NOISE ACTION PLAN 2024 – 2028

CONSULTATION INFORMATION EVENT

OUR JOURNEY TO QUIETER

JUNE 2023
If you’re having technical issues, please let us know using the chat box.

You can ask questions in writing at any time by using the Q&A box – they will be answered by the team at the end of the presentation.
TAKING PART IN TODAY’S EVENT

• Questions and comments will be unattributed – please let us know in the question if you are happy for us to say who the question is from

• The session will be recorded and the recording made available on the website

• Further to this webinar you can submit any further views and comments you have in writing / email or by using the online form on our website

• Deadline for receipt of all feedback to this consultation is Monday 17th July 2023

• Online Community Information Event: 15th June at 5pm

• In person ‘Meet the Team’ events – 24th and 6th July at Heathrow Academy (www.heathrow.com/quieter)
INTRODUCTIONS

• **Rick Norman** – Head of Noise Strategy

• **Pierre Sohier** – Sustainability & Environment Technical Manager
OUR PRESENTATION TODAY

1. Legal framework
2. ICAO Balanced approach
3. Heathrow Noise management framework
4. Data Trends
5. Description of NAP process
6. Developing a draft - 5 years cycle / NOW
7. Heathrow Noise Key Actions proposal
8. What we are expecting from the public
9. Feedback form
10. Questions
1 – LEGAL FRAMEWORK

United Nations International Civil Aviation Organisation (ICAO)

**INTERNATIONAL**

**CERTIFICATION**
- Regulation (EU) ‘Operating Restrictions’ No598/2014 (DfT)

**BALANCED APPROACH**
- Acts of Parliament
- Noise Policy Statement for England (Defra)
- National Planning Policy Framework (DLUHC)

**UK GOVERNMENT**
- UK Aviation Policy Framework (DfT)
- UK Aeronautical Information Publication (Noise Abatement Procedures)
- Transport Act 2000
- Environmental Noise Regulations 2006
- Aeroplane Regulations 1999

**NATIONAL**
- Airspace Policy and Air Navigation Guidance (DfT)

**LOCAL**
- Local Plans
- Planning Conditions

ICAO BALANCED APPROACH

DESCRIPTION OF THE NAP PROCESS
High Level schematic of Interaction between END (the Noise Action Planning Requirements) and EU598 (Application of the ICAO Balanced Approach) with setting a NAO (Noise Abatement Objective)
3 – HEATHROW NOISE MANAGEMENT FRAMEWORK

Sources

Management

- Variable landing charges
- Fly Quiet and Green
- Voluntary agreements

Quieter planes

- Fly Quiet and Green
- Noise abatement procedures
- Preferential runway use
- Ground noise management plan

Quieter procedures

Land-use Planning and Mitigation

- Residential Insulation Scheme
- School and Community

Operating Restrictions and Voluntary Measures

- Movement Cap
- Night restrictions
- Quiet Night Charter

Working with Local Communities

- Engagement forums
- Monitoring and reporting
- Accessible information on websites
- Industry groups

Engine testing

Ground noise

Aircraft turnaround

Take-off

Landing

Approach

Cruise

Climb out

Air noise
Because of the actions taken under previous action plans the size of the noise contour has reduced, resulting in less people being exposed to levels above 55dB $L_{den}$. Population growth and new household development have reduced the impact of the noise reductions over that time period.
5 – DESCRIPTION OF THE NAP PROCESS

Overview of DEFRA requirements for NAP (Environmental Noise Regulations 2006/2238)

• Airport description covering noise sources, authority, legal context
  Summary of noise mapping for 2021 [with 2019]
• Evaluation of number of people exposed, problems and situation to be improved
• Record on consultations
• Noise reduction measures – current and in preparation
• 5-year action plan and long term strategy
• Financial information
• Provisions for evaluation of implementation and results of the NAP
6 – DEVELOPING A DRAFT – 5 YEAR CYCLE

NAP 2019 – 2023

- Continue to deliver the current NAP until 31 December 2023
- Review DfT & H2.0 objectives and desired outcomes
- Forecast 2026 contours
- Review 2021 Strategic noise maps or the year that better reflects the situation for the Round 4, namely 2019
- Engage on new plan with stakeholders, including NACF
- Public Consultation
- Review and revise the R3 NAP -> R4 NAP
- Submit for adoption to DEFRA in September 2023
- Publish in January 2024

NAP 2024 – 2028

- Submit for adoption to DEFRA in September 2023
- Publish in January 2024
6 – DEVELOPING A DRAFT – WHERE WE ARE TODAY

Stakeholders engagement events:
- HSPG
- Airlines/NATS/Industry
- Defra/DfT
- Internal Teams

Focus Groups [general public]
- Coordination [operational partners]

Consultation Feedback Analysis
- Webinar
- 121s Stakeholders Meetings
- Public Consultation
- Internal Review
- Final Draft
- Submission
HEATHROW KEY NOISE ACTIONS
DRAFT PROPOSALS
### Responsible Business Actions

#### BUSINESS-AS-USUAL ACTIVITIES UNDERPINNING OUR NOISE MANAGEMENT STRATEGY

- Annual Noise Action Plan Review against Government Policy
- Alignment with Heathrow 2.0 goals
- Annual Review of Landing Charge differentials
- Compliance with DfT Night Restrictions
- Compliance with Planning Conditions (e.g. 480,000 movement cap)
- Compliance Monitoring of AIP noise abatement requirements
- Internal audit and process reviews
- Benchmarking
- International engagement on noise issues
### Key Action 1: Establish a Fleet Forecasting Forum (FFF) with input from the aircraft manufacturers, our top 10 airlines by movement and technical experts to predict the pace of future technology and likely take up at Heathrow.

<table>
<thead>
<tr>
<th>Fleet forecasting</th>
<th>Chapter 3 and 4 phasing out</th>
<th>Broad Representation</th>
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</thead>
</table>

### Key Action 2: Review the landing charges structure in order to meet our sustainable growth objectives and through the FFF identify opportunities to evidence and incentivise the accelerated adoption of new technology at Heathrow with the aim of accelerating the transition to a Chapter 4 free fleet before 2045.

<table>
<thead>
<tr>
<th>New Aircraft Noise Studies</th>
<th>A320 deflector tracking</th>
<th>Chapter 3 League Table</th>
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</table>
**Key Action 3:** Establish a Technical Engagement Forum (TEF) with membership from the aircraft manufacturers, top 10 airlines, NATS and Operations to undertake a review and renewal of the arrivals, departures and ground operations Code of Practice by 2026 aimed at supporting the achievement of the noise abatement objective.

<table>
<thead>
<tr>
<th>Code of Practice Review</th>
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<tbody>
<tr>
<td>Quiet Night Charter to support Night Noise &amp; DfT Policy Objectives</td>
</tr>
<tr>
<td>Fly Quiet &amp; Green League Table</td>
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<tr>
<td>Airline Noise Pack</td>
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<tr>
<td>NAPD1&amp;2 Study and departure rate of climb Review</td>
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<tr>
<td>Survey Standard Operating Procedures</td>
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<tr>
<td>TEAM compliance</td>
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<tr>
<td>Improved Reduced Engine Taxiing monitoring</td>
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<tr>
<td>Raise the CDA monitoring level</td>
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<tr>
<td>Promote use of Slightly Steeper Approaches</td>
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<tr>
<td>Review Departure Noise Limits</td>
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**Key Action 4:** We will develop, and trial operational practices aimed at increasing the level of predictable respite, particularly at night. This will include the implementation of easterly alternation during the daytime.

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<tr>
<th>Preferential Night Routes</th>
<th>Pre 0600 respite trial</th>
<th>Introduce easterly alternation</th>
<th>Limit APU usage</th>
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**Key Action 5:** We will identify opportunities to enhance the collection and analysis of operational and noise data in order to improve our understanding of the effectiveness of the noise abatement interventions in the AIP and identified by the TEF.

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<tr>
<th>Landing Gear Deployment Monitoring</th>
<th>Summer Landing Gear Data Collection</th>
<th>Enhance our NTK System</th>
<th>Ground Noise Management Plan</th>
</tr>
</thead>
</table>
Key Action 6: We will establish a MoU with Local Authorities, providing our forecast outputs, including aircraft type scheduling and operational performance, to collaboratively reduce night sleep disturbance, and supporting land use planning.

Forecast Sharing with Local Authorities

Key Action 7: Launch the new Noise Insulation Schemes in 2024 & through the Prioritisation Panel, agree the first phases of the residential insulation and schools ventilation.

Track NIS through CISHA  Independent Chair Funding of Prioritisation Panel
### Key Action 8: In line with our Heathrow 2.0 commitment, we will seek to introduce a voluntary ban on non-dispensed operations after 0000 and before 0430 from 2025.

- Increase nights without flights between 2330 and 0430

### Key Action 9: We will develop and implement a ground noise management plan which will include work with international partners to develop a Standard for the use of Pre-Conditioned Air where available.

- Revise our Operational Safety Instructions
7 – HEATHROW KEY NOISE ACTIONS DRAFT PROPOSALS

Research

Key Action 10: We will establish a longitudinal noise attitudes survey for Heathrow and continue to support and lobby for further research to enhance understanding of our stakeholders and the effectiveness of our noise strategy.

Identify common areas of research interest
- Noise Attitude Survey
- Community Surveys
- Quality of Life Indicators
- Respite research
- Focus Groups
- Noise Insulation Research
Key Action 11: We will strengthen the independent scrutiny of our noise management strategy through CISHA and continue to engage with stakeholders through a variety of Forums and provide independent insight, assurance, and transparency.

- Chair & Technical Advisor funding
- Audit & Reporting
- Modelling Report
- NTK Systems Audit

Key Action 12: We will undertake a review and enhance our online information and tools to improve accessibility and provide greater insight in a more efficient way.

- Complaint Data Analysis
- Annual Noise Contour Reports
- Consolidate Published Data
8 – WHAT WE ARE EXPECTING FROM THE PUBLIC

Noise Action Plan 2024-2028

CONSULTATION DOCUMENT
JUNE 2023

www.heathrow.com/quieter
8 – WHAT WE ARE EXPECTING FROM THE PUBLIC

www.heathrow.com/quieter
HEATHROW NOISE ACTION PLAN 2024-2028
FEEDBACK FORM – 5 JUNE UNTIL 17 JULY 2023

Heathrow brings huge economic benefits both locally and nationally. As one of the largest single site workplaces in the UK, Heathrow is proud to employ over 70,000 people, over half of whom live in Heathrow’s five local boroughs.

Please refer to the privacy notice on this form for details of how we will handle your data.

Information and Feedback Form

Please feel free to contact us via any of the following methods:

email: noiseactionplan@heathrow.com

www.heathrow.com/noiseplan

www.heathrow.com/quieter

The Heathrow Noise Inspectorate Team

www.heathrow.com/quieter
Please use the Q&A function to put a question to our team
Thank you for attending