POLICY AND CONSENTING PROCESSES: INDICATIVE TIMELINE

**National Policy Statement**
- Consultation One
  - Feb-May 2017
- Consultation Two
  - Oct-Dec 2017
- Parliamentary scrutiny
  - Autumn/Winter 2017/18
- MPs vote on ANPS
  - First half of 2018
- ANPS designation

**Development Consent**
- Consultation One
  - Jan-Mar 2018
- Stage 1 Consultation
  - 2018

**WE ARE HERE**
- Airspace & Future Operations consultation
  - Jan-March 2019
- Airport Expansion consultation
  - June 2019 (statutory)
- Submission 2020
- Examination 2020/21
- Decision 2021

**Airspace Change - expansion**
- Stage 3 Consultation
  - 2022 (statutory)
- Submission 2023
- Decision 2023
2019 CONSULTATIONS

This consultation is the first of two consultations in 2019, building on consultation feedback from last year, which will seek views on the following topics:

January-March 2019 – Airspace and Future Operations Consultation
- Future runway operations
- Airspace change for an expanded Heathrow
- Airspace change to make better use of our existing two runways

June 2019 – Airport Expansion Consultation
- Statutory consultation for Development Consent Order
- Heathrow’s preferred masterplan, including the new runway and associated infrastructure
- Managing and mitigating the effects of airport growth

This presentation is an overview of what we are seeking feedback on this consultation.
This consultation will be seeking feedback from the public on the following:

**Airspace design envelopes – two & three runways**
- Following Stage 1 consultation on design principles earlier this year, we will be seeking feedback on the design envelopes for a two runway Heathrow and an expanded Heathrow

**Runway Operations – three runways**
- Operating three runways will be different to operating two runways, and we will be seeking feedback on a number of elements such as directional preference, night flights, and runway alternation

**Independent Parallel Approaches – two runways**
- We will be seeking feedback on the design envelopes for new arrival routes for our two-runway airport, with the introduction of Independent Parallel Approaches
AIRSPACE CHANGE
WHAT IS A DESIGN ENVELOPE?

- A design envelope is a broad geographical area within which a flight path or flight paths could be positioned.
- It **does not** mean that the final flight path or paths will be spread across the extent of the envelope.
- Information will also be provided such as an indication of the numbers of aircraft, height ranges, and average noise levels within the envelopes.

What will we be seeking feedback on in this consultation?
- We will present the design envelopes, within which the flight paths could be positioned. We will ask what local factors should be taken into account when developing new flight paths within these geographically defined areas.
- We will be seeking feedback on the design envelopes for an expanded Heathrow and for Independent Parallel Approaches.
The postcode checker also provides information on the **number, height** and **noise** of potential flights in an area, our design envelopes aim to give residents an understanding of the potential impact of flights and helps you to respond to this consultation.

This is an example of how the same postcode is affected today by easterly operations. Planes on the above route fly at between 3,400 – 8,000ft.
FUTURE RUNWAY OPERATIONS
RUNWAY OPERATIONS

• We recognise that noise as a result of expansion is a significant concern for local communities so we are committed to developing our future Heathrow whilst ensuring that we minimise the effects on our surrounding communities.

• Operating a three runway airport will be different to how we are operate our two runway airport today. A third runway gives us more options for how we operate and greater flexibility – and there are certain areas we will need to make decisions around.

• Therefore we are consulting on aspects for how we operate our future runways, including:

  - Directional preference
  - Runway alternation
  - Night flights

Noise mitigation measures are core to the development of our proposals for a future Heathrow.
When winds are light (below 5 knots) aircraft can potentially take off or land in either direction. At Heathrow, winds are light on average 20% of the time. This is when preference can be applied.
RUNWAY ALTERNATION

- We know that in order to provide daily respite for every community close to the airport we would need to use each of the four runway operating patterns.

- This means that if each runway operating pattern was of equal length there would be a change every 4-5 hours.

- Alternatively, we could provide longer periods of respite, but not every day.

- It is not possible for every community to have respite every day for more than 4-5 hours.

This example shows westerly operations.
NIGHT FLIGHTS

Our early work has shown that to land our early morning arrivals later in the morning but still land the same number of flights (in a shorter amount of time) there are two options:

1. **Schedule flights from 5.30am** (runway time 5.15am) using one runway.

2. **Schedule flights from 5.45am** (runway time 5.30am) using two runways.

We continue to support the Government’s expectation of a 6.5 hour scheduled night flights ban. Our view is that a 6.5 hour ban should not begin before 11pm or end after 6am.
MAKING BETTER USE OF OUR EXISTING RUNWAYS - INDEPENDENT PARALLEL APPROACHES
AIRSPACE CHANGE – TWO RUNWAY OPERATIONS

How does IPA work in practice...

Current operations

Standard Approach

Current Dependent Parallel Approaches

Future operations with IPA

IPA
EXAMPLE OF AN IPA DESIGN ENVELOPE

In total there are 3 design envelopes for arrivals flight paths.

This is the design envelope for the southern runway on easterly operations.

When will it be introduced?
We are planning to introduce IPA in 2022 (regardless of expansion).
HOW WE ARE CONSULTING

• Consultation runs from 8 January – 4 March 2019

• More information can be found on our dedicated consultation website www.heathrowconsultation.com

• We will be collating all of the consultation responses and will produce a feedback report which will explain decisions behind what has and hasn’t been taken forward

• Next stage of the Airspace Consultation where we will present our flight path options will be in 2022.

• Airport Expansion Consultation will take place in June 2019
OVER TO YOU...

ANY QUESTIONS?
A4 – EXPANDED HEATHROW (3 RUNWAYS)

Expanded Heathrow (3 runways)

- Design envelope: A4
- Envelope Type: Arrival
- Height band: 2000ft to 3000ft
- Number of flights: 0-47 Flights per hour
- Number of these flights above 65 decibels: 0-47 Flights per hour
D2 – EXPANDED HEATHROW (3 RUNWAYS)

Expanded Heathrow (3 runways)
Design envelope: D2
Envelope Type: Departure
Height band: 2000ft to 9000ft
Number of flights: 0-17 Flights per hour
Number of these flights above 65 decibels: 0-17 Flights per hour
INDEPENDENT PARALLEL APPROACH (2 RUNWAYS)

Independent Parallel Approach (2 runways)

Design envelope: I3
Envelope Type: Arrival
Envelope Runway Info: I3 - Arrival route for southern runway for easterly operations
Height band: 7000ft+
Flights per hr 6am – 7am: 0-25 Flights per hour
Number of these flights above 60 decibels: 0 Flights per hour
Flights per hour after 7am: 0-6 Flights per hour
Number of these flights above 65 decibels: 0 Flights per hour
INDEPENDENT PARALLEL APPROACH (2 RUNWAYS)

Independent Parallel Approach (2 runways)

- Design envelope: I2
- Envelope Type: Arrival
- Envelope Runway Info: I2 - Arrival route for southern runway for westerly operations
- Height band: 3000ft - 4000ft
- Flights per hr 6am – 7am: 0-25 Flights per hour
- Number of these flights above 60 decibels: 0-25 Flights per hour
- Flights per hour after 7am: 0-6 Flights per hour
- Number of these flights above 65 decibels: 0-3 Flights per hour