

# PLANNED AND PERMANENT REDISTRIBUTION OF AIR TRAFFIC (PPR)

## EASTERLY ALTERNATION

## ASSESSMENT MEETING

16 JANUARY 2025



# AGENDA

Introduction	
Statement of Need (discussion & review)	
Issues and opportunities	
Current day scenario	
Easterly Alternation Scenario	
Provisional indication of PPR type & process requirements	
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# INTRODUCTIONS



CAA Introductions



Heathrow Introductions



CAA Opening Statement



# STATEMENT OF NEED (FOR DISCUSSION & REVIEW)

## **What is the objective of the proposed change**

To deliver full runway alternation during easterly operations ('easterly alternation'). This is in line with the Government decision made in 2009 to end the Cranford Agreement in order to redistribute noise more fairly around the airport and give affected communities predictable periods of respite from aircraft noise.

Heathrow has set a target in its Sustainability Strategy, Heathrow 2.0, to introduce easterly alternation by 2028.

## **Please provide a summary of the issue or opportunity the proposal is seeking to address including any safety, operational, technical, environmental, or economic factors.**

In the 1950s a Ministerial undertaking was given to use best endeavours to avoid using the northern Runway 09L for aircraft taking off to the east. This undertaking is often referred to as the 'Cranford Agreement'. It was intended to reduce overflight of the village of Cranford, but operated at the expense of increased overflight of other communities, such as Windsor and southern parts of Hounslow.

In January 2009, following a public consultation, the Government confirmed its policy decision to end the Cranford Agreement. This decision was based on the desire to distribute noise more fairly around the airport and extend the benefits of runway alternation to communities under the flight paths during easterly winds. Heathrow was subsequently asked to take the necessary steps to enable full runway alternation during easterly operations as soon as practically possible. The policy decision to end the Cranford Agreement was reaffirmed by the Secretary of State for Transport on 7 September 2010, and this is also referred to in the Aviation Framework Policy 2013 (para 1.63).

## STATEMENT OF NEED (FOR DISCUSSION & REVIEW)

Heathrow submitted a planning application to the London Borough of Hillingdon in 2013 for the construction of additional taxiway infrastructure at the western end of Runway 09L to enable runway alternation on easterly operations. This was granted by the Secretary of State on appeal on 2 February 2017. This planning permission was not implemented as it became necessary to progress plans for a third runway after designation of the Airports National Policy Statement (ANPS), followed by COVID. This earlier planning permission has lapsed.

Heathrow is committed to implementing easterly alternation by 2028 and has recently submitted a new planning application for the required ground infrastructure changes. As this date is ahead of the currently anticipated timeline for the Airspace Modernisation ACP-2021-056, Heathrow is beginning a separate Planned and Permanent Re-distribution (PPR) of Air Traffic, utilising the existing arrival routes for Runway 09R and existing departure routes from Runway 09L. This will be implemented for the existing two-runway operation.

With the above context in mind, this PPR will aim to achieve predictable periods of respite for local communities when delivering full runway alternation during easterly operations, in line with Government policy.

**Please provide a description of the current airspace design (i.e the airspace structure and flight procedures) relevant to this proposal.**

Heathrow already has a full suite of Instrument Approach Procedures and Standard Instrument Departure routes to and from all runways. However, except in exceptional circumstances, most arriving aircraft land on Runway 09L, with most departures taking off from Runway 09R during easterly operations.

## STATEMENT OF NEED (FOR DISCUSSION & REVIEW)

The introduction of full easterly alternation will result in the increased use of Runway 09L for departures and the increased use of Runway 09R for arrivals. This is to provide a more equitable distribution of respite from aircraft noise on easterly operations, as occurs today on westerly operations.

**Please provide a description of the current prevailing air traffic situation (i.e. frequency and number of movements) and an indication of estimated forecast growth (where applicable)**

Heathrow operates under an annual flight movement cap of 480,000 ATMs. This PPR does not seek to increase the total number of aircraft arriving or departing to/from Heathrow Airport.

Since 2019 Heathrow has operated on its easterly runways (Runways 09L & 09R) for approximately 26% of the year. (The westerly/easterly 20-year standard daytime modal split and 10-year standard night-time modal split is 79%/21% and 76%/24% respectively).

The following table [available on slide 9] shows Heathrow's total arrival and departure numbers for 2019-2023, with a breakdown of arrivals and departures during easterly operations.

This PPR will aim to distribute departures and arrivals between Runways 09L and 09R more equitably.

# STATEMENT OF NEED (FOR DISCUSSION & REVIEW)

## Additional Information

Heathrow has engaged with the CAA regarding the sponsorship and management of the proposed PPR. Whilst an Air Navigation Service Provider should normally be the sponsor of a PPR, Heathrow believed that for transparency and accessibility this proposal should be placed on the CAA Portal under Heathrow Airport. Should the application be determined to be a relevant PPR, the CAA confirmed it could be 'co-sponsored' by Heathrow (Airport Operator) and NATS (ANSP) and hosted under Heathrow Airport on the CAA Portal.

Heathrow and NATS (NSL) have agreed to co-sponsor the PPR and confirmed in a joint letter, signed by both parties.

# ISSUES AND OPPORTUNITIES

## Current Issues and Background

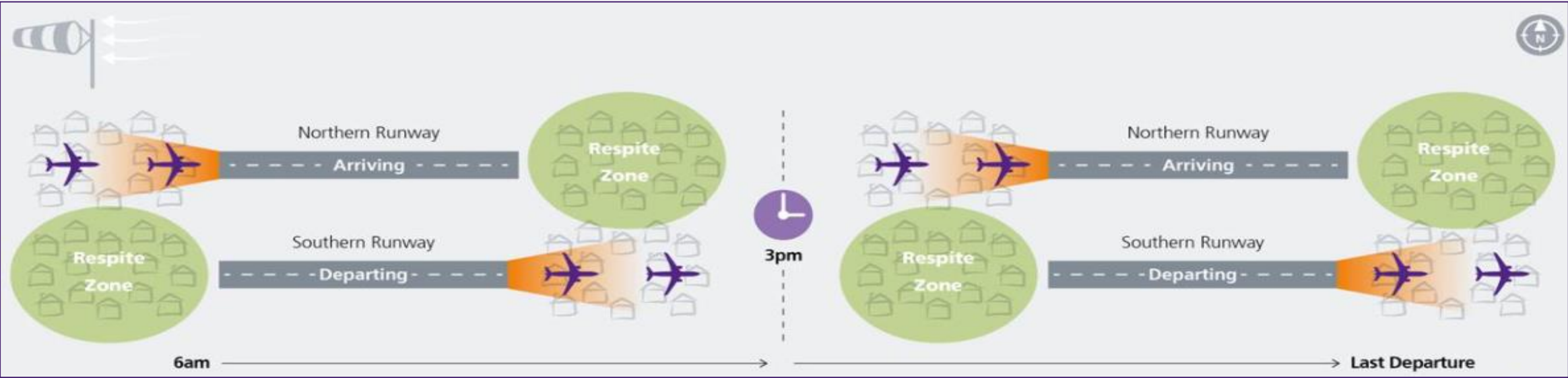
- Historically, due to the Cranford Agreement, Heathrow Airport has been unable to alternate runways when departing in an easterly direction, resulting in no predictable noise relief to the likes of Windsor and South Hounslow.
- A separate Town & Country Planning Application has been submitted to Hillingdon Borough Council, for the necessary ground infrastructure to enable full easterly alternation.
- Only 'one option' is being proposed, utilising the existing suite of Instrument Approach Procedures and Standard Instrument Departures to and from all runways.

## Opportunities

- Allows Heathrow to meet the Government policy decision from 2009 to end the Cranford Agreement and introduce easterly alternation.
- To redistribute noise more fairly around the airport and give affected communities predictable periods of respite from aircraft noise, during easterly operations.



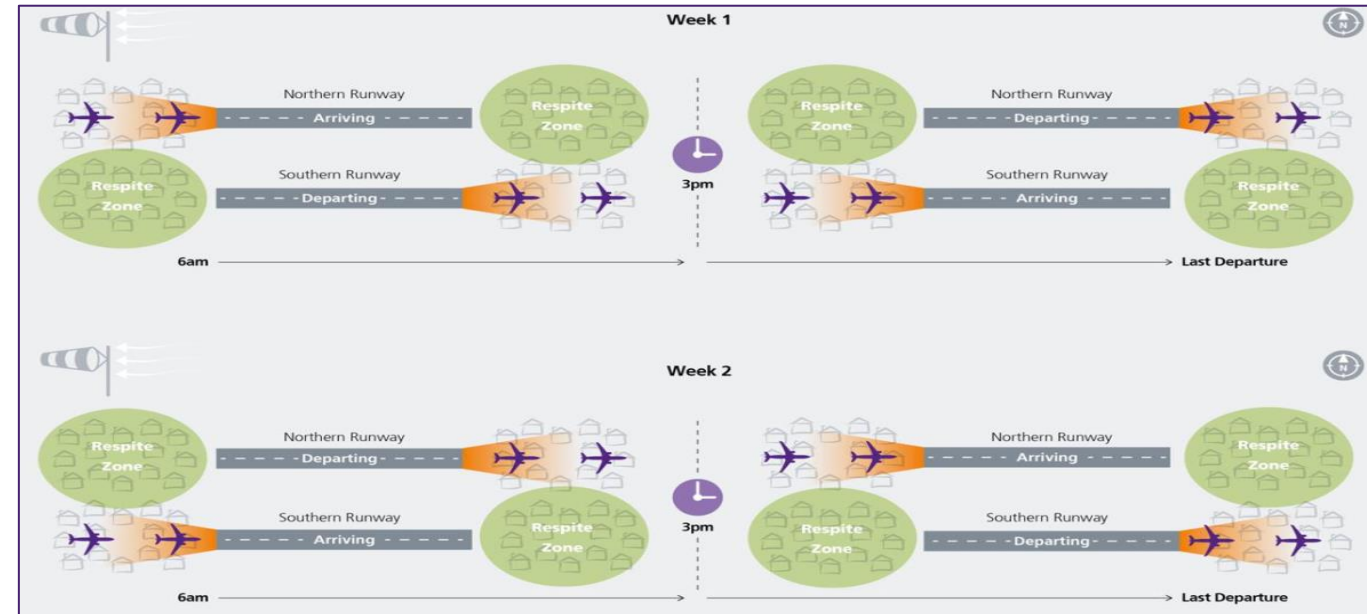
# CURRENT DAY SCENARIO



Year	Total Arrivals	09R Arrivals	09L Arrivals	Total Departures	09R Departures	09L Departures
2019	239,031	3,211	60,068	239,028	63,170	126
2020	102,379	4,170	15,017	102,353	16,414	2,733
2021	97,656	7,222	21,257	97,684	23,223	5,282
2022	190,157	1,243	52,270	190,168	53,414	166
2023	228,321	2,298	63,217	228,299	64,925	400

# EASTERLY ALTERNATION SCENARIO

- Alternation takes place when on westerlies at 1500L each day, on a weekly rotation. This is issued on the Heathrow website, giving communities prior notice of predicted periods of respite.
- Upon successful completion of the PPR and the necessary infrastructure changes to the airport, Heathrow will be able to alternate the runways in an easterly direction, as we do today during westerly operations.
- By doing so we will implement a Government policy decision to cancel the Cranford Agreement and deliver on Heathrow's 2.0 Commitment to provide easterly alternation by 2028. Heathrow will then be able to offer predictable periods of respite to local communities, irrespective of runway direction.



**This PPR will aim to distribute departures and arrivals between Runways 09L and 09R more equitably. There is no increase to Heathrow's annual cap of 480,000 ATMs.**

# PROVISIONAL INDICATION OF PPR TYPE & PROCESS REQUIREMENTS

- The sponsors believe this is a Type 2 PPR, owing to the redistribution of Standard Instrument Departure (SID) routes from Runway 09L, which in turn affects the arrival distribution to Runway 09R.
- Extensive non-aviation industry engagement has taken place due to the Town & Country Planning Application submitted to Hillingdon in October 2024. Heathrow participated in pre-application engagement with key stakeholders (including MPs) and the community. This included information postcards to over 70,000 addresses, a social media campaign, and in-person events in impacted areas.
- The sponsors propose to utilise the environmental work and associated engagement/consultation work done under the TCPA, as part of the CAP1617 process.
- **CAA to confirm PPR type and the scalable process requirements.**

# PROVISIONAL PROCESS TIMESCALES

Stage	Step	Approx Duration	Notes
Stage 1 DEFINE	Assess requirement	4 weeks	
Stage 2 DEVELOP and ASSESS	Options development	6 weeks	Where the only workable options that can be taken forward are the PPR proposal or maintaining the status quo, options development and appraisal will take less time than the six weeks indicated here.
	Options appraisal		
Stage 3 CONSULT / ENGAGE	Consultation / engagement preparation	24 weeks	<p>The only gateway in the PPR process.</p> <p>As in the airspace change process, the CAA commits to internal gateway meetings on a published schedule, with deadlines for document submission.</p> <p>Assumes a twelve week consultation. However, less time may be required depending on the anticipated impact of the change and the number of stakeholders affected.</p>
	CONSULT/ENGAGE GATEWAY		
	Commence consultation / engagement		
	Collate & review responses		
Stage 4 UPDATE and SUBMIT	Update design	4 weeks	Assumes four weeks for the air navigation service provider to update its proposal in light of consultation feedback. Depending on the nature and extent of feedback received, this process may take less time, or more if re-consultation is needed.
	Submit proposal to CAA		
Stage 5 DECIDE	CAA assessment	8 weeks	Assumes eight weeks for the CAA assessment + decision. Complex cases could take longer
	CAA DECISION		
Stage 6 IMPLEMENT	Implement	As AIRAC schedule (~16 weeks)	

Stage	Owner	Timescales (TBC)
1	CAA & Sponsors	30 January 2025
2	Sponsors	Approx 4 months
3	Sponsors	Approx 4 months
<b>ASSESS &amp; CONSULT GATEWAY – PROPOSE 31 October 2025</b>		
3	Sponsors	Approx 6 months
4	Sponsors	3 months <b>Q3/4 2026</b>
5	CAA	8 weeks (CAP1617 para 3.35)
6	Sponsors	<b>2028*</b>
7	Sponsors	12 months post implementation

# SAFETY CASE REQUIREMENT

- As per CAP1617 paragraph 1.37, the 'Safety assessment' section in CAP1616 Airspace Change Process applies to the PPR decision-making process.
- CAP1616 paragraph 2.38, "Each design option for an airspace change proposal identified within Stage 2 will need a qualitative assessment of the potential safety considerations. A detailed final safety assessment must be completed by the change sponsor and included in the Stage 4 submission to the CAA. The final assessment must as a minimum:
  - describe the scope of the airspace change proposal
  - identify new and changing hazards
  - identify and quantify risks arising from those hazards
  - set mitigations for those risks.

The CAA has published separate guidance (for example CAP 760, Guidance on the Conduct of Hazard Identification, Risk Assessment and the Production of Safety Cases) on performing the safety assessment."

- As per the 'Acceptance of Heathrow Airport/NATS Co-Sponsorship of Easterly Alternation Planned and Permanent Redistribution of Air Traffic (PPR)' letter dated 12 November 2024, NATS will submit the necessary SRG1430 and undertake the required safety assurance (with ATS Inspector oversight).



## NEXT STEPS & AOB

- Sponsors to draft Assessment Meeting Minutes for review.
- CAA to confirm whether the proposal is a relevant PPR, with associated CAP1617 requirements.
- Assessment Meeting documents to be uploaded to CAA Portal by 30 January 2025.

# ANY QUESTIONS?



# Heathrow