

**5,000**  
**NEW**  
apprenticeships



UP TO  
**40,000**  
**NEW**  
LOCAL JOBS

*Expansion is an opportunity to build a long term, sustainable legacy for our local communities. It will generate thousands of new jobs and apprenticeships.*

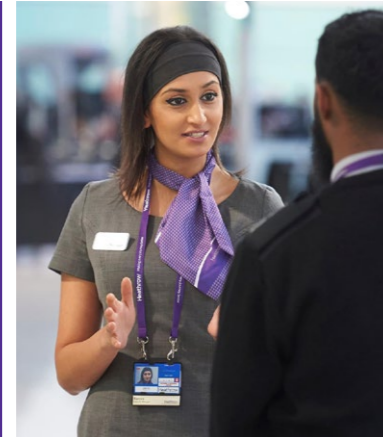
Opportunity for  
**NEW**  
**RAIL**  
**LINKS**



**6.5 HOUR BAN**  
ON SCHEDULED  
NIGHT FLIGHTS



**£1 BILLION**  
COMPENSATION PACKAGE  
FOR RESIDENTS



**TRIPLE**  
**LOCK**  
GUARANTEE ON  
AIR QUALITY

### CONTACT US

There are a number of ways to get in touch with us:

-  **0800 307 7996**
-  **communityrelations@heathrow.com**
-  **www.heathrow.com/localcommunity**

© Heathrow Airport Limited 2018  
NND 6898 0718

**Heathrow**

# EXPANSION UPDATE



## THE NEXT STAGES FOR DELIVERING HEATHROW EXPANSION

SUMMER 2018

On 25 June 2018, Parliament formally backed Heathrow expansion, with MPs voting in support of the Government's Airports National Policy Statement (Airports NPS).

The Airports NPS sets out Government policy for new airport infrastructure including support for a new north west runway at Heathrow.

This is an important milestone and it means Heathrow will continue to proceed with its application for development consent. Throughout the planning process there will be opportunities for local communities and stakeholders to continue to influence and shape our proposals. This will include a public consultation in 2019.

This document sets out more information about the Airports NPS and the process now that it has been approved. It also provides an update on airspace change developments and how we will be engaging and consulting on our plans.

For those who stand to be most impacted by our proposals we are committed to treating them fairly and we have included more information about our compensation proposals.

### BACKGROUND

<b>July 2015</b>	The independent Airports Commission unanimously recommends a new north west runway at Heathrow Airport. The Government undertakes further work to identify its preferred scheme from the Airports Commission's shortlist of options.
<b>Oct 2016</b>	The Secretary of State announces that the Government prefers the north west runway at Heathrow Airport, and intends to take this forward in a draft Airports NPS for consultation.
<b>Feb – Dec 2017</b>	The Government runs consultations on the draft Airports NPS between 2 February and 25 May 2017, and between 24 October 2017 and 19 December 2017.
<b>Winter 2017/18</b>	Parliamentary scrutiny of draft Airports NPS by Transport Select Committee
<b>Jan – Mar 2018</b>	Heathrow carries out its first consultation on airport expansion and airspace principles.
<b>June 2018</b>	Parliament votes to support Airports NPS. The Secretary of State designates the final NPS in accordance with the Planning Act 2008.

**Heathrow**

Access to new  
**EMERGING**  
**MARKETS**  
for SMEs



# EXPANSION UPDATE

## Airports National Policy Statement...

### ...what is it?

A National Policy Statement (NPS) sets out the Government's planning policy regarding different categories of Nationally Significant Infrastructure Projects. National Policy Statements exist for other categories of infrastructure (such as roads and rail and power stations) but this is the first time there has been one for airports.

The Airports NPS sets out the need for additional airport capacity in the south east of England and explains why this can be delivered by a north west runway at Heathrow. It also sets out the tests that Heathrow's application for development consent to build the runway must meet, for example on air quality and noise.

Prior to the Parliamentary vote, the NPS went through a democratic process of public consultation and parliamentary scrutiny.

### ...what happens next?

The Airports NPS was formally adopted or 'designated' on 26 June 2018 and Heathrow is proceeding with our application for development consent to build a new runway. This means that the process now focuses on how Heathrow will manage the likely impacts of expansion and how it will meet the tests set out in the Airports NPS rather than whether there is a need for the development or not.

Following the adoption of the NPS there will be a period allowed for individuals and organisations to bring legal challenges against the Government in relation to the Airports NPS – known as Judicial Review. A legal challenge does not mean that work on the application for the scheme will be suspended.

## Development Consent Order

With the Airports NPS in place, Heathrow will apply to the Secretary of State for what is known as a Development Consent Order (DCO). This is required for Nationally Significant Infrastructure Projects (NSIPs) like Heathrow's proposed expansion. The DCO will contain most of the consents and powers that we need to build and operate the third runway.

The DCO will contain most of the consents and powers that we will need to build and operate a new runway, as well as legally binding requirements on Heathrow.

The preparation of Heathrow's DCO application involves periods of public consultation and continuous engagement including with neighbouring communities, local authorities, airlines, statutory bodies and the Heathrow Community Engagement Board (HCEB).

The DCO application will then be submitted to PINS, currently expected in 2020. PINS will carry out a period of independent examination over 6 months before making a recommendation to the Secretary of State for Transport.

Within 12 months of the start of the examination, the Secretary of State for Transport will make the final decision on whether to grant planning consent for a new runway at Heathrow.

## Airspace change process

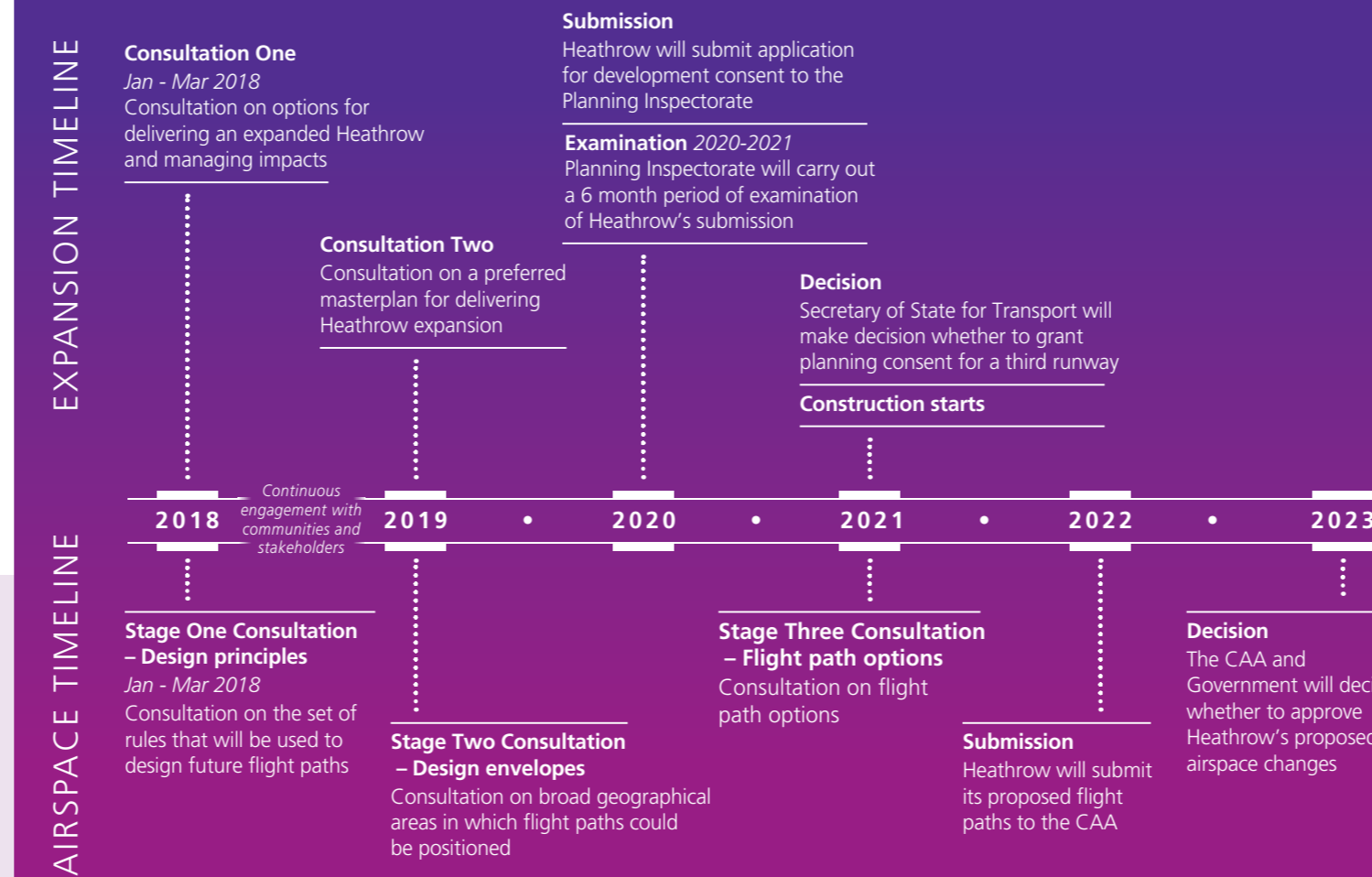
Major changes to flight paths will be taking place across the UK in the coming years as the Government embarks on its airspace modernisation strategy. This programme is being overseen by the Department for Transport (DfT) and Civil Aviation Authority (CAA).

Heathrow plans to undertake the move to modernise its airspace at the same time as we expand the airport. The modernisation of airspace and expansion of the airport will mean that some communities will experience a change in the position and frequency of aircraft overhead so it is important that potentially affected communities are involved throughout this process.

The airspace change process for Heathrow is running alongside the DCO process although there will be a final stage of consultation after the decision is taken on the DCO for the expansion of Heathrow. There will be three stages of consultation on airspace change – the first was held earlier this year to inform a set of principles or 'rules' that will form the basis for designing future flight paths. The second consultation will seek to understand what local factors should be taken into account when designing flight paths. The final stage will present flight path options.

Changes that are made to accommodate a third runway at Heathrow will need to fit in with the changing airspace of the UK and we are working closely with NATS and other airports in the south east of England to develop an integrated approach to airspace modernisation.

## Indicative timeline



## Heathrow public consultation

### January – March 2018

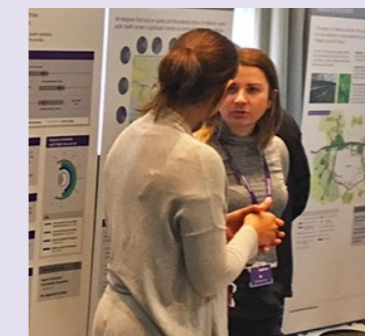
Between 17 January and 28 March 2018, we ran a 10 week consultation with two separate parts:

**Airport Expansion** – we sought views on the physical changes that will need to take place for a new north west runway to be built at the airport. This included aspects such as options for changes to local roads and the length of the runway.

**Airspace Principles** – the second part covered potential principles that could be applied when designing the new airspace required for an expanded airport.

We received around 6,500 responses to our consultation and would like to thank everyone that provided feedback on our plans or that attended one of the 40 exhibition events.

All the feedback we received has been recorded and will be summarised in a consultation feedback report that will be publicly available in time for the next round of consultation in 2019. We will set out how the feedback has been taken into account and explain the reasons for our decisions.



## Our local commitments

We have a strong and enduring commitment to support the communities around our airport. Our plans are designed to ensure fewer people will be affected by noise than were affected in 2013, thanks to quieter planes, quieter airport design, quieter operations, and a 6.5 hour ban on scheduled night flights. We have also set aside £700 million to insulate local homes and committed to create an additional 5,000 apprenticeships.

For those that will be most impacted by the expansion of the airport we have developed property compensation schemes for owner-occupiers whose properties are needed for the expansion of the airport and for those that will be close to the new runway. Included in the scheme for eligible owner-occupiers is an offer to purchase properties for the unaffected open market value of the property plus a 25% home loss payment.

These schemes were consulted on earlier this year and may be subject to further changes once we have understood the feedback we received. You can read more about the schemes by visiting [heathrow.com/localcommunity](http://heathrow.com/localcommunity)



## Heathrow Community Engagement Board

The Heathrow Community Engagement Board (HCEB) is an independent body that has been established to give those who live, work and travel through Heathrow more influence over how the airport operates today and to ensure they are able to contribute effectively to the planning process for the proposed expansion of the airport. The HCEB is funded by Heathrow but is a separate independent organisation that is chaired by Rachel Cerfontyne. You can contact Rachel by emailing [info@hceb.org.uk](mailto:info@hceb.org.uk) or visit the HCEB website [www.hceb.org.uk](http://www.hceb.org.uk)

### Heathrow's commitments to our neighbours

A key part of being a responsible neighbour means delivering against our commitments to meet or exceed the package of recommendations made by the Airports Commission:

- A 6.5 hour ban on scheduled night flights
- Legally binding noise envelope
- Predictable periods of respite for every local community
- Extending compensation to over 3,000 additional properties
- Over £1bn for local people on compensation and mitigation plus introduction of Community Compensation Fund
- New independent Community Engagement Board
- Backing a new Independent Noise Authority
- 5,000 additional apprenticeships
- Growth in accordance with air quality rules
- Accept Government ban on fourth runway



HEATHROW COMMUNITY  
ENGAGEMENT BOARD