

# *AIRPORT EXPANSION CONSULTATION TOPICS*

## *HEATHROW COMMUNITY NOISE FORUM WORKING GROUP*

25 April 2019



# *ENVIRONMENTALLY MANAGED GROWTH*



## CONTEXT

- We have always been clear in our ambition to balance economic benefits with our responsibility to the environment.
- The Airports National Policy Statement has set out clear criteria on carbon, air quality, noise and surface access that our plans need to meet in order for us to receive permission to expand.
- We want our commitment to the environment to be at the core of our future operation, and we believe that a new approach to growing capacity is the right way for us to operate sustainably.
- That's why we are proposing to implement a system of **environmentally managed growth**, where capacity is released according to a number of legally binding, strict environmental limits. We will only be able to release capacity if we are operating within these limits.
- **Environmentally managed growth** is the latest step in Heathrow's sustainability journey. It means being a better neighbour, it means transparent scrutiny of our performance, and it means that Heathrow and our airlines are incentivised to increasingly improve our environmental performance, if we want to grow.
- The approach should mean that industry growth can work hand in hand with environmental ambitions, and benefits from investment and new technology are shared between the airport and local communities.



## AIRPORTS NATIONAL POLICY STATEMENT

- The Airports National Policy Statement requires that the Government's preferred scheme enables ***"at least 260,000 additional ATMs per annum"***
- The ANPS and the Aviation Policy Framework recognises the value of envelopes for noise so that;

***"the benefits (of improvements) are shared between the aviation industry and local communities"***

- The emerging Aviation Strategy states that;

***"a noise cap (or envelope) is any measure which restricts noise. In its crudest form this could be a simple movement cap, but the government proposes advocating caps which are best on setting maximum noise exposure levels (such as contour are or noise quotas)."***

We are looking at applying the principles of the noise envelope to other areas where Heathrow needs to manage the effects of our growth. This is **environmentally managed growth**.



## *WHAT IS ENVIRONMENTALLY MANAGED GROWTH?*

- This is a system for **applying the environmental policy tests set out in the Airports National Policy Statement, through the DCO and to future airport growth.**
- The principal impacts arising from increased airport throughput are:
  - air quality
  - surface access
  - air noise
  - carbon
- The NPS contains policies for each of these. There would be a real strength in Heathrow binding itself and our growth to them, and would mean we are held to account on our performance.
- We can apply 'envelopes' to air quality, surface access and carbon, as well as noise.



## DEVELOPING LIMITS TO GROWTH FROM THE NPS

<b>ASPECT</b>	<b>NPS REQUIREMENT</b>
Surface Access	<ul style="list-style-type: none"> <li>• <i>Heathrow to achieve a public transport mode share for passengers of at least 50% by 2030 and 55% by 2040.</i></li> <li>• <i>A reduction from 2013 of all staff car trips of 25% by 2030 and 50% by 2040.</i></li> </ul>
Air Quality	<ul style="list-style-type: none"> <li>• <i>The effects of expansion shall be compliant with the UK's legal obligations.</i></li> </ul>
Noise	<ul style="list-style-type: none"> <li>• <i>The impact of aircraft noise should be limited and where possible reduced compared to the 2013 baseline; and</i></li> <li>• <i>Expansion must avoid significant adverse impacts on health and quality of life, and mitigate and minimise adverse effects;</i></li> <li>• <i>Heathrow to put forward plans for a Noise Envelope and to share the benefit of future technological improvements between Heathrow and its local communities.</i></li> </ul>
Carbon	<ul style="list-style-type: none"> <li>• <i>Expansion should not have a material impact on the ability of Government to meet its carbon reduction targets, including carbon budgets.</i></li> </ul>



## *MONITORING AND ENFORCEMENT*

- We recognise that environmentally managed growth would need to be delivered with:
  - **Clear, defined limits for each impact area, which would be published**
  - **Regular monitoring and reporting of environmental performance**
  - **Clear procedure for what would happen if Heathrow breached a limit, or was moving close to a breach.**
- We propose publishing an annual monitoring report to demonstrate compliance, and, looking forward, a plan for how further growth would be managed to remain within limits.
- We propose that an Independent Scrutiny Panel is set up to validate the monitoring, and could require more reporting and closer scrutiny if limits were being approached.
- The Independent Scrutiny Panel would have real power to enforce the limits, require remedial action etc., even if that included suspending growth.
- **In our Airport Expansion Consultation in June, we will seek your feedback on our proposed Environmentally Managed Growth Framework, which will include proposed limits, as well as our emerging thinking on the scrutiny panel and how monitoring would work.**



# *NOISE ENVELOPE DESIGN GROUP*





## *BACKGROUND – NOISE ENVELOPE*

- We need a framework of limits and controls to manage noise in the future.
- This framework is known as a **noise envelope** and will include:
  - the noise management controls;
  - the rules we will put in place to use them;
  - the ways we will measure their effectiveness; and
  - how we will review them as Heathrow grows.
- To guide and steer the creation of the noise envelope we set out our intention to form a Noise Envelope Design Group (NEDG) in our previous two expansion consultations (January 2018 and January 2019).
- A noise envelope is also an ANPS requirement and will form part of the system we are proposing of **environmentally managed growth**.



## *NOISE ENVELOPE DESIGN GROUP (NEDG): CURRENT MEMBERSHIP*

- Representatives from / of:
  - Chair (Independent - Lisa Lavia)
  - Community – two representatives from HSPG
  - Local authorities (additional to HSPG) – invited but not responded
  - Airlines – BA and Virgin
  - Air traffic control – NATS
  - HACAN
  - Heathrow
  - Facilitation support (Independent / Stonehaven)



# KEY ELEMENTS OF A NOISE ENVELOPE – WHAT STAKEHOLDERS NEED

NPS  
Community  
Airlines/NATS  
Heathrow



## *NEDG: PROGRESS SO FAR*

- 3 meetings have been held so far with the following areas being discussed by the group:
  - Terms of Reference
  - Working Definition of a Noise Envelope
  - Aims and Principles; Indicators, Parameters and Metrics
  - Environmentally Managed Growth overview



## *NEXT STEPS*

- Meeting 4
  - To discuss what Heathrow plans to say on the noise envelope and about the NEDG at the consultation later this year
  - To agree the plan for the NEDG from post-consultation to DCO application



# *EARLY GROWTH*

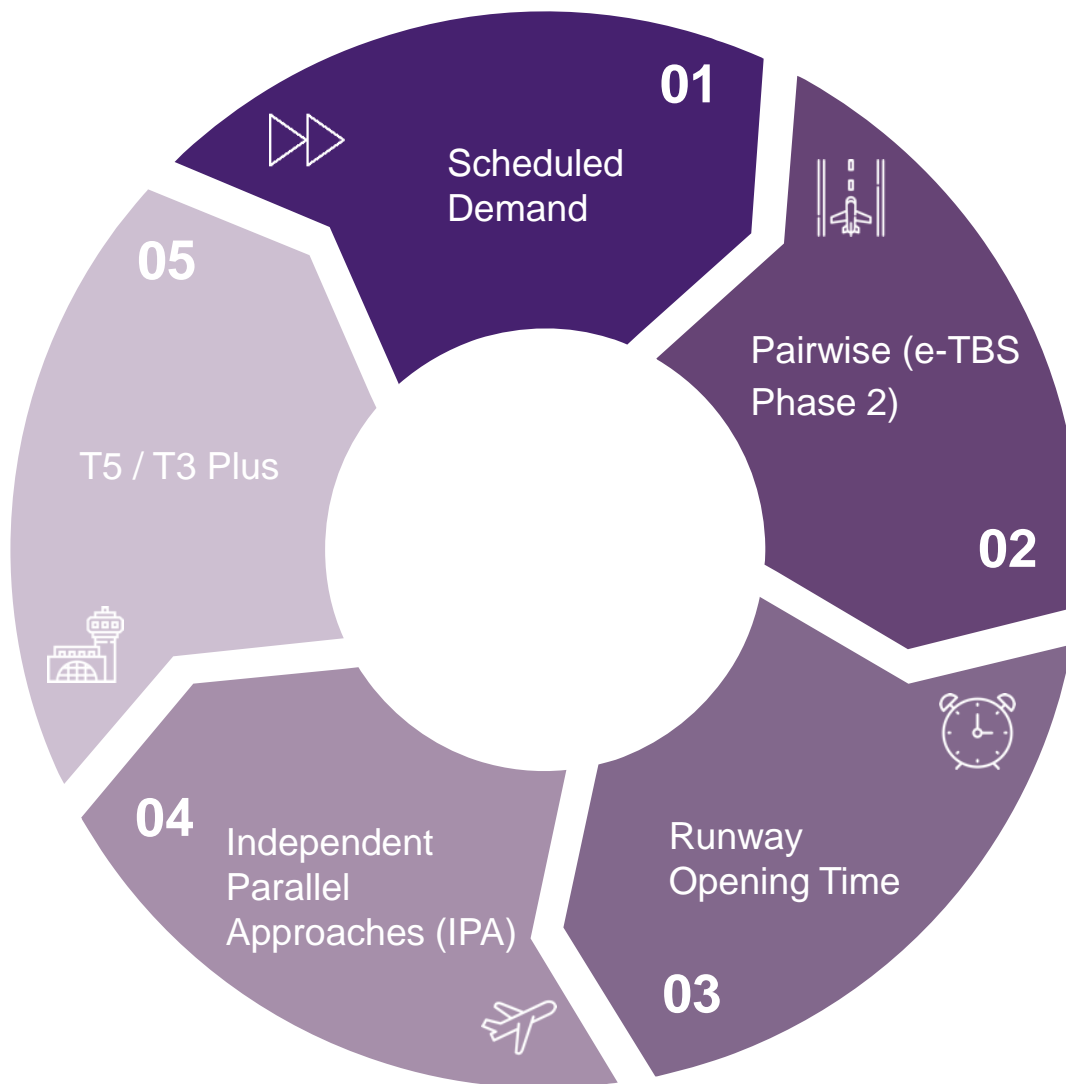


## BACKGROUND

- **September 2016:** Heathrow announced its intention to bring forward proposals for up to an additional 25,000 ATMs a year on the existing runways - a proposal responding to the urgent need for additional airport capacity from 2022.
- At this time we explained that early growth would bring forward the benefits of expansion as well as the mitigation to which Heathrow is committed.
- **January 2018:** Heathrow's intention to promote early growth was explained in our public consultation for Heathrow expansion.
- **January 2019:** Heathrow's intention was outlined again in Airspace & Future Operations Consultation.
- **June 2019:** with the benefit of feedback from earlier this year and last year, Heathrow will be in a position to set out emerging proposals for early growth and seek views in our statutory consultation before proposals are finalised for our DCO application.



# KEY CAPACITY ENABLERS TO EARLY GROWTH





## *PROGRESS TO DATE*

- Although Heathrow's intention is to bring forward up to 25,000 additional movements it was considered sensible to test different increments of growth: in steps of 5,000 movements starting from 10,000 movements.
- The learning from this approach is helping to generate an understanding of:
  - how many movements could be achieved acceptably;
  - the effect of introducing early growth in stages.



## *EMERGING PROPOSALS*

- Analysis to date indicates that early growth could be accommodated consistent with the noise, air quality and surface access policies of the ANPS but that any proposal will need to be refined and controlled to limit its impact.
- The recent and proposed capacity enhancements appear to enable c. 15,000 movements as a first phase without impacting our Quality Service Monitor (QSM) scores or delay criteria.
- Further work is being carried out to test how a further 10,000 movements could be released without impacting on the resilience and efficiency of the airport.



# *FUTURE RUNWAY OPERATIONS*

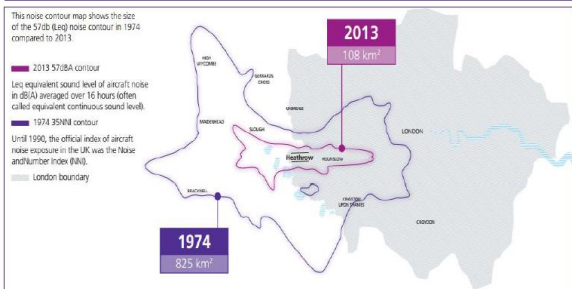


# BACKGROUND

- Previous consultation set out some key aspects of the noise management package that we sought feedback on in our Airspace and Future Operations Consultation January-March 2019.

## MANAGING AIRCRAFT NOISE IN THE FUTURE

Our committed goal is to expand Heathrow whilst affecting fewer people with noise than 2013. We believe this can be achieved through a combination of factors - quieter planes, quieter airport design, quieter operations and an extended ban on scheduled night flights.



 Steeper approaches	 End of routine stacking
 Increased time without night flights	 Runway alternation
 Quieter aircraft	 Respite through alternated flight paths

Heathrow is quieter now than it was in the 1970s

## RUNWAY OPERATIONS

- We recognise that noise as a result of expansion is a significant concern for local communities so we are committed to developing our future Heathrow whilst ensuring that we minimise the effects on our surrounding communities.
- In January 2019, we will be consulting on aspects for how we operate our future runways

Directional preference	Runway alternation	Night flights

Noise mitigation measures are core to the development of our proposals for a future Heathrow.



# JOURNEY SO FAR

Classification: Public

OUTCOMES

Consultation One (Jan-Mat 2018)

Evaluation Criteria (Phase 1 evaluation)

Evaluation

Evaluation Two (Phase 2 evaluation)

Combined Scenario

Consultation/Focus Groups

Focus Groups & Airport Expansion Consultation

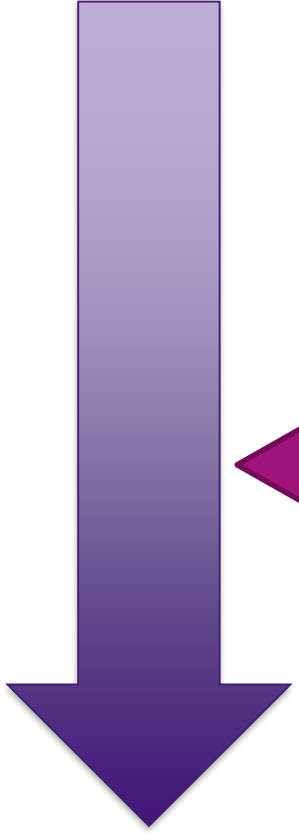
Focus Groups

Airspace & Future Operations Consultation (Jan-Mar 2019)

Runway Alternation Patterns  
Noise Objective  
Night Flight Structure

Night Flight Component Scenarios  
Refined Runway Alternation Scenarios

Combined Night Flight & Alternation



Towards Final DCO Submission



## *EMERGING THINKING*

- Looking at how we can combine the runway alternation patterns and night restrictions to focus on optimising the respite provision in the evening and night periods.
- Aim to avoid instances where late evening flights are followed by early morning flights over the same communities.
- These were common themes from community feedback in the Airspace & Future Runway Operations Consultation and from the focus groups with members of the general public from local areas.
- Developing rules for how the “recovery” period would be used and how we can incentivise quieter aircraft at night.

