

Heathrow Community Noise Forum

Community groups' proposal for independent research project

The implications of PBN

20 September 2017

Context

- **Performance Based Navigation (PBN) - CAA signed up to its introduction in 2011**
- **Limited application in the UK so far but trialled around Heathrow in 2014**
- **Potentially very significant implications for communities around Heathrow, the UK's busiest airport**
- **For communities to engage on an informed basis need access to independent specialist advice**

Opportunities

It is claimed PBN can;

- enable multiple routes**
- offer opportunities for respite**
- enable flying at higher altitudes on arrivals and departures**
- allow fuel savings to be made**

Concerns

Communities are concerned about the potential impacts;

- **cause severe impacts on the local noise environment**
- **lead to creation of ‘noise sewers’ (blighted areas)**
- **cause physical and mental health impacts**
- **adversely affect wellbeing, quality of life and cognitive functions**

Aims of the communities' proposal

- **understand what it is possible to achieve through PBN and what the potential side effects might be**
- **identify practical options to mitigate the most adverse impacts**

This should be approached on a staged basis

Baseline Study (to be completed within three months)

- **A desk top review of where PBN has been introduced already on an international basis.**
- **Identification of community responses and emerging noise issues following its introduction elsewhere so that best practice can be identified.**
- **A desk top review of international research on health and wellbeing impacts relating specifically to the introduction of PBN.**
- **Recommendations on next steps to ensure that PBN can be introduced within acceptable health and environmental impacts and to achieve noise benefits.**

Areas of follow on work (after Baseline Study)

- **Assessment of what lateral separation of flights paths can be achieved under PBN in the context of Heathrow, i.e. how far is it possible technically to implement multiple routes and what would be the impact on affected communities**
- **Assessment of potential to achieve consistently greater (and managed) heights within 30 miles of the airport for all departures and arrivals**
- **What the noise consequences and possibilities will be for overflowed communities around Heathrow arising from the above**
- **Timescales for subsequent stages to be agreed after stage 1**