

FAO: FIONA HARVEY

HEATHROW
12 September 2007

DTT Business Plan Objective: 4.4.2 Carry out work set out in the Air Transport White Paper, testing the potential for further expansion of Heathrow consistent with conditions on air quality, noise and surface access

ATWP Delivery Outcomes: To increase air passenger capacity at Heathrow Airport
Contributing deliverables: T5, Heathrow East, Mixed Mode, Runway 3, Terminal 6, Rail Access (Airtrack & Crossrail), Road Access

1. ASSESSMENT

1. Airspace		Impact		Risk		Mitigation		Status	
Ref	Description	Lead	Impact	Risk	Mitigation	Risk	Impact	Status	Notes
1.1.1	Airspace design work demonstrates that operation of mixed mode unacceptable to CAA (e.g. non-ICAO compliant) resulting in need to change policy, abandon mixed mode proposal or redesign entire London airspace.	Jonathan Moor/ David McMillan	Martin Capstick	High	High	Low	Low	Closed	
1.1.2	Airspace design work demonstrates that operation of mixed mode compromises DTT policy (continuous descent approach) resulting in need to change policy, modify or abandon mixed mode proposal or redesign entire London airspace.	Jonathan Moor/ David McMillan	Martin Capstick	High	High	Med	Med	Same (DTT Board risk)	Keep under review in light of progress at other London airports, especially Stansted.
1.1.3	Lack of clarity on how airport might operate with third runway leads to uncertainty over how long MM might be practicable or delays MM consultation.	Martin Capstick	David Gray	Med	Med	Low	Low	Closed	
1.1.4	Delay to consultations through shortage of NATS capacity to undertake airspace feasibility study to timetable.	Martin Capstick	David Gray	High	Low	Med	Low	Closed	
1.1.5	Expansion of activities at Northolt (particularly commercial flying) or safety concerns over the interaction of the 2 airports, result in the need to abandon MMR3, or severely limit the potential number of extra movements at Heathrow	Jonathan Moor/ David McMillan	Martin Capstick	High	Med	High	Med	Low	Closed

1. CAA have confirmed they are content in principle with emerging proposals, subject to further work being carried out after presentation of the final safety case by NATS, this is sufficient for consultation. [text redacted]

1. BAA have proposed a phased introduction of MM, which would be at least in part CDA compliant. Lines agreed for purposes of consultation [text redacted]

2. Condoc being updated to reflect the 4 different MM options

1. R3 study documentation passed to CAA and approval in principle given, for purposes of consultation.

1. NATS airspace feasibility study now complete so no longer risk to consultation.

1. NATS have been engaging with Northolt over MM ConOps and the R3 study since an initial meeting in September 2006.

2. DTT met with MOD on 11 May (BAA, NATS, CAA also present) to clarify the process up to and beyond consultation. It was agreed to clear any wording in the condoc relating to Northolt with MOD. BAA assured MOD that they would be consulted fully in a potential future airspace change consultation, to follow a positive policy decision.

3. MOD have cleared text in condoc

1.1.6	NATS Terminal Control North (TC North) airspace change proposal (ACP) in January 2008 includes change to Heathrow departure route resulting in public confusion and uncertainty on rationale for overlapping consultations.	Ann Sta	Susan Hamilton	Med	High	High	Med	Med	Med	Med	Med	Med	1. Policy and communications teams from DfT and NATS met 22 June to clarify issues, risks and way forward. Heathrow con doc vs 6 now provides high level reference to TC North ACP. 2. Ensure NATS and CAA remain fully engaged in addressing issues through AAD Airspace Group	Same	Same	
1.1.7	NATS unable to bring about necessary airspace changes and control regime in a timely way	Jonathan Moor	John Parkinson	Med	Med	Med	Low	Low	Low	Low	Low	Low	1. Establish and maintain close dialogue with NATS and CAA	Better		
1.2.1	Mitigation measures identified to achieve air quality targets are too costly or impractical to implement, or politically unacceptable.	Jonathan Moor/ David McMillan	Martin Capstick	High	High	High	High	High	High	High	High	High	1. Latest model runs confirm that noise likely to be the key constraint for R3 in 2020. There are still some radical mitigation measures might be justified for a relatively short period before things improve over time. 2. possible mitigation actions are addressed as a narrative within condoc.	Same (DfT Board risk)	formula changed it to high	
1.2.2	Decisions on treatment of "hot spots" in interpreting EU Directive means that targets are unable to be achieved/mitigation measures inadequate	Jonathan Moor/ David McMillan	Martin Williams (Defra)	High	High	High	High	High	High	High	High	High	1. Clarification emerging from latest draft of Directive, which still awaits EP approval. 2. Negotiate with Commission when scale of any "hot spots" becomes clear.	Same	1. Ensure strong links with other Members States who may face similar problems if a challenge occurs.	
1.2.3	Delays to air quality modelling work push programme of work back further leading to continued uncertainty over future of Heathrow development	Martin Capstick	David Gray	Med	Med	Med	Low	Low	Low	Low	Low	Low	1. AQ modelling results now completed for forward years (except final re-forecasting runs) CERC modelling capacity not considered a constraint. 2. Review progress regularly through Heathrow Project Board. 3. Final model results were due 14th Sept, now +1week. Will keep under review in light of progress	Worse	NB. Status shown as Same on copy sent to HPB	
1.2.4	New modelling suggests that EU limits for NO2 in 2010 will be exceeded around Heathrow (without new development) necessitating capacity constraints	Martin Capstick	David Gray	High	High	High	High	High	High	High	High	High	1. Have worked with Defra to ensure negotiations over Directive take account of Heathrow position. 2. Ensure modelling explores scope for early mitigation measures to address exceedences. 3. Working with Defra [text redacted] over interpretation of the Directive.	Same (DfT Board risk)	1. Continue to liaise with Defra and DfT Strategy on AQ negotiating position. 2. Initial results are confirming some specified points in exceedence in 2010. Awaiting population data.	
3. Surface Access																
1.3.1	Solutions to road congestion in and around Heathrow prove difficult to deliver, politically unacceptable or airlines refuse to support, threatening further expansion.	Jonathan Moor/ David McMillan	Martin Capstick	High	High	High	High	High	High	High	High	High	1. Final modelling results show no exceedences near roads in R3 2020 cases and beyond, but some residual exceedences in 2015 MM. We are considering, with HA input, all practicable and proportionate options for tackling these. 2. Constructive engagement with BAA and airlines. 3.A narrative within the condoc will outline the possible measures for handling exceedences in 2015 rather than details modelling.	Same		