

Reducing Departure Noise

- Since the formation of the HCNF in 2015 there has been an ongoing discussion about reducing departure noise but no agreement between stakeholders on routes forward
- In 2019 Matt Gorman asked To70/Kjeld Vinkx the independent noise expert to investigate
- Aim of the study - Reduce departure noise based on loudness (L_{Amax}) as much as possible for the largest population (and SELs where possible), while minimising negative effects including increased noise, NOX pollution and fuel burn.
- To70 undertook a systematic study of departure conditions (NADP1 & NADP2 with different thrust levels and acceleration heights) for plane types covering the majority of operations at Heathrow and flight distances
- Results have been reviewed with CAA/ERCD/Darren Rhodes
- To70 have identified opportunities within normal operating conditions to reduce noise close to the airport and out to ~20-25km, in addition these have reduced pollution impacts.
- Proposed Route Forward
 - share detailed slide pack with Heathrow for comments before next HCNF
 - To70/Kjeld Vinkx give presentation at next HCNF
 - share results with other interested stakeholders