



## ACP-2021-056 London Heathrow Airport FASI

### Stage 2 'Develop & Assess' Gateway Outcome – 11 July 2024

#### [STATEMENT]

The CAA has completed the Develop and Assess Gateway Assessment and is satisfied that the change sponsor has met the requirements of the Process up to this point. The CAA has determined that the confirmed level will be Level 1. The CAA approves progress to the next Step.

In accordance with direction 5(1) of the Civil Aviation Authority (Air Navigation) Directions 2017 (as amended), the CAA is satisfied this airspace change proposal up to this stage has demonstrated that it is in accordance with the CAA's Airspace Modernisation Strategy (CAP 1711), including Iteration 2 of the UK Masterplan that has been accepted into it.

Since their last submission for consideration at the Stage 2 Gateway (October 2023), the change sponsor has taken into account and rectified all of the comments and corrective actions required. The change sponsor has transparently re-engaged on their revised approach to shortlisting options and given stakeholders the opportunity to comment which has been taken into account and informed their decision on the methodology to adopt and apply to shortlisting their options. The methodology meets the principles and objectives for engagement in CAP 1616.

The change sponsor has assessed tranquillity as part of its initial options appraisal, in accordance with CAP 1616, but the proposed methodology defers the application of Tests 4 and 5 (tranquillity) and consideration of specific local issues (Richmond Park and AONBs) until Stage 3. It is recognised that this approach means more options will be subject to a full options appraisal in Stage 3. In our view, this approach is acceptable having regard to the objectives of this stage of the CAP 1616 process and the particular characteristics of the ACP due to the following factors:

- It allows for a wider range of options (PBN Departures, PBN Arrivals, Vectored Arrivals for each runway).
- It enables a more informed evaluation of environmental impacts when system options are compiled in Stage 3.
- A holistic evaluation of environmental factors, including route mix, respite, dispersion, and concentration, necessitates a system-wide perspective which cannot be achieved if insufficient options remain for appraisal in Stage 3.
- It avoids the exclusion of potentially suitable solutions at an early stage - which is an important CAP 1616 consideration.

Similarly, deferring the application of tranquillity until Stage 3 for this ACP, when system options are complete, ensures a comprehensive analysis based on all relevant data. This approach avoids the appearance or actual skewing of data towards a preferred option. The change sponsor will be required to evaluate all options remaining in Stage 3 against the CAP

1616 environmental criteria (including tranquillity), which will be assessed by the CAA at the Stage 3 Gateway prior to public consultation on the preferred options.

In summary, the CAA accepts the change sponsor's justification for the proposed short-listing methodology and considers it to be aligned with the principles outlined in CAP 1616.

[END STATEMENT]