

Heathrow Airspace and Future Operations Consultation
January 2019
Summary of Impacts on Richings Park

Heathrow is currently consulting on its plans for redesigning the airspace around Heathrow, and looking at how a three-runway airport could operate in the future. There is a plethora of documents available to review at www.heathrowconsultation.com. We have reviewed these documents on behalf of the Richings Park community and provide a summary of the impacts below. The key point to note is that if these plans are approved, **Richings Park will be overflowed for the first time and will be impacted by more noise from take-offs and landings through an expanded operation.** We have the opportunity to provide feedback on this to Heathrow and register our protest at their plans. Please make your views known by either:

- Attending the consultation event at Richings Park Sports Club, Tuesday 22 January, 2-8pm and giving feedback in person; or
- Sending your feedback directly to Heathrow via their website using the following link:
<https://afo.heathrowconsultation.com/online-questionnaire/>

In response to the specific questions asked in the consultation, we have provided some thoughts below which you may find useful.

Noise Objective

1. The Government is obliged to set a noise objective for Heathrow, which will guide the decisions for future operations. Heathrow's proposal is:

- Overall noise impact will be limited to not exceed 2013 levels of impact
- Predictable and regular scheduled breaks or reductions in aircraft noise will be provided
- The effects of night flights will be considered and the impacts from 11pm until 7am managed
- Reducing the effects of noise must be cost effective – non-restrictive measures (such as incentivising the use of quieter aircraft and requiring aircraft to use quieter operating measures) should be applied first, before any restrictive measures such as bans or quotas are used

Heathrow proposes to put in place legally binding obligations to ensure airport growth is limited to:

- Aircraft noise – the overall impact of aircraft noise must be limited and, where possible, lower than 2013 noise levels.
- Air quality – expansion must not affect the UK's ability to comply with its legal air quality obligations.
- Carbon – expansion must not have a material impact on the ability of the UK to meet its carbon reduction targets.
- Surface Access:
 - By 2030, passengers travelling to the airport will do so by public and sustainable forms of transport such as rail or coach, rather than by car
 - Staff car trips will be reduced by 25% by 2030, and 50% by 2040
 - Heathrow must 'strive to meet' its pledge to ensure that airport related traffic is no greater than today.

Question 1: Heathrow wants to know whether we support their proposals for a noise objective?

Our view is: We support the principle of a noise objective, but Heathrow’s proposal itself is inadequate to meet the needs of the Richings Park community and others in close proximity to the airport for the following reasons:

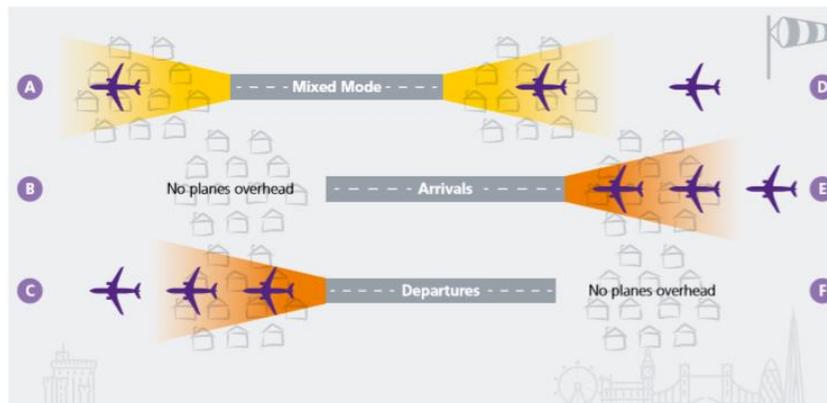
- 2013 aircraft noise levels are not sufficiently ambitious.
- Surface access needs to cover freight, not just staff and passenger transport.
- Heathrow should strive to reduce airport related traffic below today’s levels.
- The objective needs to cover other forms of impact, ie infrastructure in the surrounding areas.

Further Operations for an expanded Heathrow

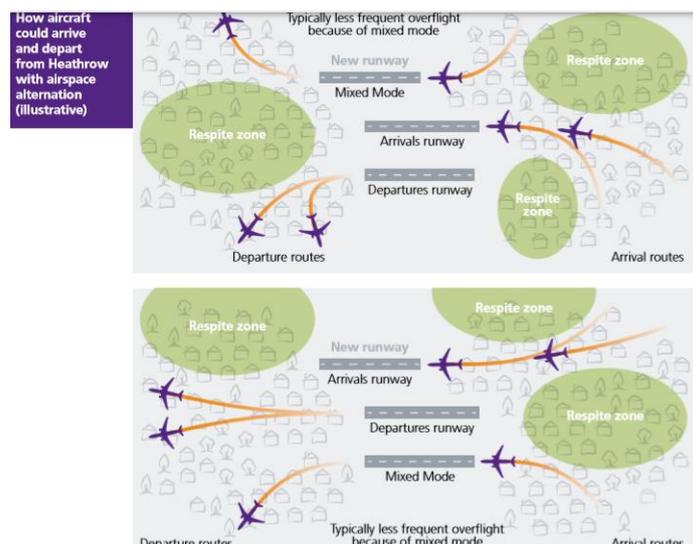
Heathrow’s revised operating procedures for an expanded airport and its impact on Richings Park are explained below.

Providing breaks by alternating (switching)

For an expanded airport, Heathrow would introduce runway alternation on both easterly and westerly modes of operation, giving respite to communities to the east and west of the airport. Each pattern provides respite for two areas at once and the introduction of mixed mode means that some areas will also experience less intense periods of aircraft flying overhead (see diagram below) although where an area is indicated as 'No planes overhead', there will still be an awareness of aircraft landing/departing from the adjacent runways. **This ‘level of awareness’ has not been quantified by Heathrow but will impact Richings Park.**



‘Airspace alternation’ will also be introduced to benefit communities further away from Heathrow – see diagram. **This will not in any way benefit Richings Park.**



Question 2: Heathrow wants to know whether we would you prefer to have longer periods of respite less frequently (all day on some days but no relief on other days) or a shorter period of respite (e.g. for 4-5 hours) every day?

Our view is: Richings Park experiences aircraft noise from take-off and landings from both of the existing runways (under certain atmospheric conditions – this has already been demonstrated by Heathrow’s own noise survey). Under a three-runway operation, the problem will be much worse. The proposed respite may benefit others but will not help our community. Heathrow has not demonstrated how they will address this problem and provide us with respite. We cannot support any proposals for alternation until Heathrow addresses the impact of aircraft noise on Richings Park from either existing or future operations.

Directional preference (the direction that planes take off and land)

In 2001, the Government decided that the westerly preference should be removed at night and particularly during the early morning period when there are more arrivals than departures. This means that instead of westerly preference at night, Heathrow would rotate between westerly and easterly operations to provide a distribution of aircraft noise to the east and west of the airport (wind direction and speed permitting.) Heathrow is proposing to use westerly operations during the day and easterly operations at night when able to (effectively to reduce the total number of people affected by noise and present expansion in a better light.)

Question 3: Heathrow wants to know whether we would prefer westerly operations during the day and easterly operations at night; and whether they should sometimes intervene to manage the direction of aircraft to provide relief from prolonged periods of operating in one direction?

Our view is: Heathrow demonstrated from its own noise survey that Richings Park is more severely impacted by easterly operations, so if they were to operate on an easterly direction at night and early morning, Richings Park would not get respite during the times when we would normally be sleeping. We cannot support any proposals for changes to directional preference until Heathrow addresses the impact of aircraft noise on Richings Park from either existing or future operations.

Night flights

As part of our proposed expansion we are proposing to introduce a scheduled night flight ban as well as a package of measures to manage noise from night operations.

Currently, at Heathrow there are no scheduled flights after 11.05pm and before 4.45am (no aircraft scheduled to arrive from 4.45am is permitted to land on the runway before 4.30am) although some aircraft are allowed to land during the night up to an allowable night quota. Over 90% of all the scheduled movements that operate during the night quota period are early morning arrivals and the majority of these are scheduled to arrive after 5am. In addition, Heathrow does not have any scheduled freight flights in the night quota period (11.30pm to 6am).

The new plans include a scheduled night flight ban of 6.5 hours which is unlikely to begin before 11pm or end after 6am. Heathrow is proposing the two options below, although they will still need a restricted recovery period overnight for an expanded Heathrow.

- Schedule flights from 5.30am (runway time 5.15am) using one runway.
- Schedule flights from 5.45am (runway time 5.30am) using two runways.

Question 4 and 5: Heathrow wants to know which of these we would prefer and has asked for our suggestions on how to encourage the use of the quietest type of aircraft at night?

Our view is: We welcome a night flight ban of 6.5 hours although so not believe this is sufficiently ambitious given that an expanded Heathrow will provide significantly more capacity. As Richings park will be impacted by all modes of operation, without respite, then we would wish to see the scheduled flight arrival time to be as late as possible.

Design envelopes (flight paths)

Richings Park is within an area where flight paths may be positioned in future.

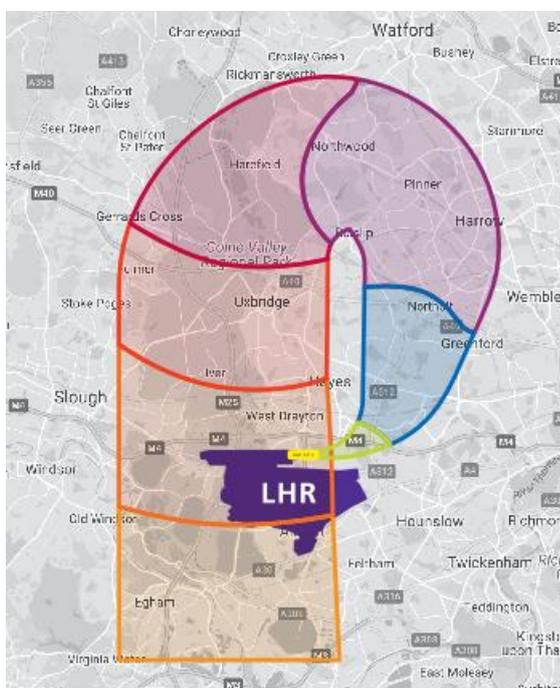
Heathrow has developed design envelopes for the flight paths for an expanded Heathrow, which is a geographical area within which one or more flight paths may be positioned. The diagrams below show these envelopes in respect of Richings Park and the number of aircraft which might fly through the envelope each day. There will be at least one flight path through each design envelope. In some envelopes, there will need to be a minimum of two or three flight paths to provide enough capacity for aircraft. In addition, Heathrow could put more flight paths through each design envelope.

Views on this are needed as feedback will be used to develop actual flight path, ie the actual routes that aircraft will fly. See screenshots below for impact on Richings Park.

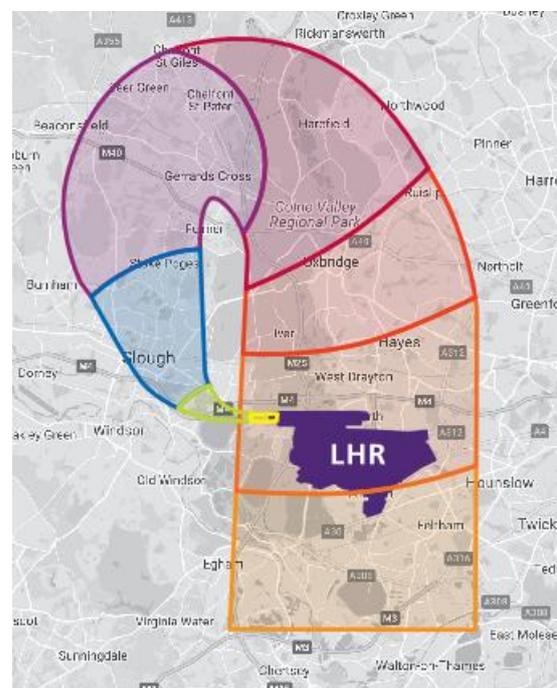
Question 6: Heathrow wants to know what sites or local factors they should be aware of in our area when designing these flight paths for an expanded three-runway Heathrow?

Our view is: Richings Park is already impacted by aircraft noise from existing operations – this is not sufficiently well recognised by Heathrow despite three failed attempts to validate the noise impact through survey. With an expanded airport, the new runway will be just 1.8km from Richings Park (half the current distance) so we will hear all the aircraft noise from both the existing and new runways. Heathrow has not proposed any mitigation or respite for Richings Park. If we are overflown by new flight paths, the noise impact will become very much worse. We want these factors to be taken into consideration by Heathrow and a suite of mitigation measures proposed.

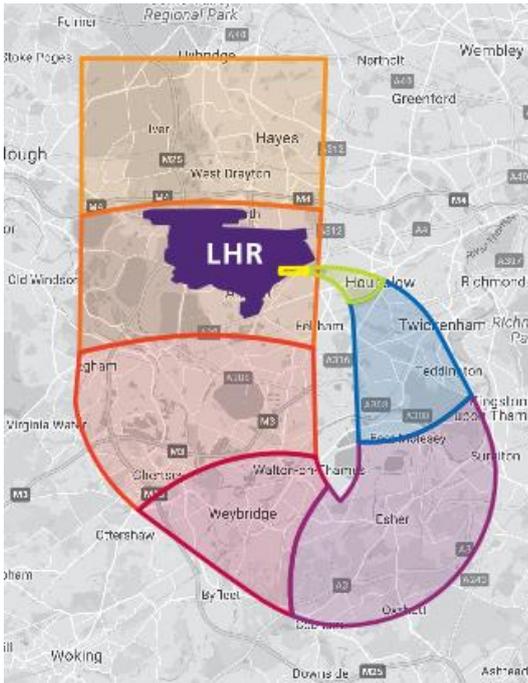
Departures 7 for the northern runway: up to 17 flights per hour (at 4,000 to 18,000 ft and potentially above 65 dB)



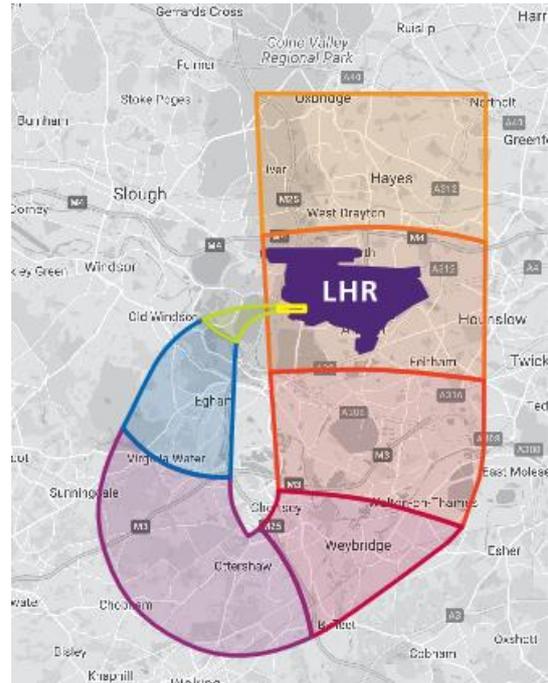
Departures 10 for the northern runway: up to 17 flights per hour (at 4,000 to 18,000 ft and potentially above 65 dB)



Departures 8 for the southern runway: up to 17 flights per hour (at 6,000 to 21,000 ft and potentially up to 3 flights per hour above 65 dBA)



Departures 9 for the southern runway: up to 17 flights per hour (at 6,000 to 21,000 ft and potentially up to 3 flights per hour above 65 dBA)



Independent Parallel Approaches

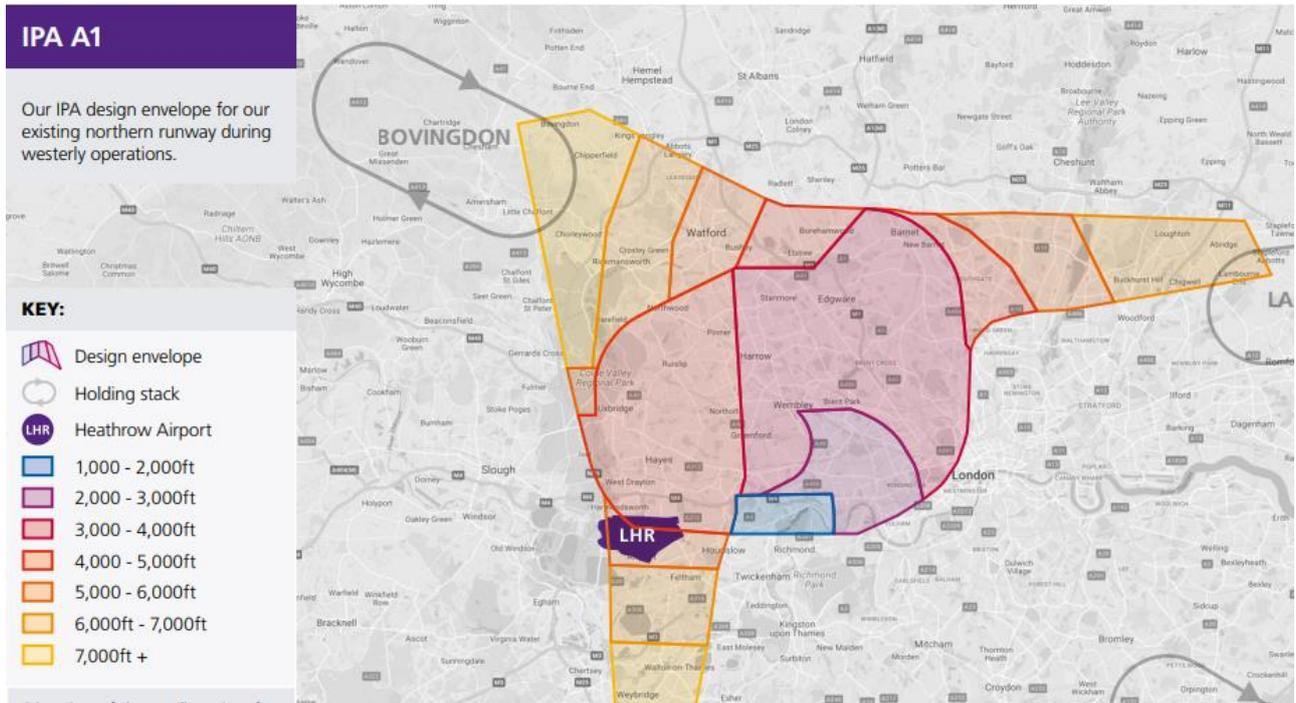
Heathrow is also consulting on a proposed short-term change to the way that some aircraft arrive at Heathrow – known as Independent Parallel Approaches (or “IPA”) which will allow more aircraft to land on both runways when they are experiencing delays. Up to 25,000 additional flights each year could be released on a phased basis soon after planning consent is granted, so these changes would be effective well before the third runway is complete. It will also involve some new arrival routes into Heathrow from the holding stacks and aircraft flying over areas that do not routinely see arriving aircraft today from 6am onwards. The diagrams below show the proposed design envelopes for IPA in respect of Richings Park and the number of aircraft which might fly through the envelope each day.

Heathrow is planning to submit these proposals as part of its Development Consent Order (DCO) application, which will be examined by the Planning Inspectorate and will need to be approved by the Secretary of State for Transport.

Question 7: Heathrow wants to know what sites or local factors they should be aware of in our area when designing new arrival flight paths for their existing two runways?

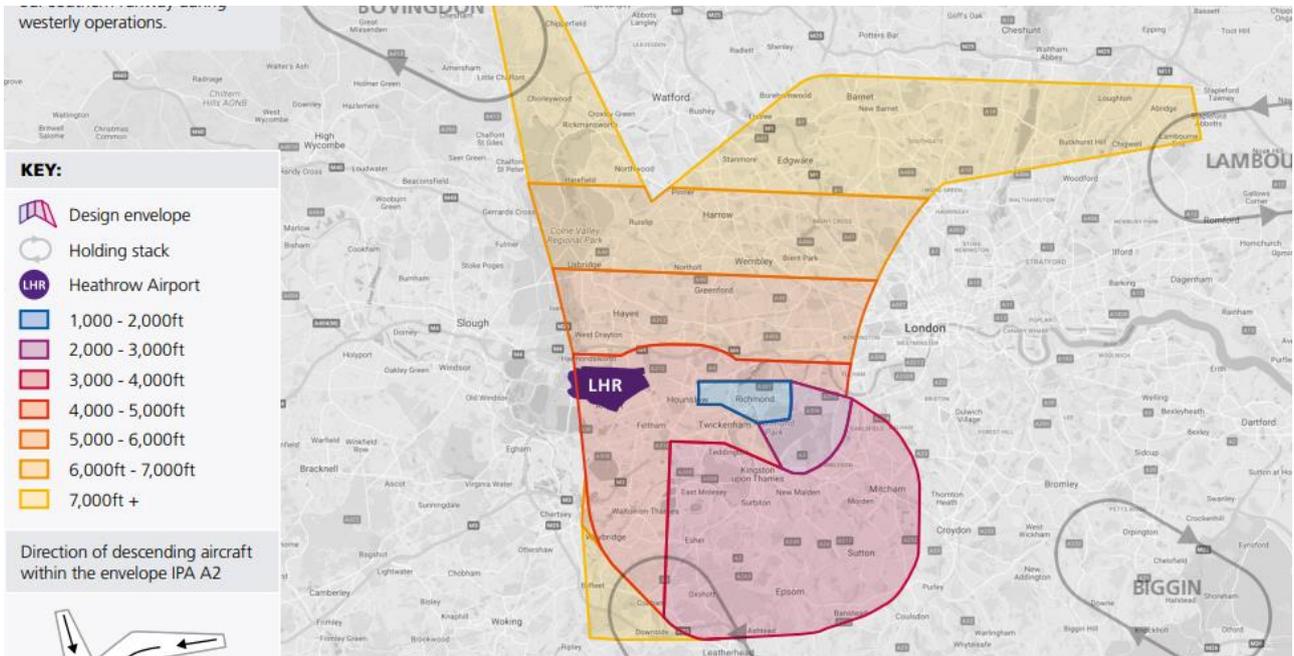
Our view is: As per question 6, noise impact on Richings Park from existing operations is not sufficiently well recognised by Heathrow. We will be affected even further by IPA and Heathrow has not put forward any measures to mitigate this impact. We want Heathrow to recognise and take into account the level of noise impact that we already experience in Richings Park when designing new flight paths and propose suitable mitigation measures.

IPA A1: UP to 25 flights between 6am and 7am (at 4,000 to 5,000ft and over 60 dBA)



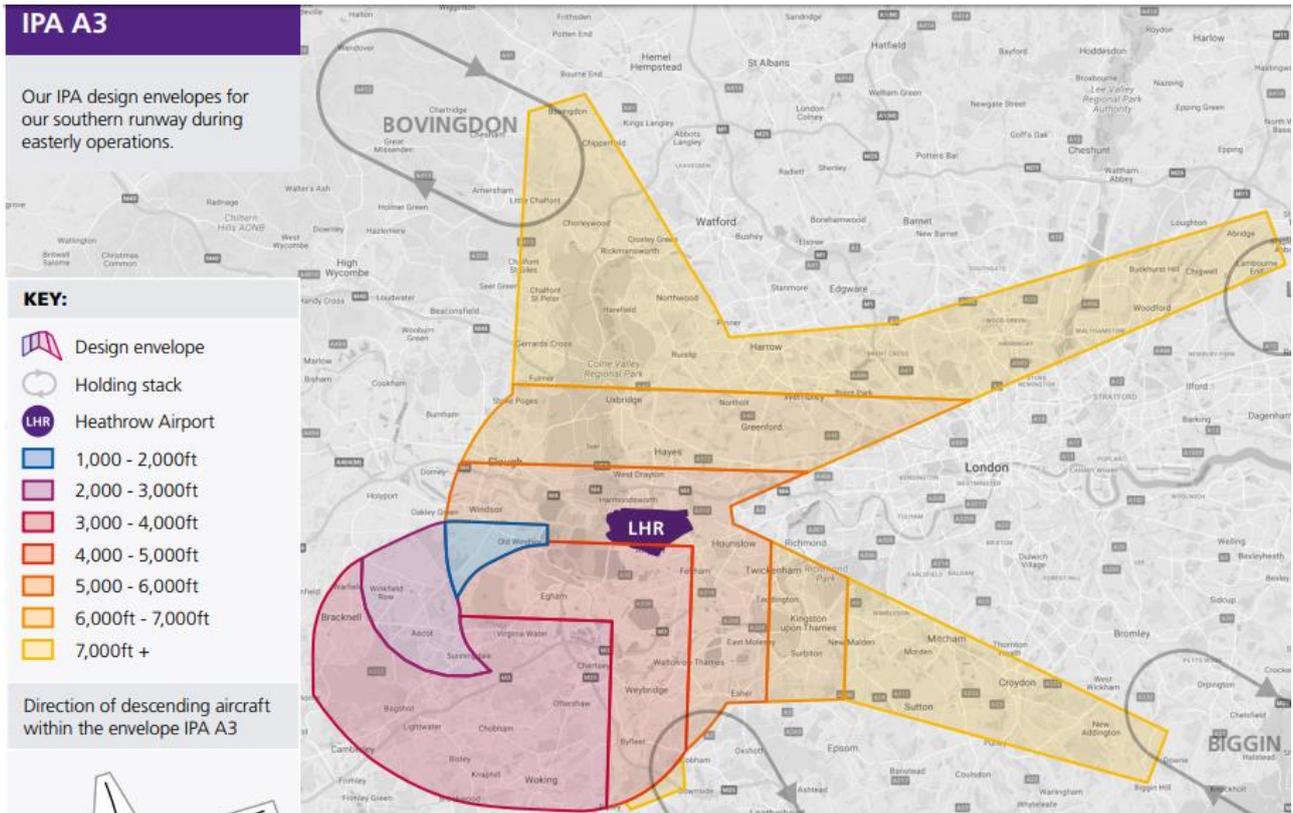
IPA A1	Flights per hour between 6am - 7am	Number of flights above 60 decibels	Number of flights per hour after 7am	Number of flights above 65 decibels	Info
Approx 1,000ft - 2,000ft	0-25	0-25	0-6	0-6	Up to 40* flights per day in total after 7am.
Approx 2,000ft - 3,000ft	0-25	0-25	0-6	0-6	
Approx 3,000ft - 4,000ft	0-25	0-25	0-6	0-3	
Approx 4,000ft - 5,000ft	0-25	0-25	0-6	0	
Approx 5,000ft - 6,000ft	0-25	0-2	0-6	0	
Approx 6,000ft - 7,000ft	0-25	0	0-6	0	
Approx 7,000ft +	0-25	0	0-6	0	

IPA A2: UP to 25 flights between 6am and 7am (at 5,000 to 6,000ft and over 60 dBA)



IPA A2	Flights per hour between 6am - 7am	Number of flights above 60 decibels	Number of flights per hour after 7am	Number of flights above 65 decibels	Info
Approx 1,000ft - 2,000ft	0-25	0-25	0-6	0-6	Up to 40* flights per day in total after 7am.
Approx 2,000ft - 3,000ft	0-25	0-25	0-6	0-6	
Approx 3,000ft - 4,000ft	0-25	0-25	0-6	0-3	
Approx 4,000ft - 5,000ft	0-25	0-25	0-6	0	
Approx 5,000ft - 6,000ft	0-25	0-2	0-6	0	
Approx 6,000ft - 7,000ft	0-25	0	0-6	0	
Approx 7,000ft +	0-25	0	0-6	0	

IPA A3: UP to 25 flights between 6am and 7am (at 5,000 to 6,000ft and over 60 dBA)



IPA A3	Flights per hour between 6am - 7am	Number of flights above 60 decibels	Number of flights per hour after 7am	Number of flights above 65 decibels	Info
Approx 1,000ft - 2,000ft	0-25	0-25	0-6	0-6	Up to 40* flights per day in total after 7am.
Approx 2,000ft - 3,000ft	0-25	0-25	0-6	0-6	
Approx 3,000ft - 4,000ft	0-25	0-25	0-6	0-3	
Approx 4,000ft - 5,000ft	0-25	0-25	0-6	0	
Approx 5,000ft - 6,000ft	0-25	0-2	0-6	0	
Approx 6,000ft - 7,000ft	0-25	0	0-6	0	
Approx 7,000ft +	0-25	0	0-6	0	

Prepared by, on behalf of the Richings Park Residents Association:

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12 January 2019