

Question 5
<p>Respondents</p> <p>a) Specific: 2M, EANAG, Hacan, HAL, Hammersmith & Fulham Council, Hillingdon Council, Kensington and Chelsea Council, LAANC, RHC, Richmond Council, Wandsworth Council, Windsor & Maidenhead Council, Mayor of London, Gatwick (14). CAA did not answer Q5.</p> <p>b) Other: Reports submitted by AEF, NATS and Virgin Atlantic that are not question specific</p>
<p>Question</p> <p>Over what areas will the arrival and departure flight paths for the proposed third runway be routed, and which of those areas are not currently overflown by Heathrow air traffic, either at all or only occasionally?</p>
<p>Background</p> <p>HAL's revised proposals for a third runway would require flight paths that currently do not exist. It will presumably not be possible for operational and safety reasons to route the new flight paths across the airspace that is already occupied by the flight paths for the existing two runways. It would therefore seem that airspace that has not previously been used by Heathrow will have to be assigned to the third runway flight paths (arrivals and departures); and that by implication the third runway flight paths would be routed over communities that have not previously been overflown, at least not on the regular and intensive basis of Heathrow's existing flight paths. This clearly has major implications for the aircraft noise impact of a third runway. HAL has not indicated where the third runway flight paths would be routed and the purpose of Question 5 is to try and find out where they could be routed.</p>
<p>Template updated 15 Dec 14 PJW</p>

2M, Hillingdon Council and Kensington and Chelsea Council

The flight paths shown within the HAL noise submission are unfortunately in insufficient detail to enable us to properly identify our potentially impacted communities. In regards to the question as to whether it will create new areas exposed to aircraft noise, we can only assume that the north-west runway option will require new flight paths and hence expose totally new areas and populations to aviation noise. The HAL north-west runway submission includes a proposal for night flights runway rotation which if implemented would then also subject new communities to night noise.

We are aware of the recent briefing publication from HACAN (Third Runway's Flight Paths). This reports that the communities in line with the new third runway will be experiencing planes overhead every 90 seconds between 6am and 11pm with a break of only just over 4hours.

We would welcome any clarity the Parliamentary Group is able to obtain in terms of the new flight paths and ask that this is published as soon as possible. It would be useful in terms of local authorities being able to understand the potential impacts on our communities if clearer information were available on which communities will be subjected to the suggested new operating modes and also the actual noise impacts that communities will be exposed to.

EANAG

The southern part of the borough of Ealing, which is directly overflown by departures on easterly operation, would also be overflown by aircraft landing on the third runway, meaning that Ealing residents would be overflown and suffer aircraft noise 100% of the time, rather than the current 30%. Areas in the north in the borough would be overflown by departures for the first time.

Hacan

This is not an easy question to answer because of the different routes that arriving and departing aircraft might take depending on whether the aviation industry and the Government decide a. to concentrate flight paths to minimize the number of people overflown b. to concentrate flight paths to minimize the number of new areas overflown or c. to provide respite for as many people as possible (the option favoured by Heathrow Airport).

The first two options are outlined in figures K1 – K8 of the report: [01: Air and ground noise assessment](#); the respite option in figures K9 - K12 : [01: Air and ground noise assessment](#). Both the first two options would involve concentrating both the landing and departing flights on a very small number of corridors, with the result that hundreds of thousands of people would get all-day flying. HACAN would not support either of these options.

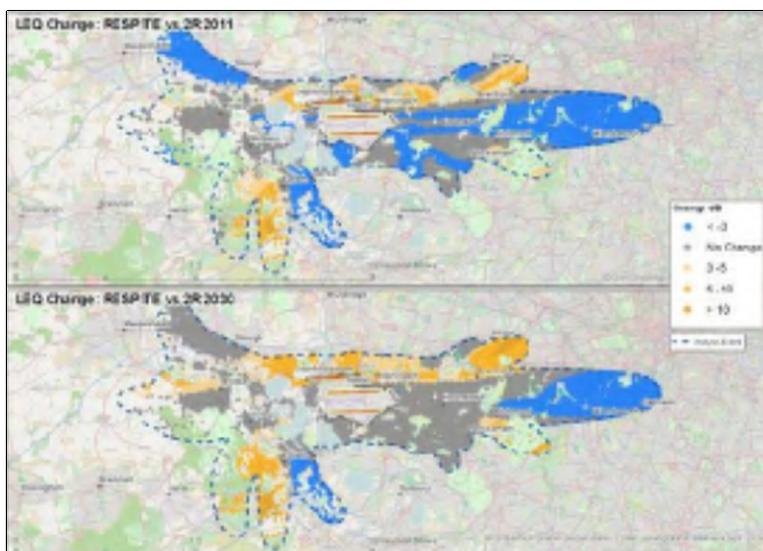
Under any of the options, the simple fact remains there would be over 250,000 more planes flying in and out of Heathrow every year if a third runway was built. Even with respite, the *total* number of planes flying over many communities would be higher.

Although on the whole it would not be possible to say which areas would be overflown until a decision is taken about what option to go for, we do know which areas will be under the last 5 miles of a new flight path as, by then, the aircraft would need to be lined up with the new runway. These areas would include Sipson, Harlington, Heston and Brentford. Areas such as Bedford Park and Hammersmith, a bit outside the 5 miles, could also expect to be badly hit. To the west of the airport, areas affected would include Langley and Eton.

HAL

It is too early to say with certainty where future flight paths would be routed and we have been clear in our submission that we see that being the subject of further work and a full public consultation. However, in order to illustrate how the noise climate could change with a third runway we developed and published indicative flight paths based on three potential policy options in relation to people overflown by flight paths for a three runway Heathrow:

1. Minimising the **total** number of people overflown



2. Minimising the number of **new** people overflown
3. Maximising **respite** by providing periods of relief for all communities overflown

Depending on the policy option chosen, there would be different impacts for different communities. This will include a few areas that are only occasionally overflown today being overflown more frequently as a result of a third runway. Within our submission we have produced a range of change diagrams which give an indication of the areas that would see a relative change as a result of a third runway. The example below is taken

from Figure 6.7 on page 56 of our air and ground noise assessment and shows the change in Leq levels within an “area of interest” defined by the composite boundary of a range of current and future measures selected by the Airports Commission. The blue areas indicate postcode locations with a reduction in Leq of more than 3dB and the yellow those with an increase of more than 3dB.

Our community consultation indicated a strong preference for periods of respite from noise. Our option to maximise respite provides around 95% of those overflown with respite for at least 50% of the time.

Hammersmith & Fulham Council

This information has not been published yet, but as a borough which is overflown by aircraft on their final approach to the 2 existing runways, we expect that aircraft landing on the 3rd Runway would also fly over the borough on a new flight path, most likely over Hammersmith. This would expose areas not currently over flown to aircraft noise for the first time. With the existing 2 main approach paths passing over Fulham, this could potentially result in around half or more of the borough being affected by aircraft noise.

Hillingdon Council

See 2M

Kensington & Chelsea Council

See 2M

LAANC and Wandsworth Council [text colour: black- common to both submissions, green-LAANC only, red-Wandsworth only]

The flight paths shown within the HAL noise submission are unfortunately in insufficient detail to enable us to properly identify our potentially impacted communities. In regards to the question as to whether it will create new areas exposed to aircraft noise, we can only assume that the north-west runway option will require new flightpaths and hence expose totally new areas and populations to aviation noise. **The impact on communities away from the immediate vicinity of the airport has historically been disregarded, particularly where aircraft are at heights of around 5000ft or more, however it is the case that with over 250,000 extra flights a year to be accommodated communities 20km or more from Heathrow are likely to experience regular over flights that will be clearly audible. LAANC is aware already that to the south of Heathrow, residents of Epsom and Ewell and LB Sutton for example complain about the impact of Heathrow flights, particularly in the late evening when departing aircraft use the Dover departure route and in the early morning when flights arrive over these areas from 04:40 onwards. The low background noise that characterizes these outlying areas accentuates the perceived annoyance from aircraft noise.**

The HAL north-west runway submission includes a proposal for night flights runway rotation which if implemented would then also subject new communities to night noise.

We are aware of the recent briefing from HACAN (Third Runway's Flight Paths). This notes that with a third runway in place, there would need to be 250,000 more planes to accommodate on the different flight paths. Communities in line with the new third runway will be experiencing planes overhead every 90 seconds between 6am and 11pm with a break of only just over 4 hours. It should be remembered that even under the current two runway system at Heathrow “respite” does not mean freedom from hearing aircraft for some communities under the arrival flight paths.

We would welcome any clarity the Parliamentary Group is able to obtain in terms of the new flight paths and ask that this is published as soon as possible. It would be useful in terms of local authorities being able to understand the potential impacts on our communities if clearer information were available on which

communities will be subjected to the suggested new operating modes and also the actual noise impacts that communities will be exposed to.

Richmond Heathrow Campaign

We assume that for operational and safety reasons it would not be possible to route the flight paths for the HAL's proposed third runway across the airspace through which the flight paths for the existing two runways are routed. The third runway arrival and departure flight paths would have to be assigned airspace not used by the existing runways; and these flight paths would be routed over communities that have not previously been overflown, at least not on the regular and intensive basis of the existing flight paths. The need for these new flight paths and their routing have major implications for the noise impact of a third runway.

HAL's noise assessments include options for routing the proposed third runway arrival and departure flight paths. But HAL's press release of 14 July 2014 - *Independent CAA modelling shows that more than 300 000 could be taken out of Heathrow noise footprint with a third runway* - explains that the flight paths in the assessments:

are illustrative only and do not represent the final flight paths that would be used if a third runway was given the go ahead by Government. The final flight paths would be subject to more detailed working with NATS and comprehensive consultation with local communities.

So there we have it: the Airports Commission (and subsequently the Government) are being asked to back the third runway without knowing where the flight paths would ultimately be routed. Since minor adjustments to the routing could alter significantly the number of people newly overflown (particularly for arrivals and departures over west and central London), the ultimate noise impact could be significantly worse than the noise assessments for the illustrative flight paths in HAL's noise assessment.

Bearing in mind how crowded London's skies are at present, and that the number of aircraft using Heathrow with a third runway would increase from 480 000 to 740 000 per year (i.e. an increase of 260 000 per year), we consider that it is essential for HAL to identify with NATS the routes that would be used by the third runway before any decision could be taken to back a third runway in principle. This identification is necessary for operational and safety reasons (i.e. to establish that there is in fact sufficient free airspace to cater for 260 000 additional movements safely, including in response to periodic emergencies at one or more of London's airports) even before the noise impact can be assessed with any confidence.

Richmond Upon Thames Council

The 'Air and Ground Noise Assessment' from HAL indicates some potential new flight paths, based on minimising new people, minimising 'total' people or maximising respite. Depending on the option chosen, different minimum populations have been identified. The common theme between them is that each of the proposed routes involves approach paths which either curve or have a kinked off-set. HAL alleges that these new routes will fly over fewer people. As these are only desk top proposal routes, no real assessment has been carried out as to the real feasibility of the routes, nor how much extra noise will be made in the flying of tight turns or failure to fly a minimum noise CDA glidepath. Clearly there is a benefit to flying over fewer people, but that is a worse option for those who end up with a new flight path going overhead. This is a case of winners and losers, but only if unnecessary expansion is pursued. If it were possible to reduce the population affected without also worsening the impacts for some, then clearly it would warrant introduction soon, without a 3rd runway.

Royal Borough of Windsor and Maidenhead

RBWM support the assertions put forward by LBH and would stress that clearer guidance needs to be put forward by HAL, so that the potential impact upon local communities affected by any V runway is as clear as possible.

From the limited information available, it is apparent that aircraft approaching from the west on the proposed third runway will be approximately 300ft lower than those approaching on the existing runway, thus having a greater impact.

Mayor of London

A third runway will require new arrival and departure paths, which will overfly new people. New areas falling within the 55dB Lden contour will likely include Chiswick, Hammersmith, Chelsea, Pimlico, Kennington, Camberwell, Peckham, New Cross and Deptford.

Gatwick

Heathrow's May submission puts forward three different options for the way it would operate if a third runway were built. Each option appears to have different assumed flight paths albeit there are some common flightpaths for all options. The option that is based on maximising respite appears to show the greatest number of different flightpaths.

GAL simply notes that whichever option is assumed people who are currently not overflown would be overflown, many more people would for the first time be significantly affected by noise, and overall a far greater number of people would be impacted by noise in the future if a third runway was to be provided compared to a situation where Heathrow continued to operate with two runways.