

## **Third Runway Timeline**

### **Early history**

Since it opened in 1946 Heathrow has been a two runway airport

It now has 5 terminals

Terminal 4 opened in the late 1986

Terminal 5 opened in 2008

Terminal 5 was given permission only on condition that there would be an annual cap on the number of flights using Heathrow of 480,000

That has not been breached. The annual total runs at about 474,000

During the Public Inquiry into Terminal 5 in the late 1990s, BAA promised there would be no 3<sup>rd</sup> runway

### **After 2000**

But plans for a 3rd runway emerged in 2002/3 as part of the Labour Government's proposals for many new runways across the country.

A wide-ranging coalition fought the proposals and in 2010 the Coalition Government dropped all plans for new runways in the South East

### **Recent developments**

The last Government set up the Airports Commission in 2012 to assess the need for new runways in London and the South East

In July 2015 it recommended a 3<sup>rd</sup> runway at Heathrow, north of the existing northern runway

Its second preference was a proposal by an independent body Heathrow Hub to double the length of the existing northern runway out to the west

Its third preference was a 2<sup>nd</sup> runway at Gatwick

### **What happens next**

The Government is expected to make a final decision by the end of the year

Any plans for a new runway would need to go through the planning system.

The earliest we would see a new runway at Heathrow would be 2025

Heathrow Airport's proposal for a new runway to the north of the existing northern runway would mean a new flight path going over Heston, Osterley Park, Bedford Park and Hammersmith

But the flight path is not 100% certain as new technology may be used to curve the planes in a fishbone shape. However, it is likely that the planes would all need to be on their final approach path by about the Brentford area.

People under the final approach path would not get planes all day long as it is likely planes would only land on 2 of the runways at any one time. The details have yet to be released but it is likely planes people under the final approach paths could expect about 13 hours of planes each day

### **Current procedures - landings**

At present planes landing over West London switch runways at 3pm to allow people under the final flight paths to get a half day's break from the noise

As a general rule, aircraft land and take off into the wind.

Since the prevailing wind is from the west, in a typical year planes land over London about 70% of the year.

### **Current procedures – take-offs**

The system for take-offs is different.

There are things known as Noise Preferential Routes which are about 3 kilometres wide. There are 4 of them. Although each of them is used all day long, the fact that there are 4 of them gives some relief to residents. These routes are unchanged since the 1960s.

Once planes reach 4,000ft there can leave the routes

### **Changes in recent years**

There have been two big changes to flight paths over the past 20 years

Nearly all planes are now taking off down the centre-line of the Noise Preferential Routes meaning that people under that centre-line are getting all the planes. Previously they were spread out with the 3km band

In the mid-1990s the recommended joining point for planes joining their final landing approach was extended some miles further away from the airport, with the result that people in South and South East London (and equivalent areas west of the airport) experienced a significant concentration of aircraft. They are looking for predicable periods of respite

### **Night flights**

The night flight regime is different

There is a limit on the number of scheduled flights allowed between 11.30pm and 6am of 16 (averaged out over the year). Some late take-offs are also permitted.

The hour between 6am and 7am is an odd one. It is still officially night but it not subject to the night tome restrictions. Indeed, this is the only hour of the day when both runways arte used for landings and take-offs.