

HACAN OPPOSES A THIRD RUNWAY AND WILL CONTINUE ITS CAMPAIGN AGAINST IT. HOWEVER, IF IT WERE TO GO AHEAD WE WANT THE BEST DEAL FOR OUR MEMBERS, SO WILL RESPOND TO THIS CONSULTATION.

THE CONSULTATION IS IN TWO PARTS:

- **ONE IS ABOUT ASPECTS OF THE THIRD RUNWAY**
- **THE OTHER IS ABOUT FLIGHT PATH CHANGES**

THERE WILL BE SIGNIFICANT CHANGES TO FLIGHT PATHS WHETHER OR NOT A THIRD RUNWAY IS BUILT

THIS BRIEFING IS INTENDED TO HELP PEOPLE RESPOND TO THE CONSULTATION

FEEL FREE TO USE ANY OF THIS MATERIAL IN YOUR OWN RESPONSES

Why a consultation now?

Surprise has been expressed that Heathrow launched this 10 week consultation before Parliament has voted on the third runway but, under the new planning rules, promoters of a project are encouraged to do an initial consultation on their project once it has become clear that the Government is minded to go for it. Theresa May announced in October 2016 that the third runway was the Government's 'preferred option'. Parliament is expected to vote on the proposal by the summer of this year. If it backs the new runway, it becomes Government policy and Heathrow is then required to draw up and consult on its detailed runway plans. It is difficult to predict how the Parliamentary vote will go.

Where can I find the details?

For an overview go www.heathrowconsultation.com

For details of the 40 exhibitions: <https://www.heathrowconsultation.com/events/>

Borough venues where you can see the documents: <https://www.heathrowconsultation.com/document-inspection-locations/>

Third runway consultation: <https://www.heathrowconsultation.com/wp-content/uploads/2018/01/Expansion-Consultation-Document.pdf>

Airspace change consultation: <https://www.heathrowconsultation.com/wp-content/uploads/2018/01/2755-HRW-3R-AIR-Principles-booklet-WEB.pdf>

You can respond in a number of ways: online via the project website www.heathrowconsultation.com ; by letter to Freepost LHR EXPANSION CONSULTATION or by email to expansion.feedback@heathrowconsultation.com

Closing date for responses: 28th March 2018

RESPONDING TO THE CONSULTATION

The Third Runway Consultation

Heathrow's Timescale

Heathrow is assuming Parliament votes for a **third runway**; that there is no successful legal challenge to that decision and that nothing else gets in the way to delay or stop the process. Those are quite big assumptions but we thought it was useful to lay out the timescale they are working to. The flight path timetable is different.

Jan – March 2018	1 st Consultation
Summer 2018	Parliamentary vote
2019	2 nd Consultation
2020	Local Planning Inquiry
2021	Works begins
2025	New Runway opens

Options for the runway and associated infrastructure

This covers a huge range of topics including the length of the runway; the impact on the local roads; options for taking the runway over the M25 and the airport's plans for future parking. Some of these will be big issues for people living close to the airport; less so for people impacted by noise further out. Check out our longer briefing: <http://hacan.org.uk/wp-content/uploads/2018/01/Consultation-Briefing-from-HACAN.pdf>

For those of you wanting more detail on this aspect of the consultation:

<https://www.heathrowconsultation.com/wp-content/uploads/2018/01/Expansion-Consultation-Document.pdf>

Conditions to be attached to permission for a third runway

The Government will set out the conditions. They will be included in the National Policy Statement (NPS) which is the document Parliament votes on to give (or refuse) permission for a third runway. HACAN has taken legal advice as to whether conditions can be added at a later stage. They cannot. It puts many people in the odd position of opposing a third runway while at the same time wanting the toughest possible conditions to be included in the NPS. **We've set out below the HACAN conditions – tougher than the airport is offering. Feel free to use them in your response.**

The key conditions Heathrow is offering

Night flights – we will introduce a ban on scheduled night flights for 6.5 hours (at a time to be determined) between the hours of 11pm and 7am

Noise envelope – we will consult on and establish our plans for a clear, legally binding noise envelope that will give certainty to local people on how we address noise

Respite – we will provide predictable periods of respite so local people will know when no planes will fly over their homes

Property Compensation – we will compensate those who would lose their homes at market value plus an additional 25%, legal fees, stamp duty and moving costs

Community Compensation – we will spend over £1bn on community compensation (noise and property) and support the introduction of a scheme to ensure airport users pay to compensate local communities for the impacts of the airport

Community Engagement Board – we will establish an independent Community Engagement Board which will have real influence on how money is spent on compensation and community support

Independent Aviation Noise Authority – we back the creation of an independent aviation noise authority with statutory powers

Air quality – new capacity at an expanded airport will only be released when it is clear that the airport's contribution will not delay the UK's compliance with EU air quality limits

Fourth runway – we would accept a commitment from Government ruling out a fourth runway

HACAN's 6 key conditions

-  A tougher night flight regime than the 6½ hour night currently on offer
-  Guaranteed respite for all communities within 25 miles of Heathrow
-  A noise envelope that sets firm limits on noise and flight numbers
-  World class compensation
-  A Community Engagement Board
-  A fourth runway to be ruled out

We back Heathrow's conditions on the Independent Noise Authority and on Air Quality

The conditions should be set out in primary legislation agreed by Parliament to provide the firmest guarantee possible there will be no going back on them.

RESPONDING TO THE CONSULTATION

Shaping the New Flight Paths

The flight paths at Heathrow will be changing significantly whether or not a third runway is built. It is part of a worldwide trend driven by new technology called Performance-Based Navigation (PBN). In essence, it means aircraft can be guided more precisely as they land and take-off. Flight paths will be along a few, predictable, concentrated routes. This will allow more aircraft to use an airport, save on fuel costs, reduce CO2 emissions from each aircraft, improve the resilience of airports and probably cut the number of air traffic controllers required. Given the scale of the benefits, it is little wonder the aviation industry is investing billions in PBN. It has already been introduced at over 150 airports across the world.

This consultation is Heathrow's first step towards the introduction of PBN flight paths. Although this first consultation coincides with the consultation on the third runway, they are two different processes. The form the third runway consultation must take is laid down in law by Parliament and overseen by the Planning Inspectorate. The flight path consultation process is determined by the CAA.

Heathrow is consulting on the design principles which should inform its new flight paths. HACAN takes the view that this is a once-in-a-generation opportunity for residents to help shape the new flight paths

Timescale

Jan – March 2018: Consultation on the design principles to inform new flight paths

2019: Consultation on the noise envelopes. These will have emerged from the first consultation and will outline the broad areas where the flight paths will be.

2021: Consultation on the options for detailed flight paths

2022: Submission to CAA of new flight paths

2022/3: Announcement of new flight paths

HACAN's View

The new flight paths need to be safe but also rooted in the principle of fairness. In practice this means:

- Multiple flight paths, rotated, so that each community gets guaranteed breaks from the noise each day*;
- No all-day flying over any community;
- No 'noise ghettos' (areas where flights are concentrated all-day long without any respite);
- New areas to be avoided wherever possible but, where it is not possible, flights to be phased in;
- The number of areas which get both take-offs and landings to be kept to the absolute minimum.
- Hot spot areas to be prioritised for compensation and mitigation

* Some communities argue for dispersal rather than rotated flights paths.

so that they work for them as well as the industry. The current situation is not tenable. So many areas are plagued by all-day flying with sometimes over 40 planes an hour. Take-off flight paths have been increasingly concentrated. Many people want change. But changes need to be made sensitively as many residents in West London are worried that new flight paths could mean their half day's break from the noise will be affected.

The Heathrow Options

1. "Minimise the total number of people overflown, with routes designed to impact as few people as possible. This option would minimise the total number of people overflown by directing flights over the areas of lowest population. This is likely to result in some routes over areas that don't currently experience overflight from aircraft using Heathrow. In addition, aircraft will be more concentrated on a route than they are today".

2. "Minimise the number of people newly overflown, keeping routes close to where they are today, where possible. This is likely to result in a concentration of aircraft over the areas overflown by aircraft using Heathrow today, meaning that these areas are likely to experience more aircraft overhead than they do currently".

3. "Share routes over a wider area, which might increase the total number of people overflown but would reduce the total number of people most affected by the routes as the noise will be

shared more equally. This option would spread the routes over a wider area to share the impact of overflight. This would result in a larger number of people being overflown, but each route would be flown less frequently than under option (a) or (b)".

More details can be found at <https://www.heathrowconsultation.com/wp-content/uploads/2018/01/2755-HRW-3R-AIR-Principles-booklet-WEB.pdf>