

Question 8
<p>Respondents</p> <p>a) Specific: 2M, EANAG, Hacan, HAL, Hammersmith &amp; Fulham Council, Hillingdon Council, Kensington and Chelsea Council, LAANC, RHC, Richmond Council, Wandsworth Council, Windsor &amp; Maidenhead Council, Mayor of London, Gatwick (14). CAA did not answer Q8.</p> <p>b) Other: Reports submitted by AEF, NATS and Virgin Atlantic that are not question specific</p>
<p><b>Question</b></p> <p>Would the third runway enable Heathrow to operate without flights in the night period (2300-0700)?</p>
<p><b>Background</b></p> <p>HAL's revised proposal for a third runway does not discuss the future of aircraft movements at Heathrow in the night period (2300-0700 hours), but the Airports Commission has recommended in its interim report that in the short term there should be an increase in the number of movements before 0600 in order to reduce the congestion through to mid-morning. The question opens discussion on the future of night flights with a third runway. In particular, would the additional capacity make it possible: (a) to avoid any increase in the number of movements before 0600; and (b) to reduce and even eliminate the number of movements across the night period (2300-0700).</p>
<p>Template updated 15 Dec 14 PJW</p>

**2M, Hillingdon Council and Kensington and Chelsea Council**

It does not appear that it is a lack of runway capacity which drives the need for night flights. These would occur regardless of expansion, as stated in the HAL noise submission "night flights would continue but there would be no more than today" (Table 5.1, page 36).

The Aviation Policy Framework indicates the reason for night flights is one of economic need (para 3.34). This is confirmed in the Economic Value of Night Flights at Heathrow, Oxford Economics, 2011 which gives figures of £158 million in value added (GDP) in 2011. This report also states the timing of the flights in the night period is important as this is the key window for flights arriving from South East Asia. To lose these would result in a loss of connectivity for the UK (Exec Summary, page 2).

There is experience that can be gleaned from other European hubs airports such as Frankfurt, where night flights have been banned in spite of threats that airlines would move their business. The threatened moves have not materialised in reality.

**EANAG**

No. Heathrow would doubtless claim that it would cause undue suffering to prevent delayed flights departing after 23.30, as it does now. The late departures schedule shows that British Airways is a frequent offender in this: for instance its last scheduled flight BA157 to Kuwait, scheduled to depart at 22.30, is often delayed to after 23.30, and sometimes indeed beyond 1.00, because there are not sufficient maintenance staff and facilities at the airport to ensure that maintenance of all aircraft is completed in goodtime when one or more aircraft has required extra maintenance time to correct a problem.

**Hacan**

Heathrow are very clear that night flights would remain. They would not be looking for an overall increase in night flights and would aim to rotate the runways night flights use on a weekly basis. Therefore, people under the existing flight paths would get fewer weeks with night flights, but night flights would remain.

## **HAL**

Night flights are an important part of operations at a hub airport but we recognise they are also a significant concern for local residents. Consequently we are not proposing any extra night flights before 0600. Because we would rotate the use of runways at night, based on the current pattern of night time alternation, residents under existing flight-paths would have night flights at most every third week and potentially only one week in six. This means that areas such as Richmond would experience fewer night flights with a third runway than today. Future operational procedures (such as steeper approaches and with a third runway displaced thresholds) and new aircraft technology would also mean that these flights would be significantly quieter than today.

## **Hammersmith & Fulham Council**

As for some of the earlier questions, this is not an issue we can comment on with any certainty and it is up to the airport to provide comments on this issue. We look forward to seeing their comments.

## **Hillingdon Council**

See 2M

## **Kensington & Chelsea Council**

See 2M

## **LAANC and Wandsworth Council**

We do not believe that lack of runway capacity drives the need for night flights. These would occur regardless of expansion, as stated in the HAL noise submission "*night flights would continue but there would be no more than today*" (Table 5.1, page 36).

During the T5 inquiry BA claimed it could eliminate all but one of its flights in the Night Quota Period (23:30 to 06:00).

“The additional capacity provided by Terminal 5 together with the use of larger aircraft could double the capacity on South East Asian Services so British Airways current projections showed they would operate either fewer flights in the night quota period if Terminal 5 were built (See paragraph 34 4 48 page 603 “The Heathrow Terminal Five and Associated Public Inquiries - Report by Roy Vandermeer QC Main Report November 2000).

This promise has never been delivered.

We would encourage the APPG to ask BA why they remain unwilling to honour this pledge.

We believe that at Heathrow it is possible to remove all scheduled night flights before 06:00. There is experience that can be gleaned from other European hubs airports such as Frankfurt, where night flights have been banned in spite of threats that airlines would move their business. The threatened moves have not materialised.

## **Richmond Heathrow Campaign**

The most intrusive impact on residents of noise from Heathrow air traffic is in the night period (2300-0700). It is therefore a lost opportunity that HAL is not able to promise that a third runway would result in the total elimination of night noise, or at least a dramatic reduction in night noise by 2030 or even by 2040.

HAL’s noise assessment assumes that there would be no increase in the number of movements in the night noise quota period between 2330-0600, despite the overall increase in the number of movements per year

by 260 000 with a third runway by 2040 (from 480 000 to 740 000, an increase of 54 per cent over the next 26 years). Given the economic significance that the airlines attach to movements between 2330-0600, HAL does not explain why the demand between 2330-0600 would not increase proportionately with the demand with the third runway (i.e. by 54 per cent). Regardless of the number involved, HAL have offered the option of three-runway alternation for arrivals pre-0600, which we have commented on in the final paragraph of our response to Question 7.

As regards the full night period (2300-0700), HAL’s noise assessment shows that the noise situation would be worse with three runways than with two runways in 2030, and even more so in 2040. This is presumably because HAL expects that there would be a progressive increase in the number of movements at either side of the night noise quota period (2300-2330 and 0600-0700). The table below shows the difference in the size of the area exposed to 48 decibels averaged between 2300-0700 in 2030 and 2040.

Runway scenarios	2030		2040	
	Km <sup>2</sup>	Index	Km <sup>2</sup>	Index
Two runways	76.2	100.0	69.3	100.0
Three runways - Option R (maximise respite for people overflown)	84.5	110.9	89.2	128.7
Three runways - Option T (minimise total number of people overflown)	86.0	112.9	90.3	130.3
Three runways - Option N (minimise number of people newly overflown)	91.1	119.5	95.0	137.1

**Source:** *Heathrow’s North-West Runway - Air and Ground Noise Assessment*, Table 5.2 (page 39). We have made the comparison on the basis of the size of the exposed area rather than the size of the population within the exposed area on account of the uncertainties about HAL’s population estimates that we have commented on in our general remarks on HAL’s noise assessments. We have made the comparison on the basis of the ANCON forecasts in Table 5.2 because it is HAL’s preferred matrix and for the sake of simplicity.

**Richmond Upon Thames Council**

Our understanding is that Heathrow could operate without any flights in the night period (2300-0700), with or without a third runway. The calculations are that there is daytime capacity now, to take all of the night flights, so it should easily be possible to accommodate them all with a third runway.

**The Royal Borough of Windsor and Maidenhead**

RBWM support the assertions put forward by LBH and continue to advocate the complete abolition of night flights (between 23:30 and 06:00) due to the enormous noise impact these movements have upon local residents when background noise levels are lower.

**Mayor of London**

**Flights operate at night because they provide key economic benefits to the London and UK economy – a third runway does not reduce that need**

8.1. With a handful of exceptions, flights operate in the night period not because there are no slots at other times of day. There is a specific need for connectivity which can only be met within those hours – and without that connectivity, the UK economy would suffer. There are two key categories of flights which need to operate between 23:00 and 07:00: freight movements and early morning long haul arrivals.

8.2. Air freight accounts for 0.5% of UK international goods movements by volume – but 25% by value<sup>25</sup>. For UK trade with non-EU countries, that rises to 35%, while for UK manufactured exports outside the

EU, air freight accounted for 55%<sup>1</sup>

. Several elements of the freight market rely on overnight deliveries, including the just-in-time delivery of high-value goods – invaluable for UK manufacturers. Many of these freighter flights are only viable from the hub and without being able to operate at night, UK companies will be at a competitive disadvantage, forced to ship by road to/from continental European hubs for onward flights from there.

8.3. Early every morning, several flights from destinations across Asia and the Americas arrive at European hub airports. Airline scheduling is shaped by passenger preference – and particularly the needs of time sensitive business travellers. Travelling on a ‘red eye’ overnight service minimises daytime wasted that could be used for business engagements. This can be seen below in the Hong Kong to Heathrow schedule.

**Figure 5: Daily flights, Hong Kong-London Heathrow, September 2014**

Airline	Flight Number	Depart HKG	Arrive LHR
British Airways	BA 026	2315	<b>0455</b>
Virgin Atlantic	VS 201	2325	<b>0525</b>
British Airways	BA 028	2345	<b>0535</b>
Cathay Pacific	CX 251	2355	<b>0540</b>
Cathay Pacific	CX 255	0035	<b>0620</b>
Cathay Pacific	CX 257	0915	1505
Cathay Pacific	CX 253	1435	2030

Source: Heathrow Airport

[excludes 7 weekly Cathay Pacific flights which arrive at different times depending on day]

8.4. It is striking that of the 7 daily flights from Hong Kong to Heathrow, five flights arrive between 0430 and 0630. The main carrier on the route, Cathay Pacific is the only airline with flights arriving at Heathrow outside this window; but it operates as many arrivals in those 2 hours as it does for the rest of the day. On a highly competitive route such as this, the evidence points to a very strong passenger preference to fly at this time. The airlines fly at this time because that is when business travellers want to fly – and so when the flights are most profitable. If these arrival times were not available, the frequency would likely be lower – with more passengers and flights going to rival European hubs, to the detriment of UK competitiveness.

8.5. Aside from these scheduled long haul and freighter movements, a small number of unscheduled movements take place late at night, following delays. If there was spare capacity, then such flights would less likely need to infringe on the night period. But, as has already been demonstrated, a third runway would be full soon after opening – so the situation would remain largely as today.

8.6. The night period is crucial for keeping the UK economy connected – both for passengers from key long haul markets in the Americas and Asia and for overnight freight movements. The need for night flights can only realistically be met with a hub airport location away from populated areas.

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<sup>1</sup> The Economic Contribution of the Aviation Industry in the UK, Oxford Economic Forecasting, October 2006.

**Gatwick**

There is nothing in Heathrow's May 2014 Updated Scheme Design Submission to suggest this would occur. On the contrary it suggests that night flights would continue to be an important feature of an expanded airport. GAL agrees that this would most likely be the case.

Heathrow further suggests that with a third runway a runway rotation pattern would be introduced offering increased respite to those living under the flight paths to the two existing runways. GAL simply notes that this purported benefit would be offset by people who would be newly affected by night flights from routes to and from a third runway.