



AIRSPACE UPDATE

HEATHROW COMMUNITY NOISE FORUM (20.03.2019)

Heathrow
Building for the future

AN UPDATE ON HEATHROW'S AIRSPACE CHANGE PROGRAMME

- 1. The Airspace and Future Operations Consultation (Jan – Mar 2019)**
- 2. Airspace Change Process (ACP) 2019 Programme**
- 3. Proposed new Compton departure route**

THE AIRSPACE AND FUTURE OPERATIONS CONSULTATION CLOSED ON 4 MARCH 2019

We received:

- 15,250 website responses
- 4,500 emails (estimated)
- 550 paper responses (estimated)
- **Approx. 20,500 responses in total**

Our independent consultation experts (Wood) are now assessing and coding all the responses.

We will have feedback on the runway operations components prior to the June consultation (these are the Development Consent Order (DCO) elements).

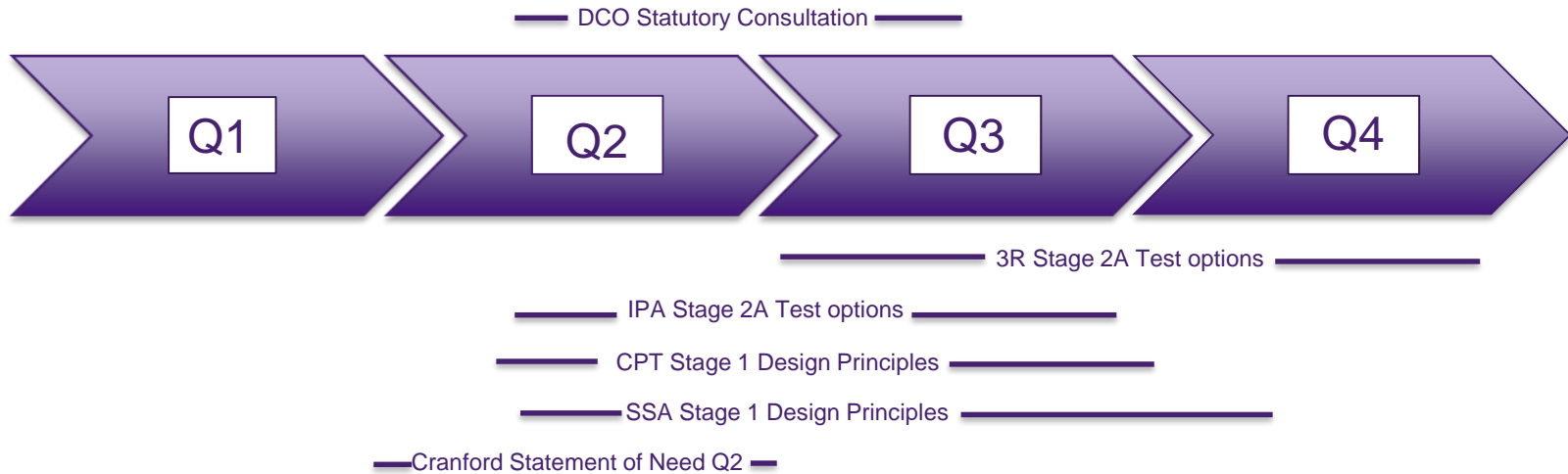
Feedback on the airspace questions, both for expansion and for Independent Parallel Approaches (IPA), will come later, in time for future separate engagement/consultation on these topics.

Our current aspirations will be to engage on:

IPA Q2/3 2019 – Stage 2A – tests options - Engagement

Expansion Q3/4 2019 – Stage 2A – tests options - Engagement

2019 ACP PROPOSED PROGRAMME



DCO – Statutory Consultation – Q2/3

Expansion – Stage 2A Test options Q3/4

IPA – Stage 2A Test Options Q2/3 Q3

Compton (CPT) – Assessment Brief submitted 7 March – Stage 1 Design Principles – Q2/3

Slightly Steeper Approaches (SSA) – Stage 1 Design Principles – TBC

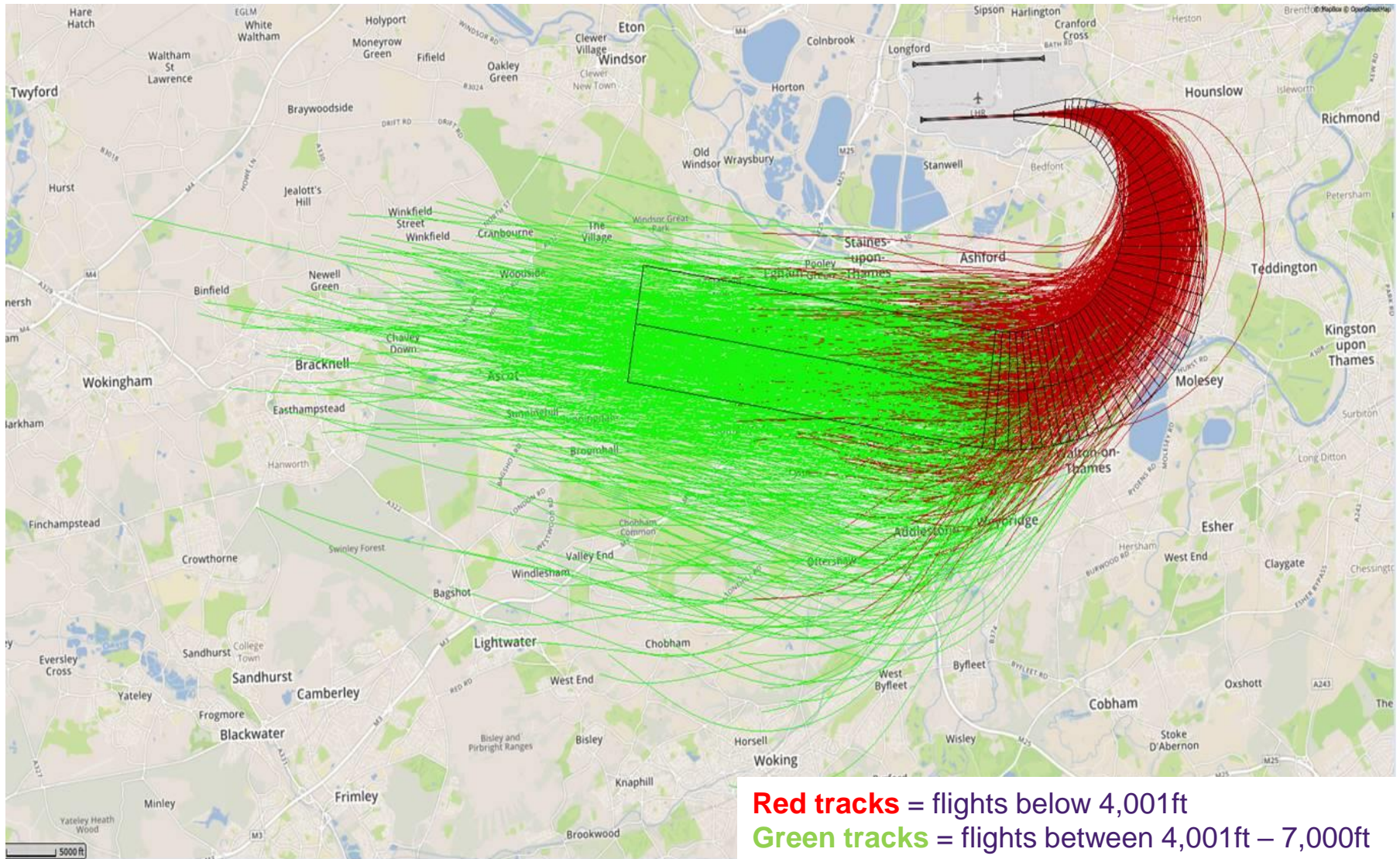
Cranford – Statement of Need to be submitted in Q2

THE ASSESSMENT MEETING FOR A NEW COMPTON DEPARTURE ROUTE WAS ON THURSDAY 7 MARCH AT CAA

We presented a Statement of Need for a new Compton departure route:

- The current Compton (CPT) Departure routes (SIDs) from both runways on easterlies have not been flown for over 30 years. As the number of flights using Heathrow Airport increased, the route became challenging to manage because of their proximity to the Ockham holding stack and the Heathrow Airport arrival flow to the south of the airport.
- Instead of allowing aircraft to fly the published SID, NATS air traffic controllers have been manually directing aircraft on this route to separate them from the stream of arrivals making their way from the southerly holding stacks to the airport.
- In 2009, this manual interaction by air traffic controllers was standardised and implemented as a trial, and it has remained in operation as a trial ever since. It has generated no safety concerns and is now considered standard practice.
- Since 2009, Heathrow has, on two occasions, tried to formalise a new CPT SID, however on both occasions, and for differing reasons, firstly the CAA and then DfT, delayed the Airspace Change Proposal from progressing.

TRAFFIC ON THE COMPTON ROUTE/SWATHE (AUG-SEP 2018)



Red tracks = flights below 4,001ft

Green tracks = flights between 4,001ft – 7,000ft

ISSUES, OPPORTUNITIES AND CONSIDERATIONS ARISING FROM PROPOSED CHANGE TO COMPTON

Issues:

- Will mean changes to aircraft noise for some communities
- Possible consultation fatigue and confusion: similar communities for Compton, IPA and Expansion

Opportunities:

- Will significantly reduce the need for controllers to manually direct aircraft
- Will ensure aircraft fly this route in a more consistent, predictable way
- Will allow aircraft to stay within the Noise Preferential Route (NPR)
- Potential opportunity to explore respite options for SIDs using performance-based navigation (PBN)

Considerations:

- Will likely require a new NPR
- Limited life-span: expansion airspace design will replace these new Compton routes
- Limited options due to the need for this change to not impact other departure routes or impact the overall operation

Engagement:

- Community Stakeholder Groups, Industry and Focus Groups

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