

Chief Executive's Office

Andrew Boff AM
Chair of the London Assembly
City Hall
Kamal Chunchie Way
London E16 1ZE

Via Email: Jasmine.Farquharson@london.gov.uk

Date: 1st December 2023

Dear Mr Boff

Thank you for your letter dated 16 November 2023, containing detail of Motion 3.1 of the London Assembly (Plenary), 2 November 2023, which was specifically related to Heathrow Airport's Airspace Change Proposal (ACP).

I will endeavour to address your main points and concerns in turn.

It might help to begin by highlighting that Heathrow Airport's Stage 2 submission did not pass the Stage 2 Gateway held on 27 October 2023. Further details can be found on the Airspace Change Portal page for [ACP-2021-056](#).

In your letter you suggest that Heathrow Airport did not include a Status Quo / Do Minimum option in its Stage 2 submission. In the Step 2A Options Development paper, Section 3, and the Step 2B Initial Options Appraisal, Section 2, Heathrow Airport set out its approach to developing design options, including how it has used 12 baseline 'do nothing' options for each of the four runways (runways 27L, 27R, 09L and 09R). In the Step 2A Options Development paper, Section 5, and the Step 2B Initial Options Appraisal, Section 2, Heathrow Airport also included an explanation of why the 'do nothing' options were not progressed as design options following the design principles evaluation. However, in line with the airspace change process (CAP 1616), Heathrow Airport stated that the 'do nothing' options will remain present throughout the Airspace Change Proposal as baseline scenarios for comparison and a means of testing the options against the current operations to better understand and highlight the benefits and impacts of each new option.

We note your concern that some of the shortlisted design options in the Stage 2 submission would impact Richmond Park. In terms of assessing tranquility, CAP 1616 says that specific reference needs to be made to Areas of Outstanding Natural Beauty and National Parks, as well as any other areas for consideration identified through community engagement. Following community engagement, Richmond Park was identified as a specific area that should be avoided where possible. Throughout the process, Heathrow Airport must show how it has considered and taken account of this impact as part of its option development and final design. Please note that CAP 1616 envisages that a comprehensive list of options will be reduced before consultation and it is not unusual that a sound shortlisting methodology will

retain options at that stage that some stakeholders do not want to see implemented, while removing some options that would have been some stakeholder's most preferred options.

If Heathrow Airport passes the Stage 2 gateway in due course, Stage 3 is where it would prepare and launch its formal consultation and where consultees are invited to provide feedback to Heathrow on the options that are being proposed. The Civil Aviation Authority (CAA) will assess whether Heathrow Airport has properly understood and taken into account stakeholder feedback from the consultation when it decides whether or not to approve the ACP at Stage 5 of CAP 1616.

I hope that the information in my response is of help but please do not hesitate to contact us again if you have any further questions or concerns relating to the airspace change process.

Yours sincerely

A handwritten signature in dark ink, appearing to be 'Rob Bishton', written over a horizontal line.

Rob Bishton
Chief Executive