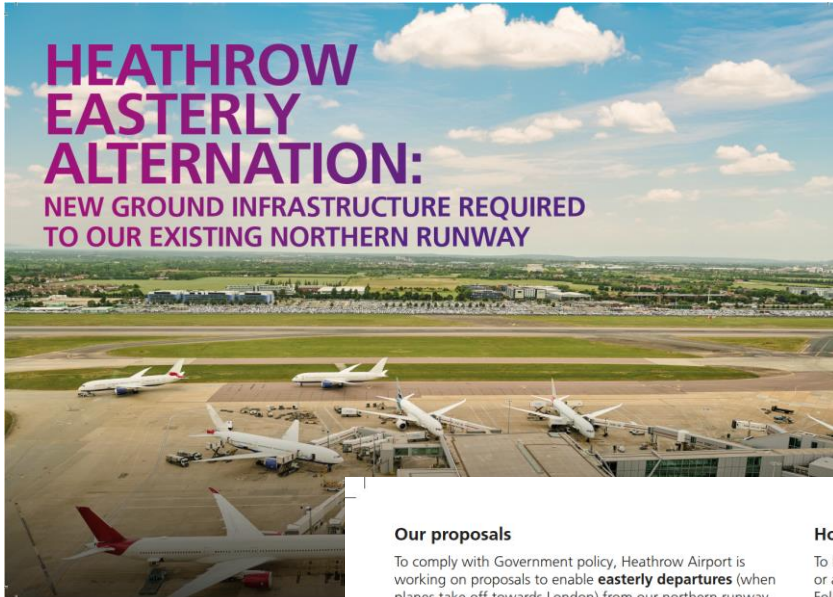


An aerial photograph of Heathrow Airport at dusk. The terminal buildings are illuminated from within, and the tarmac is lit by ground lights. A large aircraft is visible on the right side of the frame. The sky is a mix of orange and blue.

Update on Community Engagement – Easterly Alternation

Heathrow

Community Engagement - Postcards



**HEATHROW
EASTERLY
ALTERNATION:**
NEW GROUND INFRASTRUCTURE REQUIRED
TO OUR EXISTING NORTHERN RUNWAY

Our proposals

To comply with Government policy, Heathrow Airport is working on proposals to enable **easterly departures** (when planes take off towards London) from our northern runway.

To enable this, construction is required to:

Build new taxiways within the airport: Improving the routes for aircraft between terminals and the northern runway.

Build a noise barrier on the edge of the airport: Constructing a new noise barrier at Longford to mitigate noise impact of easterly departures.

How to find out more

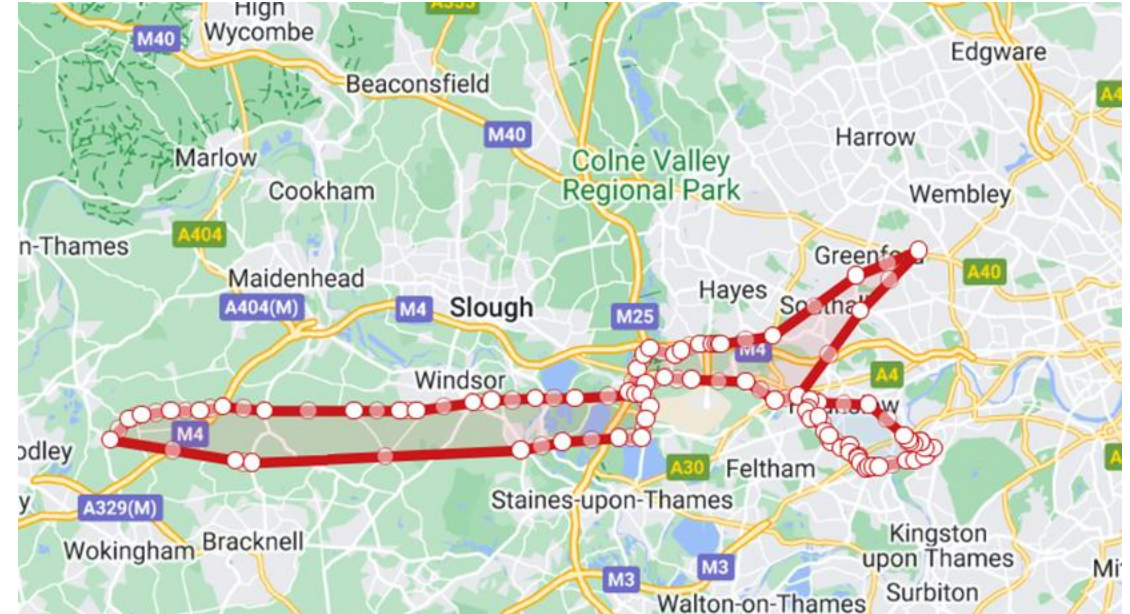
To learn more about our proposals, please visit our website or attend one of our information events to meet our experts. Following these events, we will submit a planning application for the taxiways and noise barrier to the London Borough of Hillingdon for their consideration.

Location	Date	Time
Isleworth Public Hall	Tuesday 10 September	16:00 – 20:00
Southall – Havelock Family Centre	Wednesday 11 September	12:00 – 17:00
Longford – Thistle Hotel	Thursday 12 September	15:00 – 20:00
Cranford Community College	Saturday 14 September	10:00 – 14:00
Stanwell Moor Village Hall	Tuesday 17 September	13:00 – 17:00
Old Windsor Memorial Hall	Wednesday 18 September	10:00 – 14:00



Visit heathrow.com/easterlyalternation to find out more.
Scan the QR code to learn more.

Heathrow



- 72479 addresses received postcard
- Delivered to areas that are expected to see the biggest change
- Delivery issues in Longford

Community Engagement – Social Media

Heathrow Airport Sponsored

To comply with Government policy, Heathrow is working on proposals to enable easterly departures from our northern runway.

We're developing changes to Heathrow's airfield

Heathrow

21 reactions (2 thumbs up, 19 thumbs down) 10 comments 3 shares

Like Comment Share

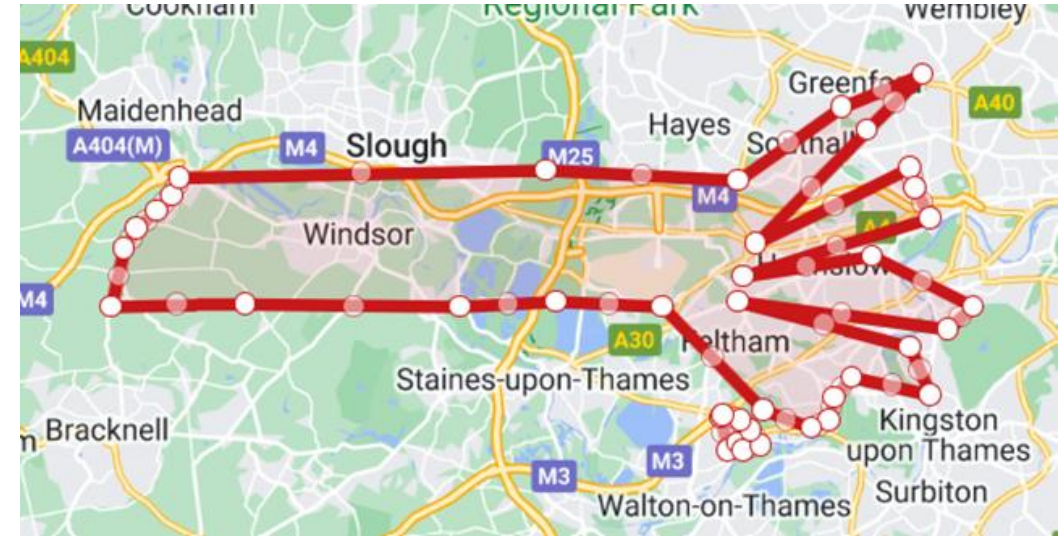
Heathrow Airport Sponsored

To comply with Government policy, Heathrow is working on proposals to enable easterly departures from our northern runway.

We're developing changes to Heathrow's airfield

heathrow.com/easterlyalterna...
Easterly Alternation [Learn more](#)

188 reactions (1 thumbs up, 187 thumbs down) 116 comments 29 shares



- Instagram and Facebook sponsored posts
- 143% engagement against KPI goals set
- 11892 link clicks

Community Engagement - Website

- Website updated with information available at events
- 14442 visits to the website
- 7 emails to Community Relations
- Website will be used to provide updates on the project

Noise and Airspace / Operations

Easterly alternation

Heathrow Easterly Alternation. (02:07)

Cranford

Easterly operations with runway alternation

We have developed proposals for the first phase of a project to enable easterly departures on Heathrow's northern runway. Easterly operations will be used to reduce the number of aircraft operating on the southern runway, which will reduce noise for communities living near the runway.

Operations at Heathrow

For safety and performance reasons aircraft typically take off and land into the wind. The aircraft's wing relies on the speed of the air moving over it (airspeed) to lift it off the ground.

Today, for 30% of the time we operate on Easterly operations, aircraft generally land on the northern runway and depart from the southern runway.

Aircraft currently only depart to the east from the northern runway in exceptional circumstances, due to the legacy of the Cranford Agreement.

70% Westbound operations
30% Easterly operations

Runway alternation

During the day, when planes are landing and taking off towards the west (Westerly operations), we alternate between the northern and southern runways.

The alternation pattern means that for part of the day we use one runway for landings and the other for take-offs.

At the end of each week, we switch completely so that communities get respite from planes in the morning.

This project will support us in alternating between our runways when on easterly operations.

Week 1: Northern Runway (Arriving), Southern Runway (Departing)

Week 2: Southern Runway (Arriving), Northern Runway (Departing)

Proposed easterly operation

Predictable respite

Easterly alternation will bring predictable periods of respite from aircraft noise when Heathrow is operating on easterlies. Aircraft noise will be shared more equally – as it is today when we are on westerly operations.

This means we can offer our neighbours a schedule that will detail periods of flights overhead and periods of noise respite.

The image shown is an extract from the westerly alternation schedule. Once we are further along in the project we can provide further timetables for easterlies.

Environmental impact assessment

The ground infrastructure changes require an Environmental Impact Assessment to be submitted with our planning application. This is underway and our emerging information shows that there will be more predictable periods of respite for our local communities with noise levels shared more equitably around the airport.

Some communities will experience new noise overhead, as they were not previously overflown when Heathrow is on easterly operations, due to the Cranford Agreement.

Communities who are currently overflown when on easterly operations will experience a decrease in number of flights overhead each day, as the redistribution of existing flight paths will be further spread out over more communities.

Respite Categories: Respite that is "North Facing", Predictable "Nocturnal Respite", Predictable "Valued Respite" boundaries, Airfield Boundary, 0% Infrastructure Works

Respite during easterly operations with runway alternation

[Open map](#)

Ground infrastructure changes

The proposed changes require ground infrastructure changes to be made. These include adjustments to the taxiway layout to the northern runway and the construction of a new and longer taxiway, which will be around 1.7 miles long.

Part of the new taxiway will replace an existing aircraft parking apron. The new taxiway will be around 1.7 miles long and will be used for aircraft parking. The image below shows the location of the new taxiway and a cross-section of what the new taxiway will look like.

The Cranford Agreement

The Cranford Agreement was established in 1952 as an aerial agreement between the Government and Cranford, a village at the eastern end of the northern runway. The agreement guaranteed aircraft from being off the runway for 15 minutes in any direction. For example, we both of Cranford during the Covid-19 pandemic when operations were halted.

Following its conclusion, the Government ended the Cranford Agreement in 2016, to provide more predictable periods of noise to all communities surrounding Heathrow.


Although the Cranford Agreement has ended, we have not yet received Easterly Alternation on the northern runway because the airport requires air ground infrastructure changes to be made.

In 2017 we made an application to the London Borough of Middlesbrough for the same project. It was granted planning permission from the Secretary of State in 2017. However, we didn't go ahead with the project because of the Covid-19 pandemic. The project planning application has now resumed.

Next steps

Following our community engagement, we will submit a Heathrow and County Planning Act 2006 application to the London Borough of Middlesbrough, who will complete a public consultation on the planning application.

Community Engagement - Events

Welcome

We have proposals for the first phase of a project called Easterly Alternation.

This project is being developed following the UK Government's decision to end the Cranford Agreement.

This will support Heathrow in alternating between our two runways when we are on easterly operations.

The proposals will allow more equitable distribution between the departure and landing runways during easterly operations.

Our proposals require some airside ground infrastructure changes, which include adjustments to the taxiways to the northern runway and a new noise barrier at Longford.

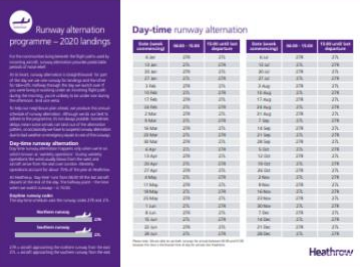
These changes are required to enable Heathrow to alternate runways when on Easterly operations in the same way we already do for Westerly operations.

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@heathrowairport

Predictable Respite

Easterly alternation will bring predictable periods of respite from aircraft noise when Heathrow is operating on easterlies. Aircraft noise will be shared more equally – as it is today when we are on westerly operations.

This means we can offer our neighbours a schedule that will detail periods of flights overhead and periods of noise respite.



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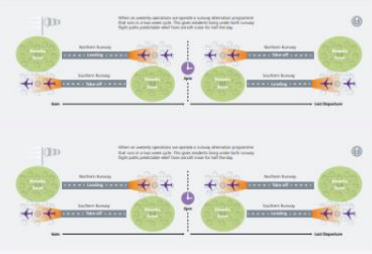
Runway Alternation

During the day, when planes are landing and taking off towards the west (Westerly operations), we alternate the use of our two runways to provide local communities with respite.

The alternation pattern means that for part of the day we use one runway for landings and the other for take-offs, then at 3pm, we switch over.

At the end of each week, we switch completely so that communities get respite from planes in the morning one week and in the evening the next.

This project will support us in alternating between our runways when on easterly operations.



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- 7 events over 2 weeks
- 189 visitors
- Additional event added in Longford to manage logistics issues with postcards

Community Engagement – Next Steps

- Plan to submit to London Borough of Hillingdon before the end of this year
- London Borough of Hillingdon will complete a statutory public consultation on the submission
- The process for determination may take 6 plus months

