



EFFECTIVE ENGAGEMENT AND CONSULTATION FOR AIRSPACE CHANGE?

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Heathrow
Expansion



CONTENTS

1. Background to Heathrow
2. Airspace change process and Expansion
3. Engagement
4. Innovation
5. Reflection and learning so far



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



2

full length
runways
and

4

operational
terminals

34%

of UK exports by value for
non-EU exports



480 000

Movements a year



HEATHROW EXPANSION: WHERE ARE WE HEADED

10,000
total apprenticeships by
2030



50m
additional
passengers per
annum

NPS enables at least
260,000
additional ATMs per annum



2x
current
cargo
capacity for
British
exporters



Up to
40
new long haul trading
routes



Up to **40,000**
new local jobs



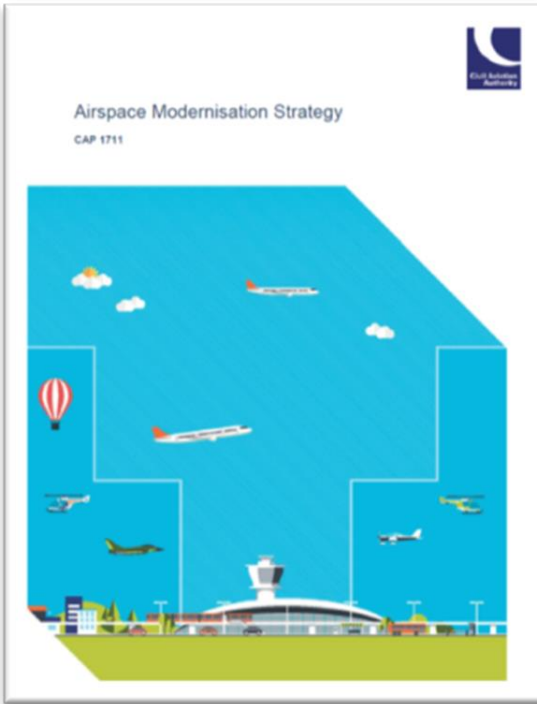
STRATEGY AND PROCESS

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



Planning for Nationally Significant Infrastructure

Projects and Development Consent Orders

Airspace Design:
Guidance on the regulatory process
for changing airspace design including
community engagement requirements

CAP 1616



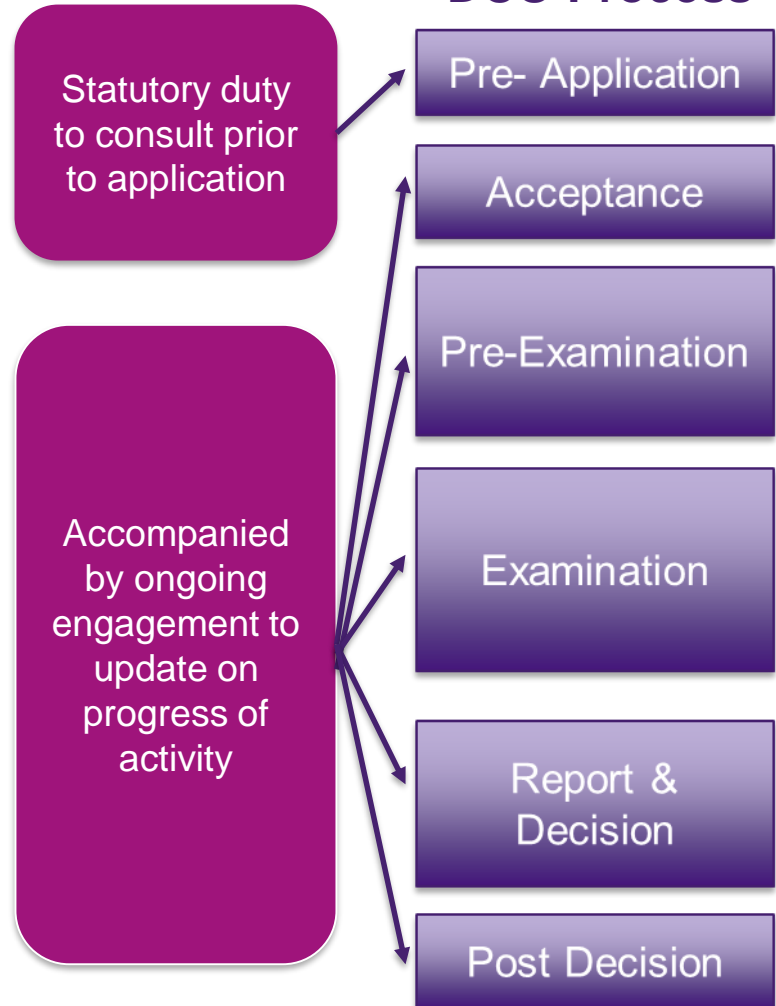
A CORE REQUIREMENT OF BOTH PROCESSES IS TO UNDERTAKE EFFECTIVE STAKEHOLDER ENGAGEMENT

ACP Process



Stakeholder engagement required throughout ACP process

DCO Process



THE STAKEHOLDERS WITH WHOM WE ARE ENGAGING ARE DIVERSE IN THEIR LEVELS OF UNDERSTANDING AND INTEREST

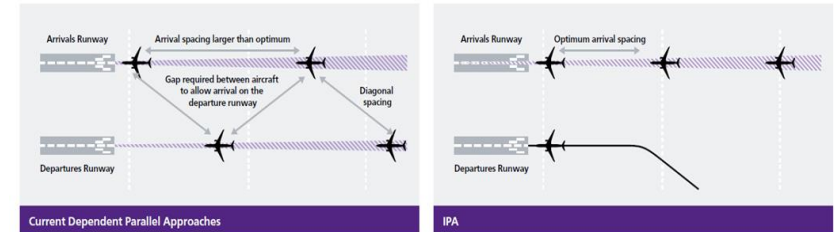
Community Groups	Industry Groups	Political	Regulatory / NGOs
<ul style="list-style-type: none"> • Local residents • Engaged • Non-engaged • Heathrow Community Noise Forum • Heathrow Community Engagement Board • Other public interest groups 	<ul style="list-style-type: none"> • Airlines representative groups • NATMAC • Neighbouring airports • General Aviation • MoD • NATS 	<ul style="list-style-type: none"> • Department for Transport • Local MPs and elected councils (Borough, District, County) • Independent Commission on Civil Aviation Noise 	<ul style="list-style-type: none"> • Civil Aviation Authority • SESAR / EASA • Planning Inspectorate • Environment Agency • Natural England



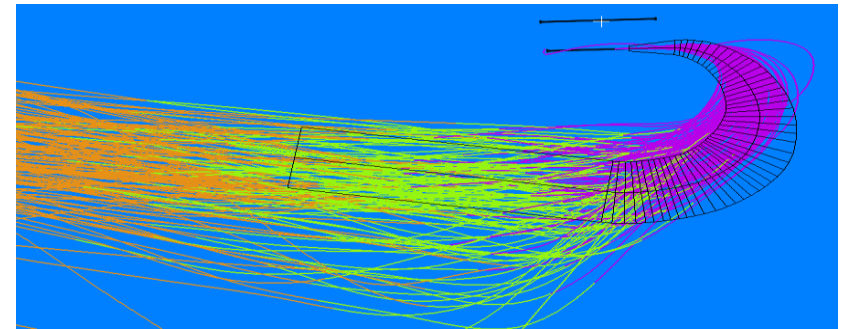
FOUR OTHER AIRSPACE CHANGES ALONGSIDE EXPANSION

- **Independent Parallel Approaches (IPA):**

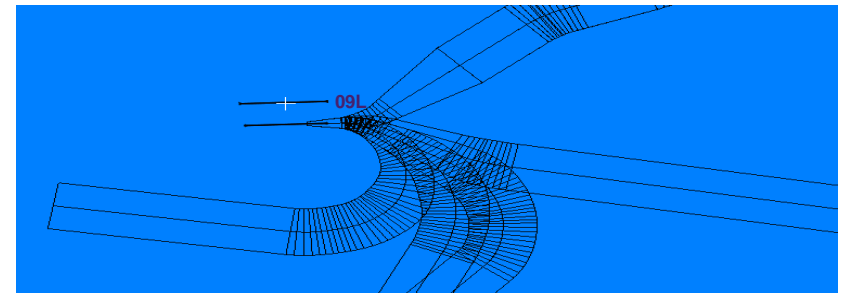
Enables the optimal use of both our runways, independently, for arrivals during periods of delays through the use of PBN.



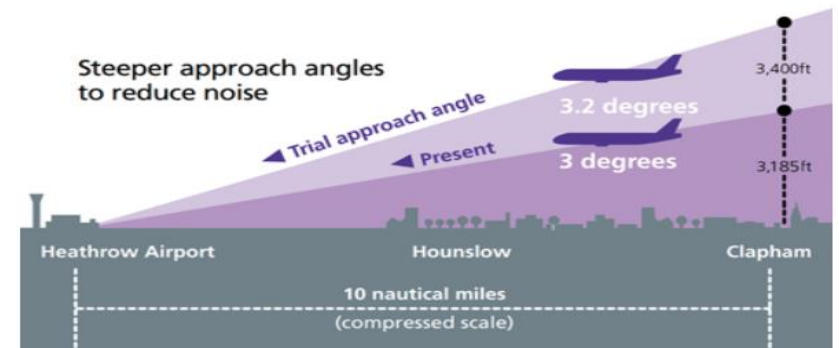
- **Compton:** Changes to one of our departure routes on easterly operations to align with future IPA routes.



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



- **Slightly Steeper Approaches:** taking slightly steeper approaches trial into a permanent procedure.

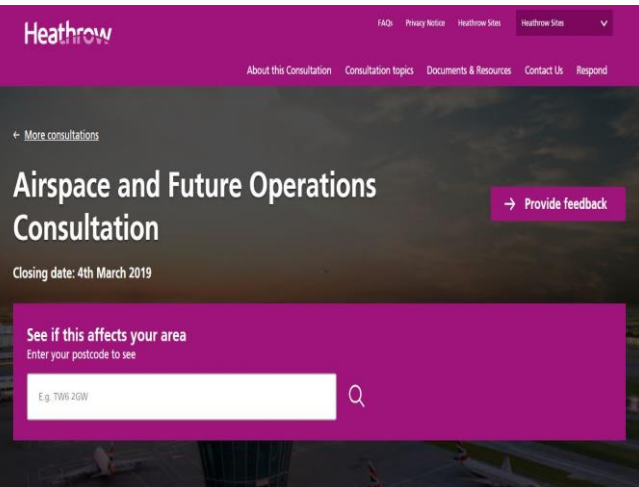
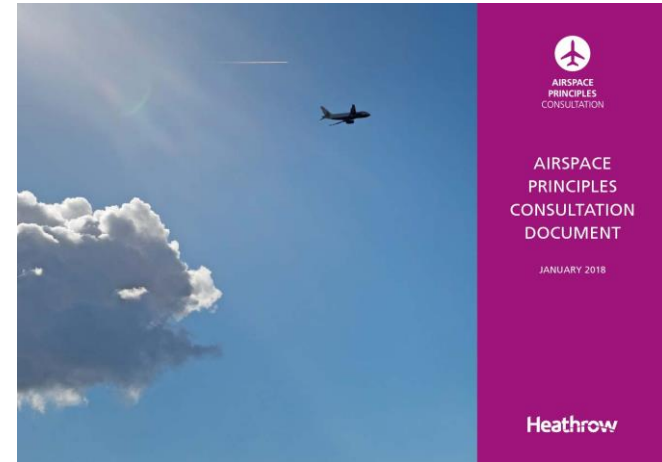


PUBLIC CONSULTATION

Airspace Design Principles Consultation Jan-Mar 2018

- Over 40 public consultation events
- 1834 responses received

Running alongside the formal consultation for the DCO process



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

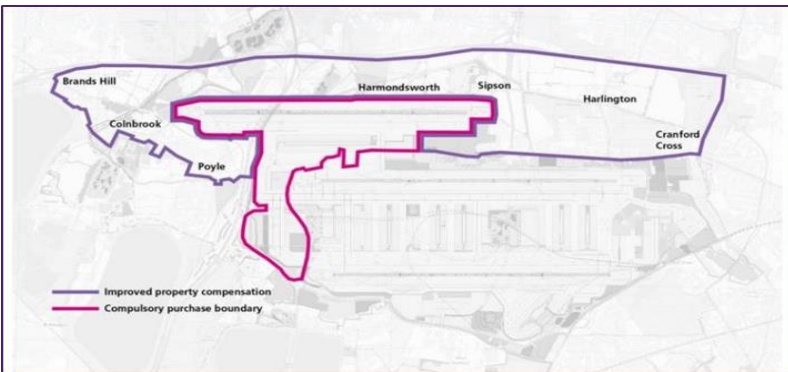
Airport Expansion Consultation (ongoing)

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

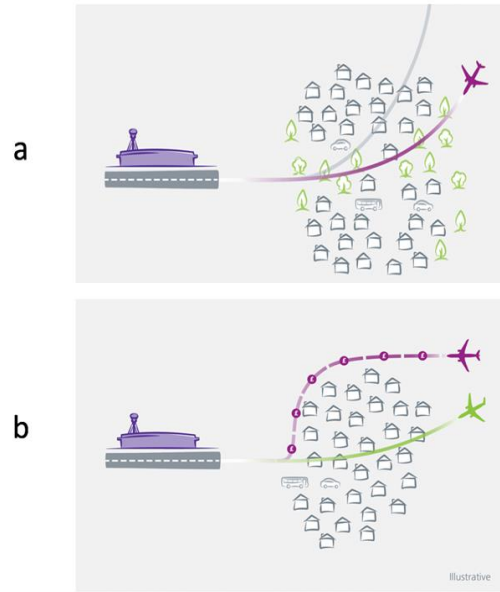
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THE TOPICS ON WHICH WE ARE ENGAGING ARE COMPLEX



Airspace design principles

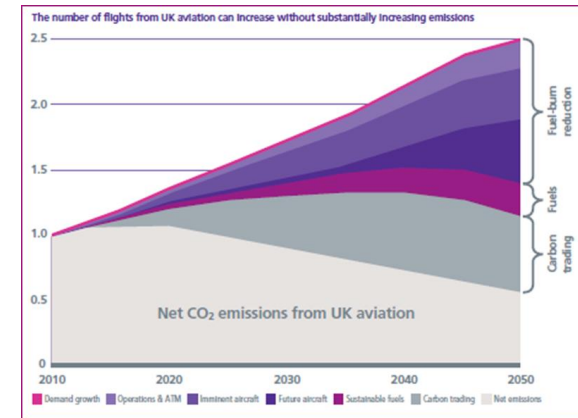
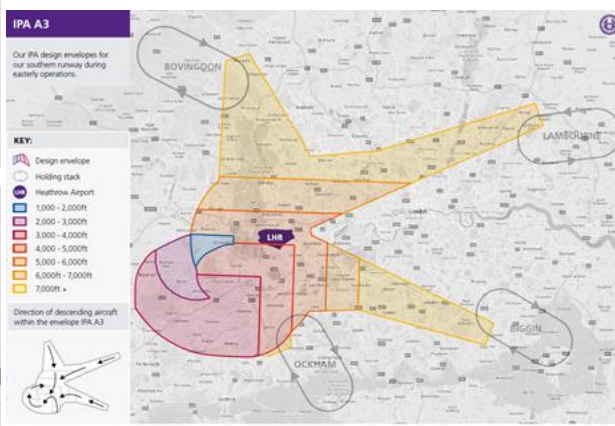
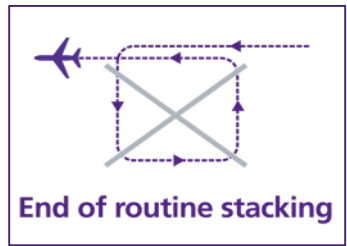


Minimise the impact of aircraft noise

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.

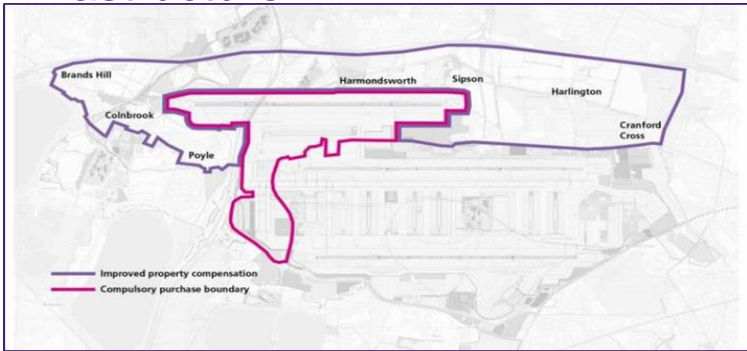
Minimise fuel requirements and greenhouse gas emissions

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.



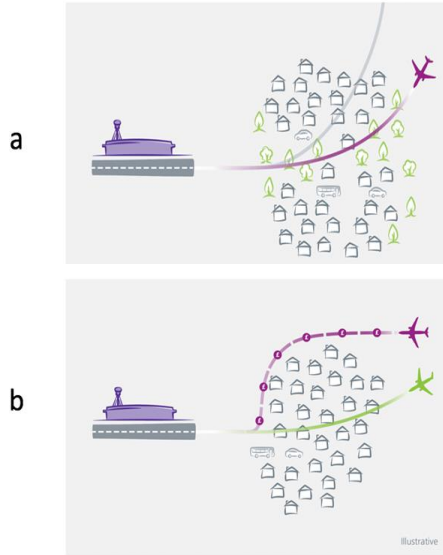
THE TOPICS ON WHICH WE ARE ENGAGING ARE COMPLEX

Infrastructure



Where we operate

Airspace design principles



Minimise the impact of aircraft noise

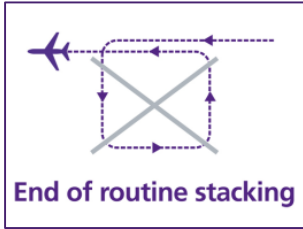
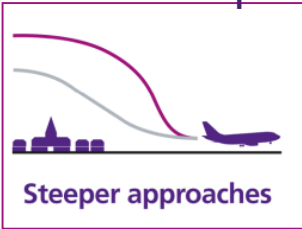
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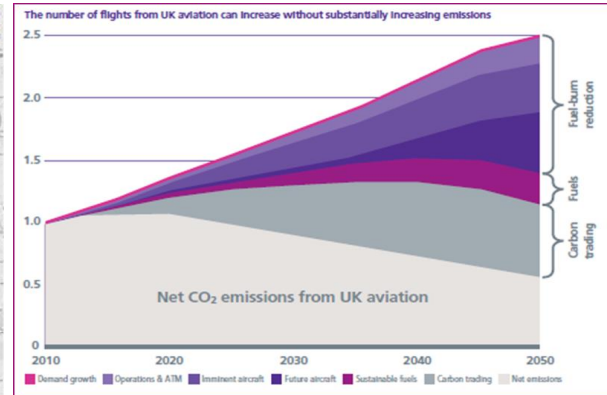
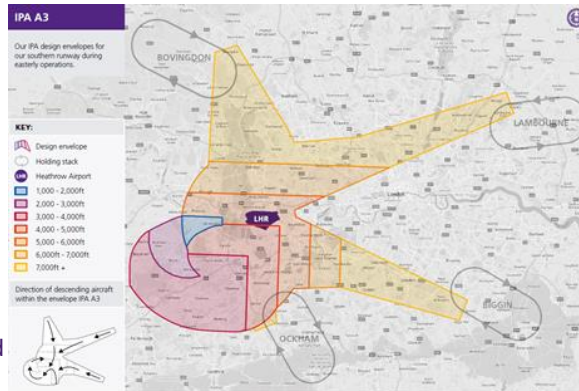
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b

How we operate



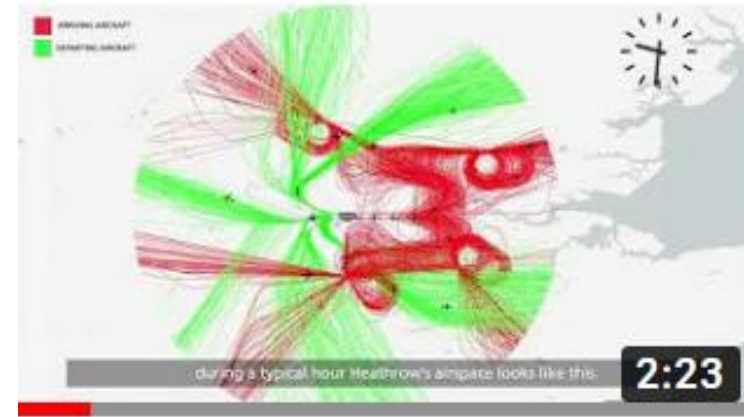
Impacts of operation



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



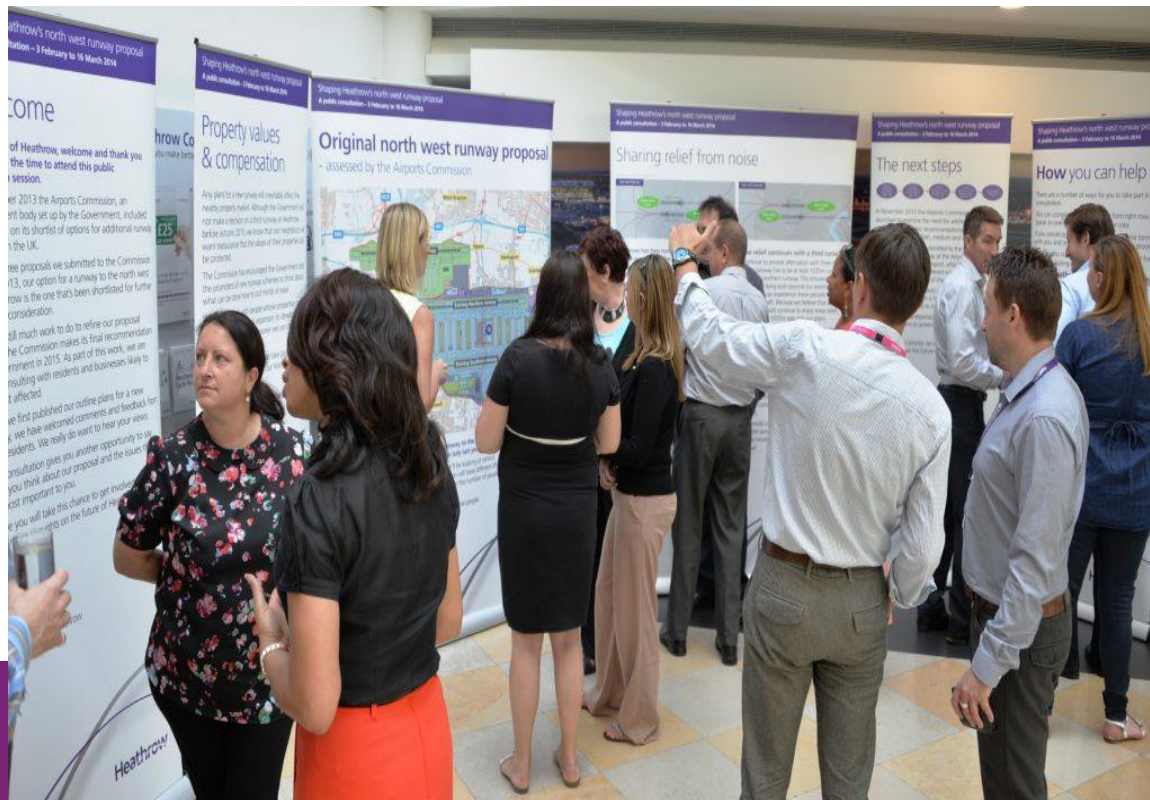
A Day in the Life of Heathrow

5.5K views • 1 year ago



Our proposals for managing noise with expansion -...

598 views • 1 month ago

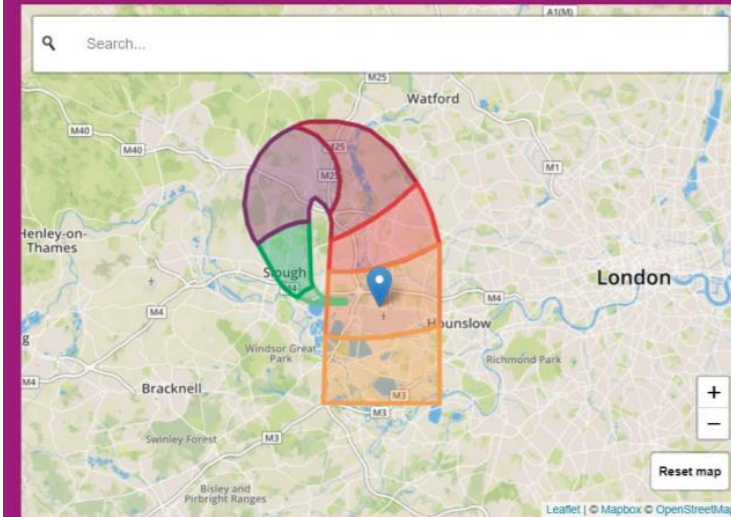


INNOVATIVE ENGAGEMENT TECHNIQUES 2 OF 3

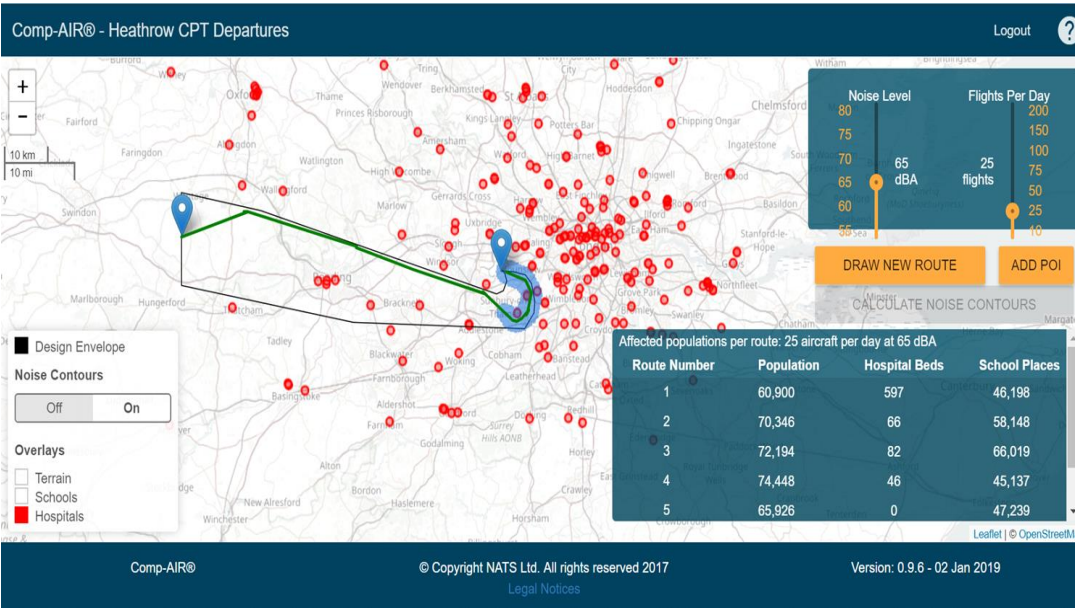
Postcode checker

- Available online and hosted search at consultation.
- Allowing any postcode to be entered, return with design envelope, altitude band, movement number and noise (N65).

Below is a list of design envelope(s) that the postcode or area of interest you have searched for is situated within.



Please click on the individual coloured segments for an indication of aircraft heights in each location.



Comp-AIR route comparison tool

- Allows user or host to create a set of routes options
- Compare impacts of each
 - Population
 - schools
 - hospitals



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



- The DCO and ACP processes run in parallel



- Running five airspace changes in parallel has the potential to confuse our local communities, and industry

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



[https://www.youtube.com/watch?v= At_8ZfqSLo](https://www.youtube.com/watch?v=At_8ZfqSLo)



QUESTIONS?



Heathrow