

[REDACTED]
[REDACTED]

17 May 2016
EIR Reference: E0002749

Dear [REDACTED]

I am writing in respect of your recent request, of 19 April 2016, for the release of information held by the Civil Aviation Authority (CAA). Your request has been considered in line with the provisions of the Environmental Information Regulations 2004.

In your request you have asked for a visual map of Heathrow arrival flight paths for 1995.

Our response:

The CAA do not hold Heathrow radar data for 1995 or earlier and as such, Regulation 12(4)(a) of the EIR applies. A copy of this exception can be found below.

Although the information requested is not held, we do hold a map showing the general pattern of Heathrow arrival tracks in the form of a track density diagram, covering the three month period between 1 July to September 1996. This can be found in attachment 1.

As with the previously supplied diagrams, the colour shading illustrates the percentage of westerly arrival flight tracks that passed through individual 200x200 metre grid squares positioned over the entire area of interest. For your reference, in the same file we have also included the maps produced previously for 2000, 2005, 2010 and 2015.

Regarding your statement above inferring that the arrival flight paths to Heathrow were modified in 1995, please be aware that there are no fixed routes between the holding points (or 'stacks') for inbound aircraft and the joining point onto the final approach track for Heathrow. Within the already established terminal manoeuvring airspace, after leaving the holding points and based on the prevailing air traffic situation, Air Traffic Controllers employ the tactical turning of aircraft ('radar vectoring') to establish them into an arrival sequence and position them onto the final approach to the runway(s).

Revised procedures for aircraft approaching Heathrow at night and from the east (i.e. westerly approaches) were introduced on a trial basis on 4 September 1995. The trial procedure required aircraft approaching Heathrow at night not to descend below 3,000 feet before joining the Instrument Landing System (ILS) glideslope at not less than 10 nautical miles from touchdown. Previously the minimum height for westerly approaches to join the glideslope at night was 2,500 feet (which remains the case today for daytime operation). In November 1998 the Government announced that the night-time trial procedure was to be made permanent.

Civil Aviation Authority

Aviation House Gatwick Airport South Gatwick RH6 0YR www.caa.co.uk
Telephone 01293 768512 foi.requests@caa.co.uk

During the trial, between 04:00 and 06:00, landing aircraft tended to join the localiser further from the airport than previously. An assessment of the trial was published in R&D Report 9823 in November 1998, which can be downloaded from the following web page:
<https://publicapps.caa.co.uk/modalapplication.aspx?catid=1&pagetype=65&appid=11&mode=detail&id=757>

If you are not satisfied with how we have dealt with your request in the first instance you should approach the CAA in writing at:-

Caroline Chalk
Head of External Information Services
Civil Aviation Authority
Aviation House
Gatwick Airport South
Gatwick
RH6 0YR

caroline.chalk@caa.co.uk

The CAA has a formal internal review process for dealing with appeals or complaints in connection with requests under the Environmental Information Regulations. The key steps in this process are set in the attachment.

Should you remain dissatisfied with the outcome you have a right to appeal against the decision by contacting the Information Commissioner at:-

Information Commissioner's Office
FOI/EIR Complaints Resolution
Wycliffe House
Water Lane
Wilmslow
SK9 5AF

<https://ico.org.uk/concerns/>

If you wish to request further information from the CAA, please use the form on the CAA website at <http://publicapps.caa.co.uk/modalapplication.aspx?appid=24>.

Yours sincerely



Rihanne Stephen
Information Rights Officer

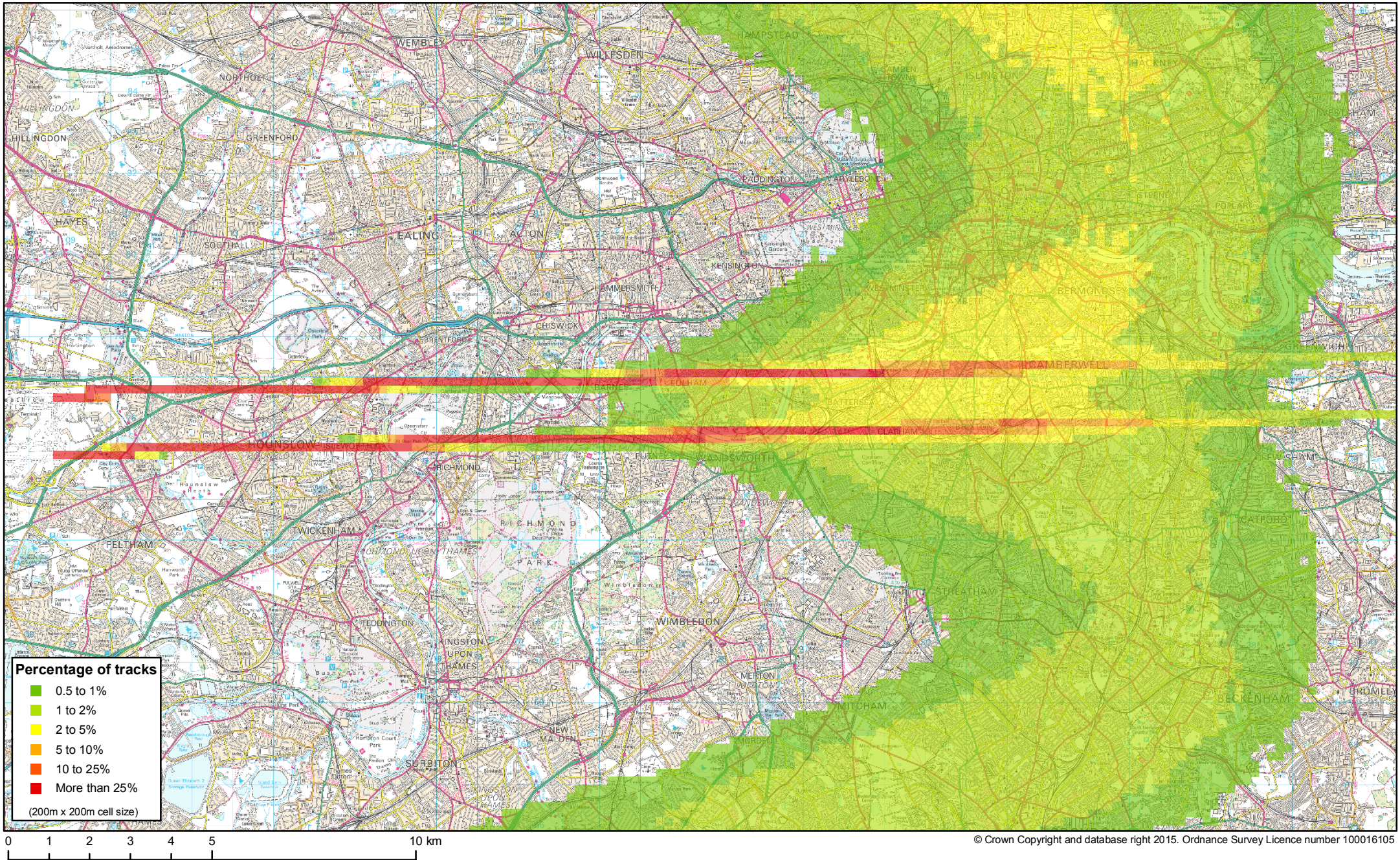
CAA INTERNAL REVIEW & COMPLAINTS PROCEDURE

- The original case to which the appeal or complaint relates is identified and the case file is made available;
- The appeal or complaint is allocated to an Appeal Manager, the appeal is acknowledged and the details of the Appeal Manager are provided to the applicant;
- The Appeal Manager reviews the case to understand the nature of the appeal or complaint, reviews the actions and decisions taken in connection with the original case and takes account of any new information that may have been received. This will typically require contact with those persons involved in the original case and consultation with the CAA Legal Department;
- The Appeal Manager concludes the review and, after consultation with those involved with the case, and with the CAA Legal Department, agrees on the course of action to be taken;
- The Appeal Manager prepares the necessary response and collates any information to be provided to the applicant;
- The response and any necessary information is sent to the applicant, together with information about further rights of appeal to the Information Commissioners Office, including full contact details.

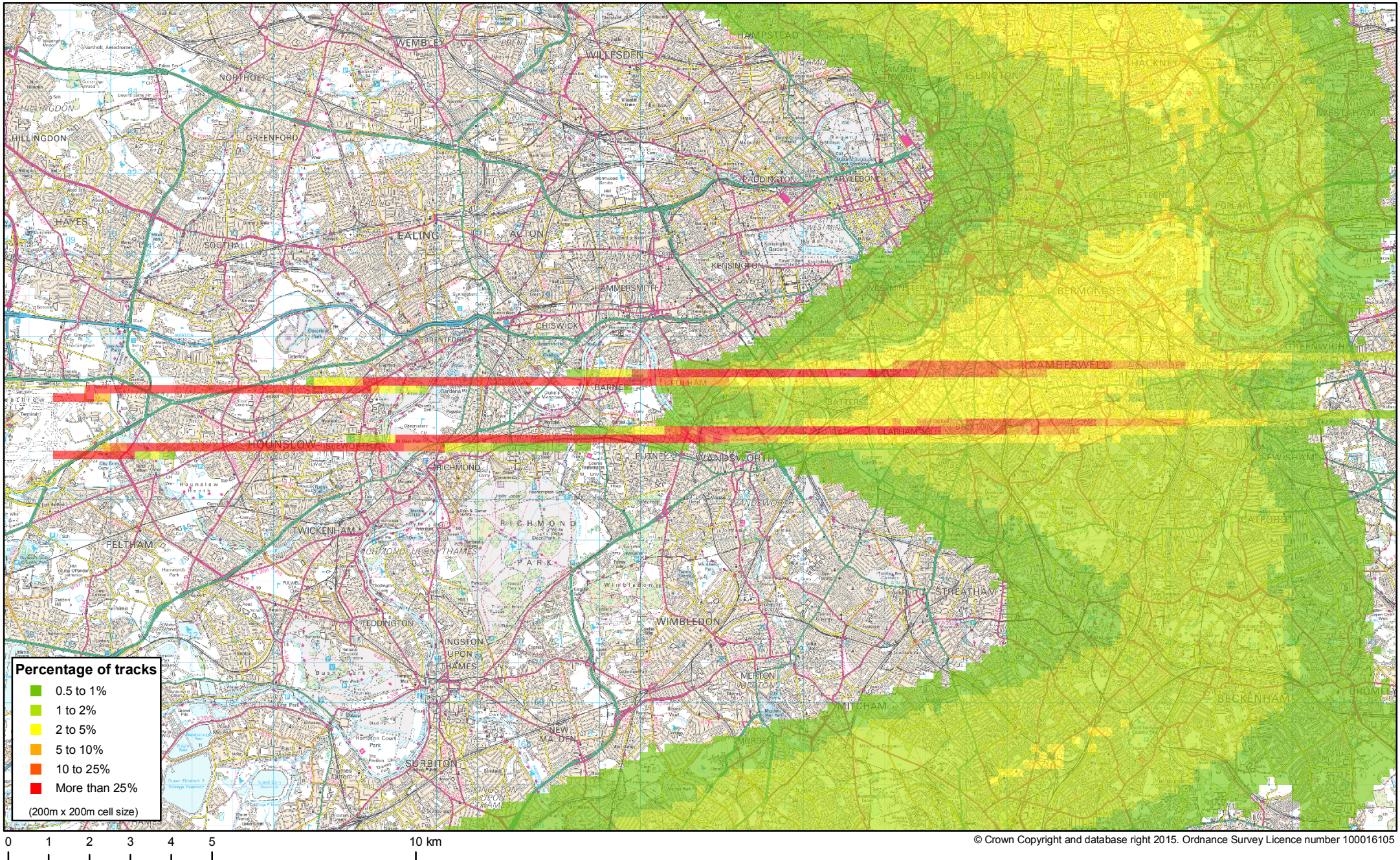
Regulation 12 of the Environmental Information Regulations 2004

- (1) Subject to paragraphs (2), (3) and (9), a public authority may refuse to disclose environmental information requested if—
- (a) an exception to disclosure applies under paragraphs (4) or (5); and
 - (b) in all the circumstances of the case, the public interest in maintaining the exception outweighs the public interest in disclosing the information.
- (2) A public authority shall apply a presumption in favour of disclosure.
- (3) To the extent that the information requested includes personal data of which the applicant is not the data subject, the personal data shall not be disclosed otherwise than in accordance with regulation 13.
- (4) For the purposes of paragraph (1)(a), a public authority may refuse to disclose information to the extent that—
- (a) it does not hold that information when an applicant's request is received;
 - (b) the request for information is manifestly unreasonable;
 - (c) the request for information is formulated in too general a manner and the public authority has complied with regulation 9;
 - (d) the request relates to material which is still in the course of completion, to unfinished documents or to incomplete data; or
 - (e) the request involves the disclosure of internal communications
- 5) For the purposes of paragraph (1)(a), a public authority may refuse to disclose information to the extent that its disclosure would adversely affect—
- (a) international relations, defence, national security or public safety;
 - (b) the course of justice, the ability of a person to receive a fair trial or the ability of a public authority to conduct an inquiry of a criminal or disciplinary nature;
 - (c) intellectual property rights;
 - (d) the confidentiality of the proceedings of that or any other public authority where such confidentiality is provided by law;
 - (e) the confidentiality of commercial or industrial information where such confidentiality is provided by law to protect a legitimate economic interest;
 - (f) the interests of the person who provided the information where that person—
 - (i) was not under, and could not have been put under, any legal obligation to supply it to that or any other public authority;
 - (ii) did not supply it in circumstances such that that or any other public authority is entitled apart from these Regulations to disclose it; and
 - (iii) has not consented to its disclosure; or
 - (g) the protection of the environment to which the information relates.

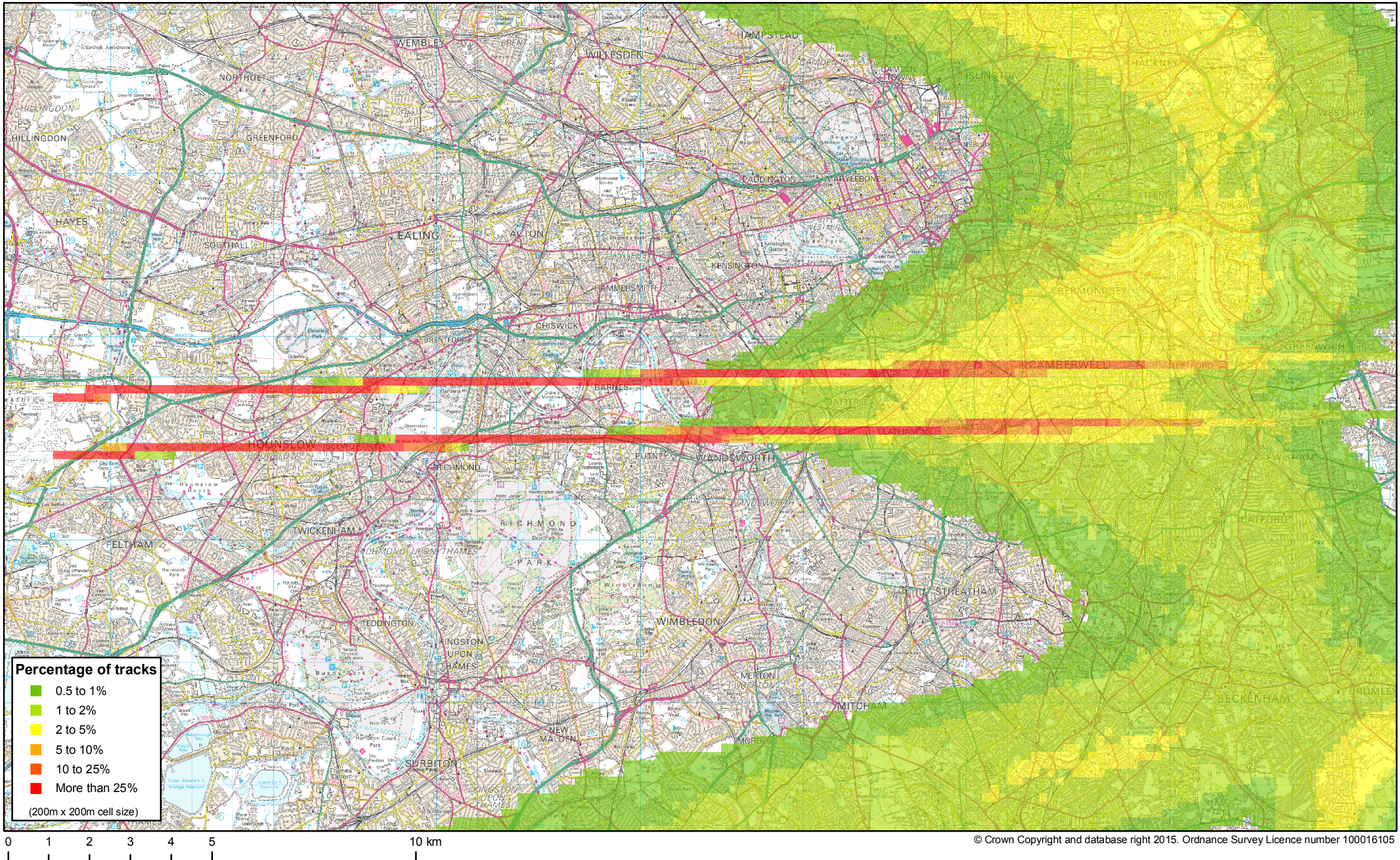
Heathrow westerly arrivals track density, 1 July - 30 Sept 1996



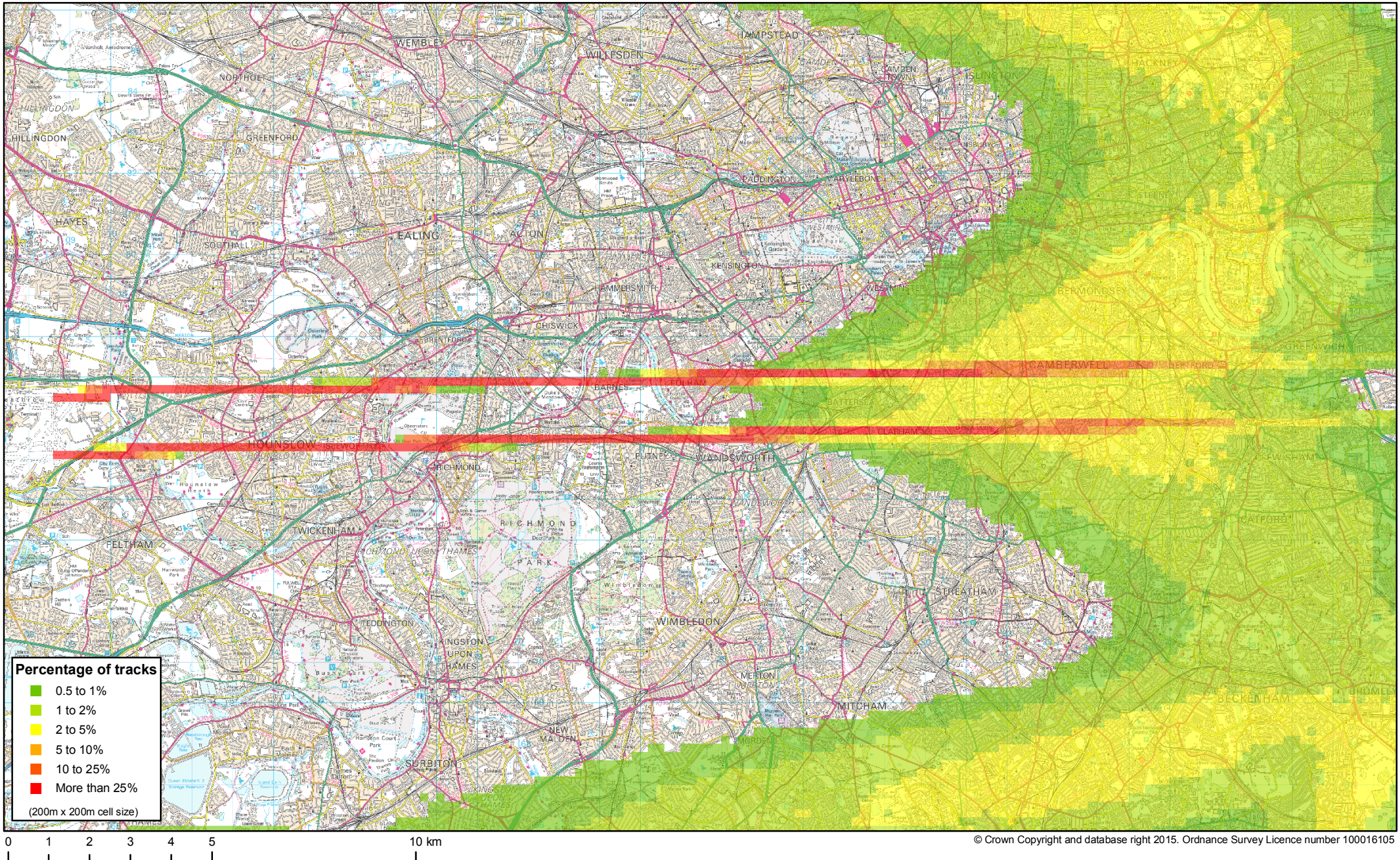
Heathrow westerly arrivals track density, Summer 2000



Heathrow westerly arrivals track density, Summer 2005



Heathrow westerly arrivals track density, Summer 2010



Heathrow westerly arrivals track density, Summer 2015

