: CAA representatives were unable to answer our questions at the meeting. We are waiting for them to respond in writing.
- The minutes for this meeting will be published on the CAA's Portal once agreed by both parties.
- Once we have a better understanding of the reason for the Gateway failure, we will be able to consider next steps and provide an update to all interested stakeholders.
- The CAA's Stage 2 Gateway outcome statement can be found on the CAA's [Portal](#). Our full Stage 2 submission and supporting engagement evidence are also on the portal.

Other Activities:

- We are exploring our options for delivering Easterly Alternation by 2028.
- We've engaged in the initial Single Design Entity workshops and will continue to support this process.

From: [REDACTED]

Sent: 12 December 2023 11:44

To: [REDACTED]

Subject: RAF Northolt ACP - Change of ACP Manager

Caution: external email. Unless you recognise the sender and know the content is safe, do not click links or open attachments.

Good Morning

As of Friday 15th September 2023, [REDACTED] will be taking over from [REDACTED] as the ACP Manager for RAF Northolt. All future ACP correspondence can be sent to the email addresses attached.

Thank you for your patience during this transition period.

Kind Regards

[REDACTED]

[REDACTED]

“Excellence and Unity for Operational Delivery”

RAF Northolt is a Station that embraces innovation in support of safe, efficient and sustainable operations, invests in our people and acts as a positive force in our local community and with our partners

From: [REDACTED]

Sent: 18 December 2023 15:01

To: [REDACTED]

Subject: Airspace Modernisation Contact at VA

Caution: external email. Unless you recognise the sender and know the content is safe, do not click links or open attachments.

Hi [REDACTED]

Hope you are both well. I wanted to let you know that I am leaving Virgin [REDACTED]. From that point onwards, your contact from HAL airspace modernisation activities will be:

[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]

Grateful if you can update your contacts accordingly.

I'm sure we will catch each other again in future, in the meantime I wish you both a Merry Xmas and a Happy New Year.

Best regards

[REDACTED]

Virgin Atlantic

[REDACTED]

virgin atlantic 

From: [REDACTED]

Sent: Thursday, January 18, 2024 9:12 AM

To: [REDACTED]

Cc: [REDACTED]

Subject: News

Importance: High

Classification: Internal

Good morning All,

It is with great sadness that I email you this morning with the news that [REDACTED] passed away [REDACTED].

[REDACTED]

Kind regards

[REDACTED]
[REDACTED]

From:

Sent:

To:

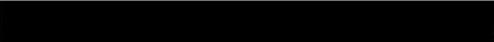
18 January 2024 10:47

Subject:

Attachments:

HSPG Environment & Airspace Management Group Meeting - 23.1.24

Agenda HSPG Environment and Airspace Group 23.01.2034-circulated.docx; Notes of E and AG meeting 2023.12.12_circulated.docx

Some people who received this message don't often get email from  [this is important](#)

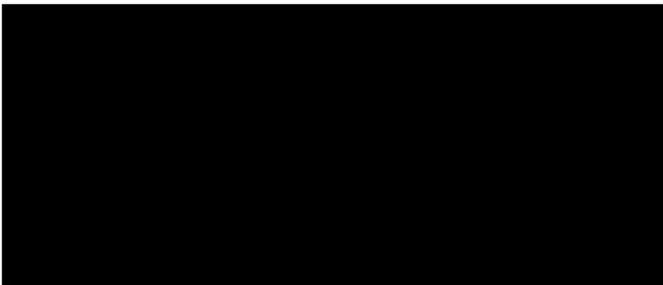
[Learn why](#)

Caution: external email. Unless you recognise the sender and know the content is safe, do not click links or open attachments.

Good Morning All

Please find attached the agenda for the meeting next week and the notes from the last meeting.

Best wishes,



HSPG Environment and Airspace Group

Teams Meeting 14.00 to 15.30 Tuesday 23rd January 2024

Agenda

1. Welcome
2. [REDACTED]
 - [REDACTED]
3. [REDACTED]
4. [REDACTED]
 - [REDACTED]
 - [REDACTED]
 - [REDACTED]
5. [REDACTED]
6. [REDACTED]
7. [REDACTED]
8. Overarching Process Map – relationship and sequencing of ACPs, [REDACTED]
[REDACTED] – [REDACTED] - HAL
9. Airspace Change updates - HAL Airspace Team
10. AOB

Microsoft Teams meeting

Join on your computer, mobile app or room device

[Click here to join the meeting](#)

Meeting ID: 396 951 303 12

Passcode: iA9ZZv

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HSPG – Environment and Airspace Group

Notes of meeting of 12th December 2023

1. Welcome

List of attendees

[Redacted list of attendees]

2. Notes and matters arising

[Redacted notes and matters arising]

3. Airspace Change

[Redacted] updated the Group. CAA rejected HAL’s submission at Stage 2 Gateway. HAL were notified of the gateway failure by email from the CAA on the 30th October at the same time as the public portal statement was published. HAL met the CAA on 16/11 to explore their concerns and the agreed minutes will be published when available. At this time HAL are unable to identify the specific element causing the problem and therefore what the solution is. Planned implementation in ’27-’29 will inevitably slip to 2030’s.

HAL remain committed to **Northern Runway full alternation** scheme by 2028 and so is exploring the next steps of achieving this within the context of the airspace change. [Redacted]

[Redacted]

ACTION: HAL to update the next meeting on the next steps and adjusted programme.

[Redacted text block]

[Redacted text block]

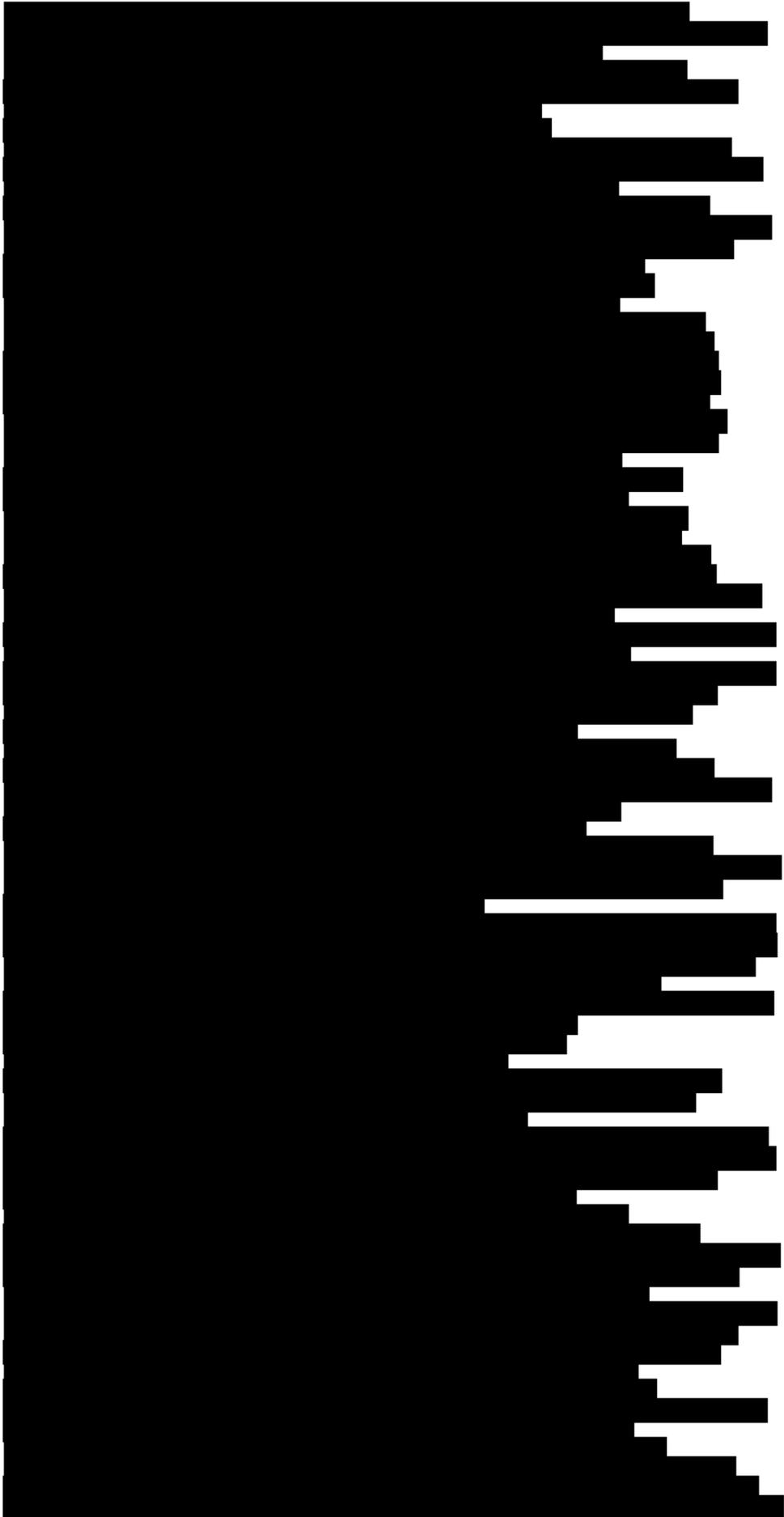
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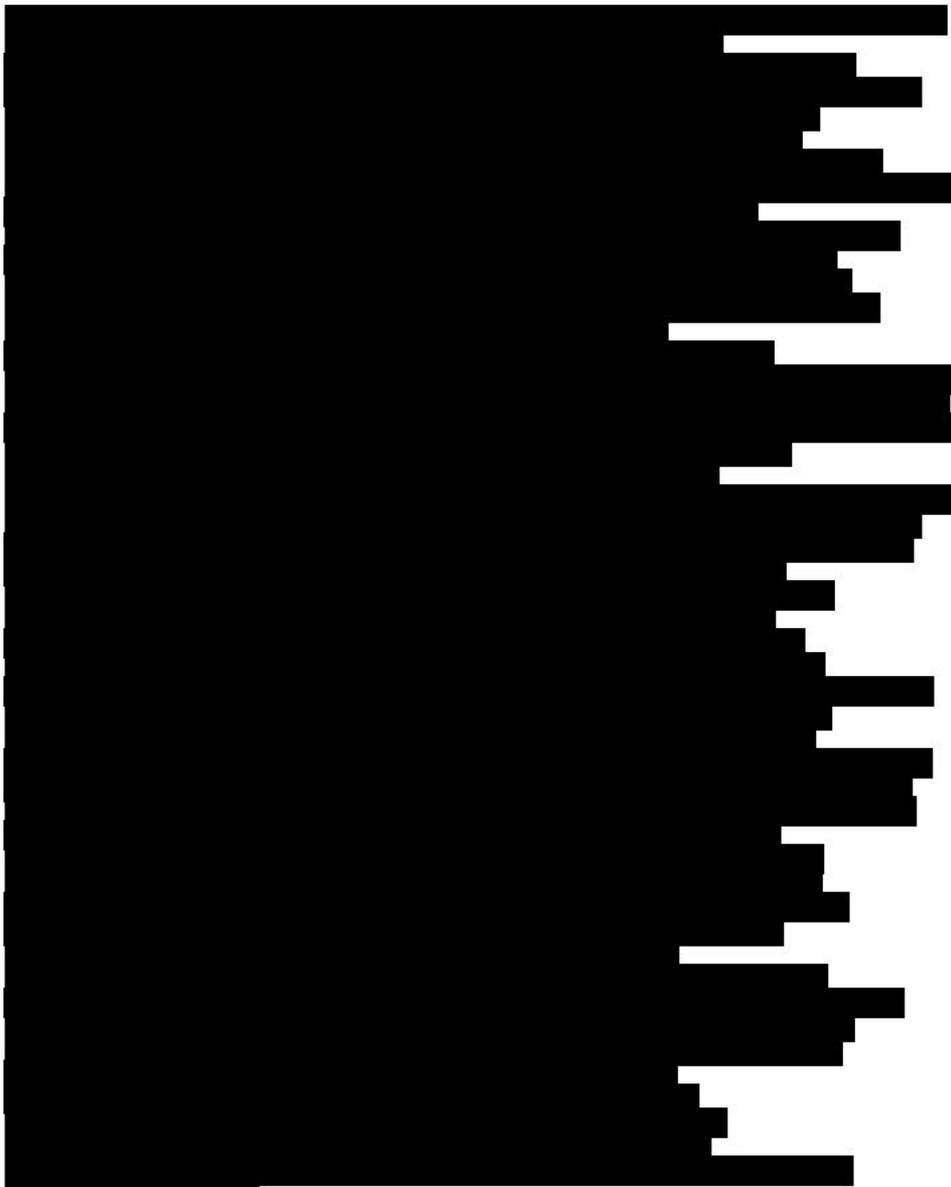
[Redacted text block]

4. [Redacted section header]

[Redacted text block]

From: [DD - Airspace](#)
To: [DD - Airspace](#)
Bcc:





Subject: Heathrow ACP Stage 2 Submission Update
Date: 06 February 2024 16:42:08
Attachments: [image001.png](#)

Dear All,

We are writing to provide an update on our Airspace Modernisation Airspace Change Proposal (ACP).

The CAA informed us in late October that we had not passed the CAP1616 Stage 2 Gateway. The CAA decided that we did not meet the criteria relating to stakeholder engagement. In November, Heathrow requested clarity from the CAA (at a meeting and via email) to enable us to update our submission and resubmit.

The CAA responded to us on 26th January 2024, and we are now considering this information and our next steps. We will be able to share more information on our plans soon.

Kind regards,



Heathrow

The Compass Centre, Nelson Road
Hounslow, Middlesex, TW6 2GW

w: [heathrow.com](https://www.heathrow.com) t: twitter.com/heathrowairport
a: [heathrow.com/apps](https://www.heathrow.com/apps)

From: [REDACTED]
To: [DD - Airspace](#)
Subject: FW: Heathrow ACP Stage 2 Submission Update
Date: 07 February 2024 08:55:02
Attachments: [image001.png](#)
[image002.png](#)

You don't often get email from [REDACTED] [Learn why this is important](#)

Classification: Internal

Caution: external email. Unless you recognise the sender and know the content is safe, do not click links or open attachments.

Good morning,

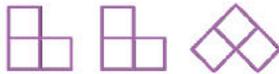
I hope you're doing well!

The e-mail below has been forwarded to me by my manager, [REDACTED]

Could I ask to be added to your distribution list so I will receive the next updates as well, please?

Kind regards

[REDACTED]



London Luton Airport

[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]

From: [REDACTED]
To: [DD - Airspace](#)
Subject: RE: Heathrow ACP Stage 2 Submission Update
Date: 07 February 2024 17:08:33
Attachments: [image001.png](#)

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Classification: Internal

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Dear [REDACTED]

I have been notified of the update regarding the Airspace Modernisation Airspace Change Proposal (ACP).

Please could myself and [REDACTED] be added to the direct mailing list for future updates.

Thanks

Regards

[REDACTED]
Environment Department
Islington Council

From: [REDACTED]

Sent: Friday, March 1, 2024 8:27 AM

To: [REDACTED]

Cc: [REDACTED]
[REDACTED]

Subject: Letter from the Communities of the Noise & Airspace Community Forum (NACF) - Airspace Re-organisation

Some people who received this message don't often get email from [REDACTED] [Learn why this is important](#)

Caution: external email. Unless you recognise the sender and know the content is safe, do not click links or open attachments.

Dear [REDACTED]

Please find attached a letter written on behalf of the communities who are members of the Noise & Airspace Community Forum.

With kind regards,

[REDACTED]

NACF Representative for Elmbridge and the MRA

[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]

1st March 2024

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

Dear [REDACTED]

RE: AIRSPACE RE-ORGANISATION

I am the appointed representative of Elmbridge Council and the Molesey Residents' Association (MRA) on the Noise and Airspace Community Forum (NACF). I liaise with other community representatives who sit on the NACF. The communities held a Zoom meeting on 27 February and I was delegated to write to you about our concerns with the Airspace Modernisation process.

We are aware that HAL failed its Stage 2 Gateway back in October 2023 based on what was judged by the CAA to be a failure in its consultation/engagement with communities. Ironically, since that time there has been no communication with communities about airspace change proposals. The only thing we have been told is that HAL is digesting feedback from the CAA. To our knowledge, no minutes that explain more clearly why Heathrow failed its Gateway have been put in the public domain.

The Heathrow Community Noise Forum (HCNF) was renamed the Noise and Airspace Community Forum specifically so that it could encompass discussions and consultation about airspace change proposals as well as noise issues. Airspace change has not even featured on the agenda of our meetings since October 2023 and not in any detail for some months before that. In communities' views it should be a staple agenda item so that even if there is not much to report, we understand why that is the case and understand where HAL is in its work and thinking on this matter.

As you will be well aware, millions of people are affected by Heathrow's commercial activities. There is huge anxiety, in particular about the potential adverse effects if concentrated PBN routes are implemented as part of airspace re-organisation. Route concentration has had disastrous outcomes for communities in other territories where it has been used, particularly in the US and the DfT has accepted that the potential impacts of PBN have not been investigated in the UK.

Communities have worked hard with each other and with Heathrow's Airspace Management Team to reach an accommodation that noise sharing, within what we accept may be practical limits, is a fairer and more sustainable way to proceed. The dreadful impacts of aviation 'noise sewers' on the health and well-being of those below them are well-documented.

Communities feel they have struggled in recent times to have a fair influence on NACF agendas. As an example, the planned deep dive on NADP1 and NADP2 take-off procedures was summarily erased from the last meeting agenda on 7 February with no explanation and has not been reinstated under any suggestion for future topics by the NACF Chair.

Our understanding is that Heathrow failed its Stage 2 Gateway due to reservations over its engagement with communities. The way matters have proceeded in recent months on the most important topic of airspace change continues in the same vein. A community lack of confidence in how a letter about our concerns may be handled is the reason communities have chosen to write directly to you to make you aware of our unhappiness with the current lack of information and engagement on airspace re-organisation.

As community representatives we would welcome an opportunity to meet you to discuss these issues and Heathrow's future plans.

Yours sincerely,

[Redacted signature block]

[Redacted contact information]

NACF Communities:

- Buckinghamshire Council – [Redacted]
- Ealing Aircraft Noise Action Group [Redacted]
- Englefield Green Action Group – [Redacted]
- HACAN – [Redacted]
- Harmondsworth & Sipson Residents Association – [Redacted]
- Plane Hell Action – [Redacted]
- Richings Park Residents Association – [Redacted]
- Richmond Heathrow Campaign – [Redacted]
- Runnymede & District Council Community Representative & Communities Chair – [Redacted]
- Teddington Action Group – [Redacted]

From: DD - Airspace
Sent: 07 March 2024 16:37
To: DD - Airspace
Cc: DD - Noise and Airspace Community Forum
Subject: Heathrow Airspace Modernisation Documents

Classification: Internal

Good afternoon all,

We are writing to advise you that we have now received CAA approval to upload two additional documents on our Airspace Modernisation ACP page on the CAA's Airspace Change Portal. These documents are now available under '[Documents](#)':

- Meeting Minutes from a meeting held with CAA and Heathrow representatives on the 16th November 2023
- A letter from the CAA in response to questions raised by Heathrow, received on the 26th January 2024

We are currently planning our next steps for further engagement and we will be in contact with you to share more information on our plans soon.

Kind regards,

[Redacted]

[Redacted]

Heathrow

The Compass Centre, Nelson Road
Hounslow, Middlesex, TW6 2GW

w: [heathrow.com](https://www.heathrow.com) t: twitter.com/heathrowairport

a: [heathrow.com/apps](https://www.heathrow.com/apps)

From: [REDACTED]
To: [DD - Airspace](#)
Subject: Automatic reply: Heathrow Airspace Modernisation Documents
Date: 07 March 2024 16:37:28

You don't often get email from [REDACTED]. [Learn why this is important](#)

Caution: external email. Unless you recognise the sender and know the content is safe, do not click links or open attachments.

Thank you for your email. [REDACTED] no longer works at Guildford and Waverley Councils. This mailbox is being monitored regularly for a time and your message will be passed along to the appropriate council service or officer.

Guildford: to get your personalised access to a range of our services in one place [register for your MyGuildford account](#). Check our website for [emergency contact details](#).

Waverley: you can report issues and apply for services online in the [self-service area](#) of our website. Check our website for [emergency contact details](#).

From: [REDACTED]
To: [DD - Airspace](#)
Subject: Thank you for your email. I have now left Surrey County Council.
Date: 07 March 2024 16:37:08

You don't often get email from [REDACTED] [Learn why this is important](#)

Caution: external email. Unless you recognise the sender and know the content is safe, do not click links or open attachments.

Thank you for your email. I have now left Surrey County Council.

If your correspondence was sent to me as SCC's Chief Executive, please redirect your email to [REDACTED]
For any other queries, please contact [REDACTED]
or [REDACTED] who will be able to assist in redirecting your query as appropriate.

From: [REDACTED]

Sent: Friday, March 15, 2024 2:40 PM

To: [REDACTED]

Cc: [REDACTED]

Subject: Response to Letter from the Communities of the Noise & Airspace Community Forum (NACF) - Airspace Re-organisation

Classification: Public

Dear [REDACTED]

Thank you for your letter to our [REDACTED] on behalf of the NACF community groups. [REDACTED] has asked me to respond on his behalf.

I understand your frustration at the recent lack of information on our Airspace Modernisation plans. Since the CAA informed Heathrow in October that we had not passed the CAP1616 Stage 2 Gateway, we have needed to carefully review and consider our next steps and so there has been very little new information to update NACF members on.

As you know, the CAA decided that Heathrow had not met the Stage 2 criterion relating to stakeholder engagement. Their statement included their view that: "Having engaged on a proposed shortlisting approach to its initial options appraisal, and invited stakeholders to provide feedback on that approach, the change sponsor then took a different approach on which it had not engaged and had not given stakeholders an opportunity to provide feedback on."

We were surprised and disappointed by this decision and requested clarity from the CAA. We met with them in November and the minutes of that meeting were approved on Friday 1 March and are now published on the ACP Portal.

The CAA's response is also published on the portal and sets out the steps that the CAA expects us to undertake prior to another Stage 2 Gateway.

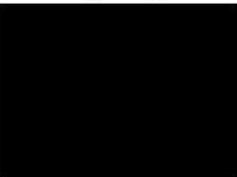
We are keen to make progress on airspace modernisation and have found this delay as frustrating as you have but are pleased to confirm we now have the information we need to move forward. A representative of our Airspace Team has attended each of the NACF meetings and provided a verbal update each time, sharing the information that they have had available to them. We agree that airspace should be a staple agenda item, though we would note that there may be limited updates to report on some occasions. We recognise that airspace change is a topic of great interest and importance to the local community groups, and we appreciate the time that you have dedicated to engaging with us on it.

Our Airspace Team is now making plans for further stakeholder engagement as part of the work we will do before resubmitting our Stage 2 proposals to the CAA and will be in touch with all stakeholders in due course. We have undertaken substantial engagement with a wide range of stakeholders throughout Stage 2, going above and beyond CAP1616 requirements, and we intend to continue frequent engagement as we hopefully move into Stage 3.

Regarding your concerns about the NACF agenda, I understand that last month's deep dive on departure procedures was postponed due to illness and will take place at a future forum. This month's deep dive topic has been changed to discuss the DfT's consultation on the next night flight regime at the request of [REDACTED] from Englefield Green Action Group. I understand that [REDACTED] has also been working with the NACF chair to plan out the deep dive topics for future forums. These will include a deep dive on PBN which will allow us to discuss options to share aircraft noise to reduce the potential impact of concentrated flight paths.

I understand your desire to meet [REDACTED] to discuss Heathrow's future plans. I am pleased to confirm that [REDACTED] will be attending the CISHA open forum on Thursday 18 April which will provide attendees the opportunity to ask [REDACTED] questions.

Best regards,



Heathrow

From: [REDACTED]
To: [REDACTED]
Cc: [DD - Airspace](#); [REDACTED]
Subject: RHC slides for NACF Meeting Wednesday 20 March
Date: 19 March 2024 17:31:54
Attachments: [RHC Night Flights NACF 20 Mar 2024 NM.pptx](#)
[RHC Query \(AOB\) 20 Mar 2024.pptx](#)

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Dear [REDACTED]

I attach a set of slides on Night Flights that [REDACTED] and I put together for the deep dive in tomorrow's meeting. Can you acknowledge receipt of these?

I also attach a single slide concerning airspace modernisation that we would like to cover briefly at some point tomorrow, perhaps in AOB. [REDACTED] did respond to [REDACTED] about this in an email on 14 November 2023 but we remain concerned about the apparent noise contour discrepancy.

Best Wishes,
[REDACTED]

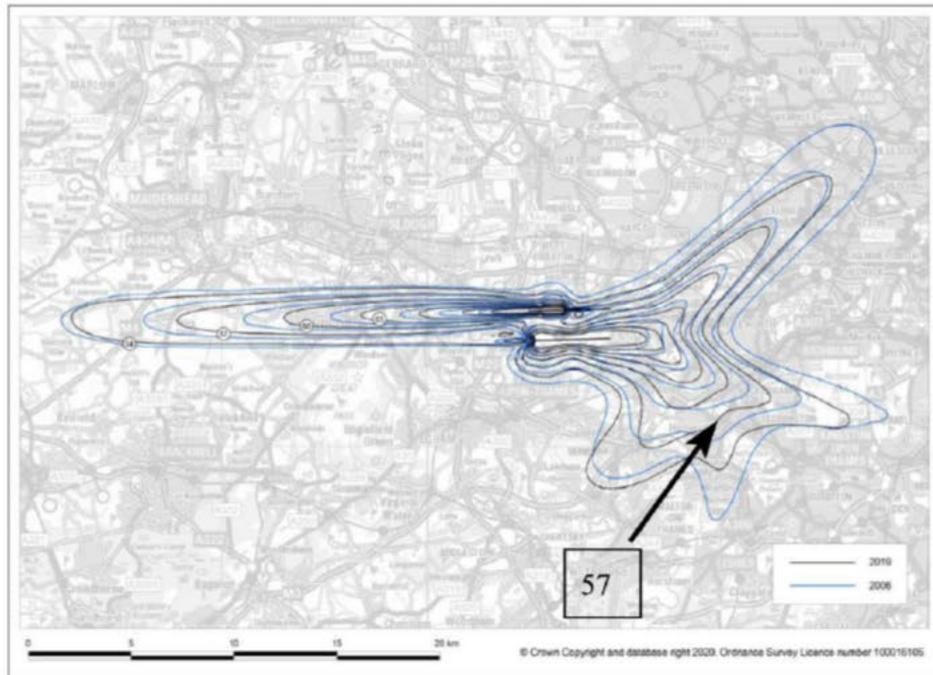
Figure B6 Heathrow 2019 and 2006 average summer day 54-72 dB 100% E L_{Aeq,15h} noise contours (with 2006 N-S runway usage)

Figure 1 Heathrow Airport 2019 Summer Noise Contours and Noise Action Plan Contours CAP 2001 page 69

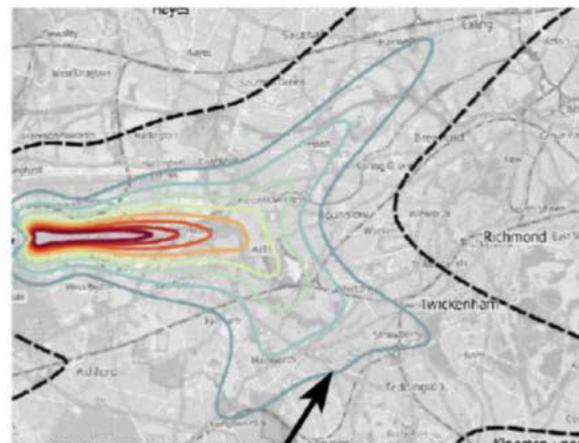


Figure 5 Dep To East Southern PBN Day 09R BaseDN

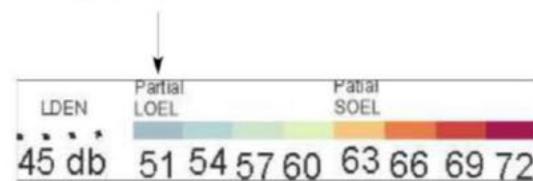


Figure 2 Heathrow Stage 2B submission to CAA July 2023 Appendix E A13.8 page 11

From: [REDACTED]
To: [DD - Airspace](#)
Subject: RE: Heathrow Airspace Modernisation: Invitation for further engagement
Date: 02 April 2024 08:22:28
Attachments: [image001.png](#)

Classification: Internal

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H [REDACTED]

I am no longer involved in ACP work and therefore could I request that I am removed from this mailing list.

Kind Regards

[REDACTED]

[REDACTED]

From: [DD - Airspace](#)
To: [REDACTED] [DD - Airspace](#)
Subject: RE: Heathrow Airspace Modernisation: Invitation for further engagement
Date: 03 April 2024 15:36:05
Attachments: [image001.png](#)

Classification: Internal

Hi [REDACTED]

Thanks for letting us know – apologies and I will remove you from the mailing list.

Kind regards,

[REDACTED]

[REDACTED]

Heathrow

The Compass Centre, Nelson Road
Hounslow, Middlesex, TW6 2GW

w: [heathrow.com](https://www.heathrow.com) t: twitter.com/heathrowairport
a: [heathrow.com/apps](https://www.heathrow.com/apps)

From: [DD - Airspace](#)
To: [REDACTED] [DD - Airspace](#)
Cc: [REDACTED]
Subject: FRP-HAL Stakeholder Engagement
Date: 15 April 2024 11:40:30

Classification: Internal

Dear [REDACTED],

I hope you are all well.

We wanted to make contact now that we have a plan for re-engagement and re-submission of Stage 2 of our ACP. We can see that you have all signed up to one of the Teams sessions this week and we look forward to seeing you there.

As you will know, our plan is to submit all relevant Stage 2 material for a further Gateway in June. Subject to the CAA decision at this Gateway, we hope to then be in a position to revive our 1:1 engagement with Friends of Richmond Park and to further discuss the consideration of the park at Stage 3. We will also be able to update the Stakeholder Engagement Record (SER) and to continue using it to identify and resolve any issues, queries or concerns that FRP has with our ACP. Thank you for sending your latest version of the SER (v7): we will review it and update it where possible, ready for us to share a v8 with you once we are in Stage 3.

Many thanks,

[REDACTED]

From: [REDACTED]
To: [REDACTED]
Cc: [REDACTED]
Subject: RE: Agenda for HSPG E&AG - 16/4/24
Date: 15 April 2024 15:21:34
Attachments: [image001.png](#)

Classification: Internal

Hi [REDACTED]

I hope you're well?

I can see Airspace Change is on the agenda for tomorrow's HSPG meeting, I'm happy to attend for this segment if you think useful for the conversation and to answer any questions anyone might have on our recently issued stakeholder engagement material? Let me know if you want to me to dial in and if so, what time would be the best to so.

Many thanks,

[REDACTED]

[REDACTED]

Heathrow

The Compass Centre, Nelson Road
Hounslow, Middlesex, TW6 2GW

w: [heathrow.com](https://www.heathrow.com) t: twitter.com/heathrowairport
a: [heathrow.com/apps](https://www.heathrow.com/apps)

From: [REDACTED]
To: [REDACTED]
Cc: [REDACTED]
Subject: RE: Agenda for HSPG E&AG - 16/4/24
Date: 15 April 2024 16:27:28
Attachments: [image001.png](#)

Classification: Internal

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Hi [REDACTED]

Thanks – you are both welcome but I really don't think necessary this time. I think everyone will be at your ACP sessions tomorrow or Wed (I'll be there Tues AM) – so this is a chance for a bit of reflection.

TBH – our main focus this time is Night flight restrictions – DfT are coming to talk on their consultation, [REDACTED] will say a bit on the voluntary measures in the NAP at LHR.

Is it a bit early to talk about any night time routes in the ACP? However, v welcome if you think appropriate

KR

[REDACTED]

From: [REDACTED]
To: [DD - Airspace](#)
Cc: [REDACTED]
Subject: Re: FRP-HAL Stakeholder Engagement
Date: 19 April 2024 10:29:18

Caution: external email. Unless you recognise the sender and know the content is safe, do not click links or open attachments.

Dear [REDACTED],

Thank you for your email re FRP-HAL Stakeholder Engagement.

It's good to hear from you again. We look forward to renewing our 1:1 engagement.

At an early point once the Stage 2 Gateway has been passed, it would make sense for us to discuss how Heathrow plans to approach the assessments of Richmond Park mentioned in the current (re)engagement slides p14 and in Dave Knights' email of 25 July 2023, in particular the proposed scope and methodology for the Biodiversity & Tranquillity assessment and the full Environmental Assessment of Richmond Park.

It may be worth pencilling-in a date for, say, late June?
Would you like to come over to Richmond Park again?

Best regards,

[REDACTED]

FRP

From: [DD - Airspace](#)
To: [REDACTED] [DD - Airspace](#)
Cc: [REDACTED]
Subject: RE: FRP-HAL Stakeholder Engagement
Date: 02 May 2024 12:18:13

Classification: Internal

Dear [REDACTED]

We'll be happy to come and meet you in Richmond Park again, to begin discussion on the approach to assessing impacts to Richmond Park.

We will be in touch once we have news of the Stage 2 Gateway, and hope that we'll be able to proceed into Stage 3 discussions at that time.

Kind regards,
[REDACTED]

From: [REDACTED]
To: [DD - Airspace](#)
Cc: [REDACTED]
Subject: Royal Botanic Gardens Kew
Date: 05 June 2024 15:57:24
Attachments: [RHC RBG Final 5 June 2024.pdf](#)

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Dear [REDACTED]

A brief note is attached requesting consideration of the Royal Botanic Gardens, Kew, in the option appraisal. It is a World Heritage site and is in the centre of the area covered by Richmond Heathrow Campaign and its constituent member organisations - Kew Society, Richmond Society and Friends of Richmond Green with 2000 individual members in total.

Kind regards

[REDACTED]

[REDACTED]

[REDACTED] Richmond Heathrow Campaign

Richmond Heathrow Campaign
Heathrow Airspace Modernisation Stage 2
National Parks - Royal Botanic Gardens, Kew

The **Royal Botanic Gardens (RBG), Kew** is adjacent to the residential areas where individual members of the three constituent members societies of Richmond Heathrow Campaign (RHC) reside. RHC represents three amenity groups in the London Borough of Richmond upon Thames: The Richmond Society, The Friends of Richmond Green, and the Kew Society, which together have over 2000 members. The members of our amenity groups are adversely affected by noise from Heathrow Airport's flight paths, poor air quality and road and rail congestion in west London.

The CAP 1616 process requires Areas of Outstanding Natural Beauty (AONB), National Parks and RAMSAR and other special sites to be taken in to account.

The RBG with 2.3 million visitors per annum is a UNESCO World Heritage Site, indicating its key importance both nationally and internationally. The adjacent Old Deer Park is an important buffer zone for the World Heritage Site.

RHC is aware of the negative impact from Heathrow aircraft on our members and the large number of other visitors when at the RBG.

This brief note seeks to include the Royal Botanic Gardens, Kew, in the National Parks of importance when considering Heathrow's impact. We would appreciate learning from Heathrow the extent, if any, to which the RBG has been considered in Stage 2 and confirmation that the RBG will be included in the Stage 3 option appraisal.


Richmond Heathrow Campaign

5 June 2024