



HACAN

Fighting for all communities impacted by noise from Heathrow

our objective

To campaign for a significant reduction in noise for all communities impacted by Heathrow

We want our campaigning to be:

- challenging
- agenda-setting
- strategic
- solution-focused
- evidence-based

Many communities are suffering unacceptable aviation noise from Heathrow. Each of us is particularly concerned about the impact Heathrow aircraft can have on our community. A number of local groups have sprung up to represent their own areas. This is welcome. HACAN, as a regional group, has always seen its task as adding to the work of local groups by campaigning for strategic solutions which can benefit all communities. It is a role we have played for many decades. As a regional body we have a seat on a number of aviation, Government and European bodies. We also have links with similar regional campaign groups around other airports in the UK and in Europe. Our particular concern is the *noise* impact Heathrow has on residents. It can affect people living as far as 25 miles from the airport, sometimes further. We work alongside bodies who deal with other impacts of Heathrow such as air pollution and climate change but our focus is noise.

Key HACAN Campaigns 2018-20

A tough night flight ban

Retain existing runway alternation in West London

Respite for all communities

Shape Heathrow's new flight paths

Less concentration of current arrivals & departures

Steeper landing and take-off procedures

World-class compensation

Meaningful metrics

Third runway

A third runway will make it harder to win many of these campaigns. We will continue to make the arguments against it, particularly the noise arguments as we feel it is inconsistent with our aim of campaigning for a reduction in noise for all communities. In June 2018 Parliament voted by a majority of 296 to back a third runway. The vote does not provide a final go-ahead to the new runway. It gives Heathrow the green light to draw up and consult on its detailed plans for a new runway, through the Development Consent Order (DCO) process. These plans are expected to be presented to a planning inquiry in 2020. Heathrow hopes to get the final consent to build in 2021. There will be legal challenges to the Parliamentary vote. They are expected to be heard in late 2018. If successful, they could delay the process, or even bring it to an end. As the first step in the DCO process Heathrow will consult on its detailed plans in 2019. HACAN will not just respond to the consultation but will seek to influence the content of the consultation plans as they are being drawn up. If Heathrow is refused permission for a third runway, it would almost certainly want to operate many more planes on the existing runways. HACAN would oppose that.

Campaigning to Make a Difference

Challenging - agenda-setting - solution-focused - strategic - evidence-based

1. A tough night flight ban

The National Policy Statement has stipulated a 6½ night (up from 5 hours at present) as a condition of a third runway being built. There will be a consultation later in the year on the details of this proposal. HACAN believes 6½ hours is inadequate. We have already published a report, commissioned from AvGen, which makes the case for 8 hours as the norm: <http://hacan.org.uk/wp-content/uploads/2013/06/AvGen-study-v1.1.pdf>. HACAN will be at the table helping to shape future night flight arrangements.

2. Retain existing runway alternation in West London

HACAN was instrumental in persuading the Government to introduce runway alternation many decades ago. Aircraft switch runways at 3pm when they land over West London to give residents in the boroughs closest to Heathrow a break from the noise. The retention of alternation is the reddest of red lines for these residents.

3. Respite for all communities

Our members don't want concentrated all-day flying. We want to see the principle of runway alternation extended more widely so that, if at all possible, all communities within at least 25 miles of the airport get some respite each day. To influence the debate we published, together with Plane Hell Action, a report on the current situation in SE London: <http://hacan.org.uk/wp-content/uploads/2018/04/Corridors-of-Concentration-Report.pdf>. Its key counts were verified by the Civil Aviation Authority. HACAN's relentless campaigning over a decade for respite - to provide a fair distribution of flight paths and noise - is bearing fruit. We were involved in the working party overseeing the ground-breaking work done by Anderson Acoustics for Heathrow. Government policy now acknowledges the importance of respite. Heathrow is committed to it when planning its new flight paths. Respite will be challenging, particularly if a third runway is given the go-ahead and especially for departures. However, HACAN will continue to campaign for comprehensive respite: the fairest solution for all communities.

4. Shape Heathrow's new flight paths

Heathrow will be making the biggest changes to its flight paths since it opened in 1946. This is driven by new technology rather than the third runway per se. HACAN will seek to shape these new flight paths. This year Heathrow consulted on the principles which should inform the design of its new flight paths. Next year it will draw up and consult on its 'noise envelopes', i.e. not the individual flight paths but the broad areas where they will be. This is critical for residents. HACAN is already talking with Heathrow and other relevant bodies about what might work best for residents. We convened a seminar of key stakeholders from Government, business, the aviation industry and community organizations to look at ways in which the new flight paths could benefit residents. This led to the establishment of a working party which is doing more detailed work on the issue. The initiative for this cross-sector working party came from HACAN. We are determined to take a pro-active role in shaping the biggest change to flight paths in 50 years to ensure that they work to the benefit of residents.

5. Less concentration of current arrivals & departures

HACAN is also talking with the industry about ways of easing the burden on residents before the big flight path changes come in. We want to see less concentration of arrivals and departures. To this end, we are exploring with the industry whether the point at which aircraft join their final approach could be more varied and of whether the practice of concentrating more and more along the centre-line of the Noise Preferential Routes could be altered. It is possible the new technology driving the new flight paths will come up with creative ways of dealing with this but, in the meantime, departures need to be less concentrated.

6. Steeper landing and take-off procedures

We will campaign for aircraft to descend and take-off as steeply as is operationally feasible. Heathrow has experimented with a slightly steeper approach. It will make little difference to noise on the ground but it is the first time Heathrow has challenged the international rules on approach angles. Very steep approaches will always be difficult during the last few miles before landing but we are talking with Heathrow about the possibility of a two-tiered system, with steeper approaches further out. HACAN continues to back the local groups calling for steeper departures. These are possible and we will campaign for them to be implemented.

7. World-class compensation

We will press for world-class compensation and mitigation measures. Priority areas for higher levels of compensation would include:

- Overflown communities closest to the airport
- Communities for which respite is not possible
- Any communities which get both landings and departures
- Communities which are newly overflown or have seen a significant increase in plane numbers

8. Meaningful Metrics

For nearly 20 years HACAN campaigned for the use of more meaningful noise contours to be used. Much of what we wanted is now Government policy. For decades the standard 'onset of community annoyance' was the 57 decibel contour (the noise of the planes averaged out over a 16 hour day). It excluded many, many areas where noise was a problem, at least for some people. The Government has said it will now use 54 and 51 decibel contours as indicators of 'the onset of community annoyance', to be supplemented by 'N' contours which give a better indication of the number of planes which fly over. The contours are not yet perfect – and we will work on that - but considerable progress has been made.

We will campaign with:

Our sister body HACAN East

HACAN East, now run and financed separately from HACAN, gives a voice to communities under the London City flight paths. Many of these residents, though, also get Heathrow aircraft. It is the reason why Waltham Forest is the third most overflown borough in London. One of HACAN's key objectives has been to persuade the two airports to work together, particularly on flight path issues. This is beginning to happen. Complaints to London City increased fourfold after it concentrated all its flight paths in 2016. We want to see that decision changed. The other red line for residents impacted by London City is the preservation of the cap of 111,000 on the number of aircraft permitted to use the airport each year.

We will also campaign on:

Flight Numbers

The increase in flight numbers underlies the problems for residents under flight paths. There are a number of reasons for the growth in aviation – rising living standards; liberalisation of the skies; competition amongst airlines – but amongst them has been the tax exemptions aviation enjoys: tax-free fuel; VAT-free tickets. HACAN campaigns for a fair tax on aviation – such as a Frequent Flyers Levy. National governments are understandably reluctant to put aviation in their own country at a disadvantage by unilaterally upping taxation on the industry. HACAN is therefore working with campaign groups in other countries on this issue.

Tools to make our Agenda a Reality

- Media, including social media
- Eye-catching, well-researched reports
- Meetings, seminars and conferences we organize
- Responses to official consultations
- Lobbying MPs and other politicians
- Lobbying and meeting with the aviation industry
- Linking up with other campaign groups around Heathrow and elsewhere.
- Influencing the bodies we are members of including ANEG (the Government's national noise stakeholder board), the Community Engagement Board, Heathrow's Strategic Noise Forum and Heathrow's Community Noise Forum.

A little bit of HACAN history

A journalist once asked: "Is HACAN the worst name ever given to a campaign group?" He can be reassured: we used to be called KACAN! The Kew Association for the Control of Aircraft Noise was formed in 1966. It became HACAN in 1973.

Milestones along the way

1974: HACAN's campaigning was responsible for the introduction of runway alternation in West London. This is where planes landing at Heathrow from the east switch runways at 3pm to give residents a half day's break from the noise.

2001: HACAN took the lead in arguing that if Terminal 5, which it had opposed during the longest Public Inquiry in UK history, was given the go-ahead an annual cap should be imposed on flight numbers at Heathrow. When permission was given in 2001 an annual cap of 480,000 flights was imposed. It has not been exceeded.

2001: HACAN took the UK Government to the European Court of Human Rights in Strasbourg arguing that night flights were an infringement of people's right to a good night's sleep. We won the case but in 2003 got it overturned on appeal.

2010: HACAN had been instrumental in bringing together the biggest and most diverse coalition ever assembled to fight a new runway in the UK. It resulted in victory against all the odds when the new Government in 2010 dropped plans for a third runway at Heathrow.

If you like what we are doing, please consider joining us. The more support we have, the more our voice is likely to be heard.

You can join for £15 a year: <http://hacan.org.uk/join/> . You will get regular newsletters, updates, news of key events and a chance to contribute to our campaigns.

We can be contacted at: 13 Stockwell Road, London SW9 9AU, telephone 020 8876 0455, email info@hacan.org.uk; website: www.hacan.org.uk

If you would like to be involved in any of our particular campaigns or have skills you feel you can bring to our campaigning, please let us know.