EFFECTIVE ENGAGEMENT AND CONSULTATION FOR AIRSPACE CHANGE?

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HEATHROW TODAY: AT A GLANCE

80 million passengers in 2018

84 airlines serving 210 destinations in 85 countries

76,500 jobs supported at the airport

34% of UK exports by value for non-EU exports

2 full length runways and 4 operational terminals

480 000 Movements a year
HEATHROW EXPANSION: WHERE ARE WE HEADED

10,000 total apprenticeships by 2030

Up to 40 new long haul trading routes

2x current cargo capacity for British exporters

NPS enables at least 260,000 additional ATMs per annum

50m additional passengers per annum

Up to 40,000 new local jobs
STRATEGY AND PROCESS

The UK’s Airspace Modernisation Strategy
- Requires the modernisation of airspace across UK

Airspace Change Process (ACP)
- This is the approval for the design and operation of new or changing flight paths

Development Consent Order (DCO)
- This is the approval for the physical construction of the third runway and all the related ground infrastructure
A CORE REQUIREMENT OF BOTH PROCESSES IS TO UNDERTAKE EFFECTIVE STAKEHOLDER ENGAGEMENT

ACP Process

Stage 1 DEFINE
- Step 1A Assess requirement
- Step 1B Design principles

Stage 2 DEVELOP and ASSESS
- Step 2A Option development
- Step 2B Options appraisal

Stage 3 CONSULT
- Step 3A Consultation preparation
- Step 3B Consultation approval
- Step 3C Commence consultation
- Step 3D Collate & review responses

Stage 4 UPDATE and SUBMIT
- Step 4A Update design
- Step 4B Submit proposal to CAA

Stage 5 DECIDE
- Step 5A CAA assessment
- Step 5B CAA decision

Stage 6 IMPLEMENT
- Step 6 Implement

Stage 7 PIR
- Step 7 Post-implementation review

Stakeholder engagement required throughout ACP process

DCO Process

Pre- Application
Acceptance
Pre-Examination
Examination
Report & Decision
Post Decision

Statutory duty to consult prior to application
Accompanied by ongoing engagement to update on progress of activity
THE Stakeholders With Whom We Are Engaging Are DIVERSE In Their Levels Of Understanding And Interest

<table>
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<tr>
<th>Community Groups</th>
<th>Industry Groups</th>
<th>Political</th>
<th>Regulatory / NGOs</th>
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</thead>
<tbody>
<tr>
<td>• Local residents Engaged</td>
<td>• Airlines representative groups</td>
<td>• Department for Transport</td>
<td>• Civil Aviation Authority</td>
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<tr>
<td>• Non-engaged</td>
<td>• NATMAC</td>
<td>• Local MPs and elected councils (Borough, District, County)</td>
<td>• SESAR / EASA</td>
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<tr>
<td>• Heathrow Community Noise Forum</td>
<td>• Neighbouring airports</td>
<td>• Independent Commission on Civil Aviation Noise</td>
<td>• Planning Inspectorate</td>
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<td>• Heathrow Community Engagement Board</td>
<td>• General Aviation</td>
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<td>• Environment Agency</td>
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<td>• Other public interest groups</td>
<td>• MoD</td>
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<td>• Natural England</td>
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FOUR OTHER AIRSPACE CHANGES ALONGSIDE EXPANSION

- **Independent Parallel Approaches (IPA):** Enables the optimal use of both our runways, independently, for arrivals during periods of delays through the use of PBN.

- **Compton:** Changes to one of our departure routes on easterly operations to align with future IPA routes.

- **Cranford:** Airspace changes required to enable easterly alternation and departures from 09L

- **Slightly Steeper Approaches:** Taking slightly steeper approaches trial into a permanent procedure.
PUBLIC CONSULTATION

Airspace Design Principles Consultation Jan-Mar 2018
- Over 40 public consultation events
- 1834 responses received
Running alongside the formal consultation for the DCO process

Airport Expansion Consultation (ongoing)
- 43 consultation events over a 15 week period
- >7200 attendees – (provisional)
- >4000 responses received (provisional)

Airspace & Future Operations Consultation: Jan-Mar 2019
- 30 consultation events over an 8 week period
- 7573 attendees
- 10 MP visits plus 8 Local Councils
- c20,000 responses to the consultation
THE TOPICS ON WHICH WE ARE ENGAGING ARE COMPLEX

Airspace design principles

Minimise the impact of aircraft noise

Future airspace design will comply with Government regulation and policy on noise impact. In addition to this, Heathrow will aim to reduce effects on health and quality of life from noise by considering local circumstances, and by contributing to improvements where possible.

Minimise fuel requirements and greenhouse gas emissions

Heathrow would seek to minimise the amount of fuel and CO2 emissions required by our flight paths, by keeping flight paths as short and direct as possible. Heathrow would avoid long and complicated paths that require more fuel (and therefore greater cost) for airlines.
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Infrastructure

Where we operate

Airspace design principles

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How we operate

Steeper approaches

End of routine stacking

Increased time without night flights

Runway alternation

Quieter aircraft

Respite through alternated flight paths

Impacts of operation

The number of flights from UK aviation can increase without substantially increasing emissions

Net CO2 emissions from UK aviation
INNOVATIVE ENGAGEMENT TECHNIQUES 1 OF 3

Videos
- Both technical and conceptual
- Available online and at events
- Consistent, scripted message
- Supported at events by our team who can give further information or take feedback
### Postcode checker
- Available online and hosted search at consultation.
- Allowing any postcode to be entered, return with design envelope, altitude band, movement number and noise (N65).

### Comp-AIR route comparison tool
- Allows user or host to create a set of routes options
- Compare impacts of each
  - Population
  - schools
  - hospitals

![Comp-AIR route comparison tool](image)
INNOVATIVE ENGAGEMENT TECHNIQUES 3 OF 3

• **Sound Demonstrations**
• Various noise scenarios with VR visuals taken to 65 events. Experience delivered in noise reduction booths
• Content focused on bringing complex noise measures to life for visitors
• Further developed to be portable allowing 1 to 1 meetings with opinion formers and decision makers
THE HURDLES THAT WE HAVE HAD TO OVERCOME

- The Airspace Change Proposal process is relatively new
- The ACP process is resource intensive for all parties involved
- Heathrow needs to align its workplan with 17 other airports
- The process requires ongoing and effective two-way engagement
- Running five airspace changes in parallel has the potential to confuse our local communities, and industry
- The DCO and ACP processes run in parallel
LESSON LEARNING

• We have learnt lessons prior to entering into our current airspace change
• And we have learnt as we move through the process
• This learning is high value
• Trust is a notable consideration

Too much detail or volume alienates a large number of consultees

Too little detail or volume leads to claims from a few we are hiding something

• We don’t always get the learning right first time
• The detail is important, but we need to make it understandable
• We must think about what communities need rather than what we want to give them
• We do not look to sell, and we tell the whole story whether good or bad
QUESTIONS?
Heathrow