

## Airport Safeguarding Statement

Ref: 19309-XX-EC-XXX-000072

- A. Heathrow airport is a statutory consultee and as per the safeguarding Planning Circular 01/2003 is legally required to be consulted on all planning applications that fall within its safeguarding areas. The safeguarding areas and safeguarding processes are regulated by the CAA through Civil Aviation Publication (CAP's). Each safeguarding assessment will review all the following criteria to ensure that there is no impact on current & future aircraft safety.
- Obstacle Limitation Surfaces (OLS)
  - Instrument Flight Procedures (IFP)
  - Navigational & Radar Aids
  - Lighting Box Protection
  - Wildlife Strike Hazard Reduction
  - Construction Methodologies (including cranes)
  - Wind Induced Turbulence
  - Obstacle Management
  - Renewable Energy Technologies.
- B. The current proposed project to allow easterly departures at Heathrow will consist of on-airfield infrastructure changes and the installation of a new noise barrier.
- C. Heathrow has been provided with the preliminary design and height detail for the noise barrier and an OLS and IFP analysis confirmed that it does not infringe any of these surfaces.
- D. The impact on the Instrument Landing System (navigational aids) is still unknown and this would need to be further reviewed by NATS safeguarding technical team. Heathrow projects will engage with NATS Safeguarding Technical Team for an assessment to determine impacts. However, due to the low-level height of the noise barrier it is not anticipated to have any impact on the runway navigational aids.
- E. It is not anticipated for there to be any impacts on the H10 Radar, which is utilised by Heathrow, but again this will need to be confirmed by the NATS safeguarding technical team. Heathrow projects will engage with the NATS Safeguarding Technical Team for an assessment to determine impact on the Radar. However, due to the low-level height of the noise barrier it is not anticipated to have any safeguarding impacts.
- F. There are no anticipated bird strike issues arising from the design of the noise barrier and added measures will be taken to install bird spikes along the top of the barrier to help prevent any bird perching opportunities.
- G. Given that there are no plans to add external lighting to the noise barrier, it is not anticipated to impact Heathrow operations. The introduction of any new On-airfield lighting

will be designed to comply with regulation, so again there are not expected to be any anticipated impacts.

- H. A Construction Environmental Management Plan is submitted with this planning application and any impacts will be managed through internal governance and Heathrow's crane permit process. This will ensure all construction equipment complies with regulatory requirements and is further assessed against all safeguarding criteria prior to their use.
- I. There are no plans to introduce renewable energy sources such as wind turbines or solar panels.
- J. Throughout the project, if there are any short or long-term notifications which need to be notified to Air Traffic Control, Airlines or Pilots, then this will be managed via the Notam process or the Aeronautical Information Publication (AIP).
- K. As the project details are further developed, all safeguarding matters will be further evaluated and reviewed to ensure continued compliance with Heathrow's regulatory requirements.