

Question 16 [D2 HAL]	Confidential
Respondents a) Specific: HAL b) Other:	
Question Does HAL see value in a new survey of noise annoyance (compared to the last one published in the 1980s)?	
Background	
Template updated 15 Dec 14 PJW	

HAL

Heathrow would welcome additional research towards improving society's understanding of the relationship between aircraft noise exposure and its impacts. In particular the relative contributions of acoustic and non-acoustic factors in influencing responses. Robust findings from such research would assist in describing, managing and mitigating aircraft noise impacts.

We note that considerable research into aircraft noise annoyance has been undertaken in the UK and Europe since the 1980s. Also that the Government's Aviation Policy Framework currently describes the 57 dB LAeq_{16 hour} contour as marking the approximate onset of significant community annoyance from aircraft noise.

In our response to the Airports Commission discussion paper on noise (see enclosed document) and the draft sustainability appraisal framework (Airports Commission 2014), Heathrow acknowledged the limitations in relying on the 57 dB LAeq_{16 hour} contour alone in seeking to characterise the impacts of aircraft noise.

The Airports Commission final sustainability appraisal framework sets out a range of primary and supplementary noise measures in the form of a noise scorecard. This includes LAeq_{16 hour} contours and supplementary metrics such as the N70 and N60. We support that approach and in our submission for the Heathrow third runway scheme (June 2014) present results for the full range of measures described in the Airports Commission noise scorecard.

The approach underpinning our submission illustrates how the noise climate could change based on three potential policy options in relation to people overflowed by flight paths for a three runway Heathrow:

1. Minimising the total number of people overflowed
2. Minimising the number of new people overflowed
3. Maximising respite by providing periods of relief for all communities overflowed

In relation to the 57 dB LAeq_{16 hour} contour, our analysis indicates that in 2030 even with a third runway there will be around 22-28% fewer people within this contour than today based on these policy options.

HAL's Response to the Airports Commission Discussion Paper 05: Aviation Noise 6 Sept 2013 follows: