

Question 6
<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 Q6.</p> <p>b) Other: Reports submitted by AEF, NATS and Virgin Atlantic that are not question specific</p>
<p>Question</p> <p>Would the flight paths for the third runway cause any alteration to the present routing of the flight paths for the existing runways; and if so, to what extent?</p>
<p>Background</p> <p>It has been assumed for the purpose of Question 5 that the third runway flight paths would not interfere with the existing flight paths. The purpose of question 6 is to test that assumption, because any changes to the routing of the existing flight paths could have aircraft noise implications for the overflown communities.</p>
<p>Template updated 15 Dec 14 PJW</p>

2M, Hillingdon Council and Kensington and Chelsea Council

We are not experts on this issue. We would suggest that the Parliamentary Group invites NATS to provide clarity on this issue.

The HAL submission indicates that NATS is confident that a three runway Heathrow will not adversely affect any other airports (HAL noise submission, Appendix C, page C4). RAF Northolt is in close proximity to Heathrow. As this airport is also in our borough, we would be grateful if the Parliamentary Group could invite NATS to any future inquiry sessions so that any potential impact on RAF Northolt operations could be identified.

EANAG

EANAG is not able to answer this question.

Hacan

We've taken these two questions [6 & 7] together.

At present people in West London enjoy a half day's break from the noise when planes landing at Heathrow switch runways at 3pm. This will change if a third runway is built. For some people this will be cut to just over 4 hours.

How the flight paths will work if a third runway is built

- Planes will land on the new runway for 12-13 hours a day
- Planes will land on the current northern runway for 6-7 hours a day
- Planes will land on the current southern runway for 12-13 hours a day

Places like Kew or Hounslow West under the northern runway will continue to get around 8 hours of respite but this will be off-set for many because they will be able to hear aircraft from one of the two other runways.

For places like Richmond under the southern flight path the respite period will be cut from 8 hours to just over 4.

A similar system of respite will apply when planes land from the west

The same system will also be introduced for take-offs to allow periods of respite for communities living beyond about three miles of the airport

To get more information on these changes, plus illustrations, go to page 18 of the report: [01: Air and ground noise assessment](#)

HAL

A new runway at either Heathrow or Gatwick would need existing flight paths to be altered. However there is likely to be some degree of change to these over the coming decade anyway.

The UK's airspace was designed over 40 years ago and is based on old technology and ground based navigation systems. This is the case throughout Europe. Through the Single European Sky project there is a move to simplify and harmonise the way airspace and air traffic control is used. In the UK, the Government is achieving this through the Future Airspace Strategy (FAS) which sets out a plan to modernise UK airspace by 2020. For the London Airports (including Heathrow and Gatwick) this is being delivered through the London Airspace Management Programme (LAMP).

For Heathrow these changes are some years off, however the trials we are currently undertaking will help ensure that the public consultation is as well informed as possible and enable innovative noise management concepts to be tested.

In order to illustrate how the noise climate could change (relative to today's flight paths) with a third runway we developed and published indicative flight paths based on three potential policy options in relation to people overflown for a three runway Heathrow. How much change a third runway at Heathrow would cause would depend on the policy option chosen:

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. For example in our maximising respite option we have developed alternating arrival and departure routes to illustrate how the concept of westerly arrival alternation could be extended to both arrivals and departures. 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. Our community consultation indicated a strong preference for periods of respite from noise. Our option to maximise respite provides around 94% of those overflown with respite for at least 50% of the time.

Hammersmith & Fulham Council

We do not have any information on this issue. The airport and NATS are perhaps best placed to comment on potential impacts of a 3rd Runway on alternation. We look forward to seeing any comments they make to the APPG on this issue.

Hillingdon Council

See 2M

Kensington & Chelsea Council

See 2M

LAANC and Wandsworth Council

We are not experts on this issue. We would suggest that the Parliamentary Group invites NATS to provide clarity on this issue.

However we note that the HAL submission indicates that NATS is confident that a three runway Heathrow will not adversely affect any other airports (HAL noise submission, Appendix C, page C4). It is also clear from advice given by NATS to the Airports Commission for its interim report that in the construction and operation of a 4th runway at Heathrow would effectively prevent Gatwick and London City from continuing to operate.

Richmond Heathrow Campaign

For the reasons given in our response to Question 5, we are not able to offer an opinion on whether the third runway flight paths would change the routing of the existing flight paths (arrivals or departures). But any changes to the routing of the existing flight paths could have noise implications, possibly significant, for the overflown communities. We consider that a noise assessment cannot be undertaken with any confidence until the routes for the third runway have been identified with NATS.

Richmond Upon Thames Council

Each of the new flight paths, as identified in Q5 above, involves changes to the existing flight paths, even the ones which minimise 'new' people. Understandably the exact routes would need very thorough assessments, and the ones given are only indicative. However, if the time comes to do a thorough assessment, it will have to be dovetailed in to the raft of other initiatives being pursued under the Future Airspace Strategy.

Royal Borough of Windsor and Maidenhead

It is recommended that the Parliamentary Group consults with the National Air Traffic Services (NATS) on this matter as the relevant experts.

Mayor of London

6.1. Yes. There will need to be a significant re-design of airspace not just around Heathrow but across the wider London and southeast to accommodate the arrival and departure routings for a 3 runway Heathrow as well as the increased volume of flights. This is likely to result in residential areas that are not currently within noise preferential routes to fall within these routes in future.

6.2. There is a broader question as to the best approach for the design of noise routings and these are being considered by NATS as part of their future airspace strategy. But so long as the UK's main airport is located amidst sizeable concentrations of population, neither approach is palatable:

- a greater concentration of flights on a smaller number of routings – exposing a smaller number of homes, schools and medical facilities to significantly more noise disturbance; or
- a much greater dispersion of flights across several routings - exposing many, many more homes, schools and medical facilities to noise disturbance, albeit less frequently.

Gatwick

See answer to Question 5