



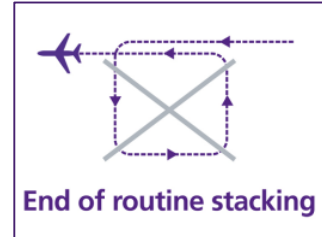
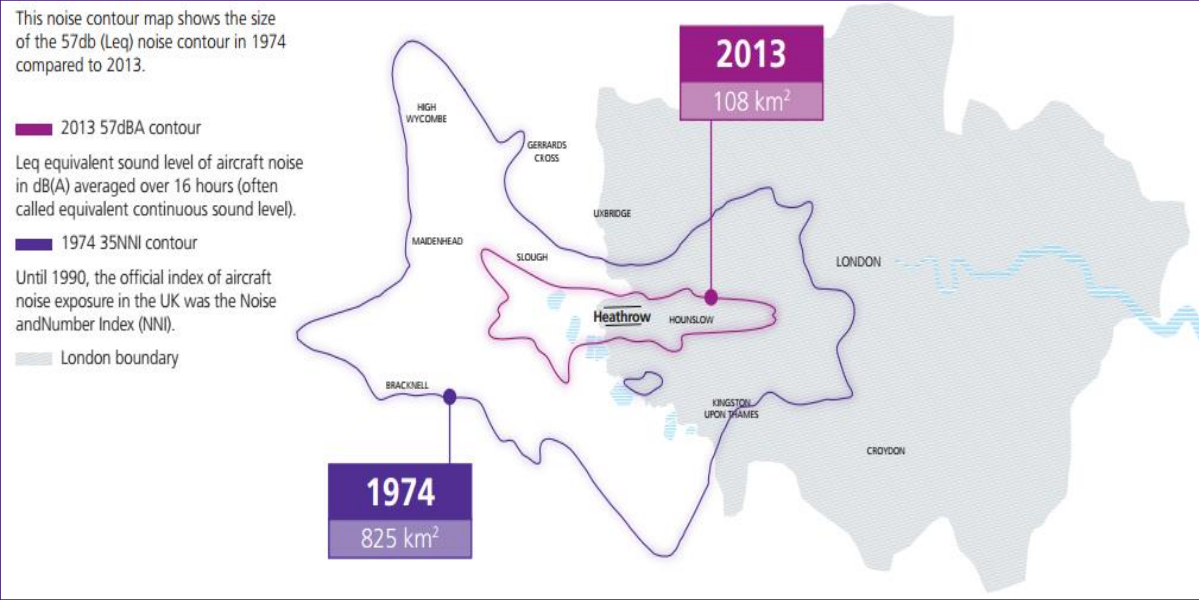
RUNWAY OPERATIONS FOR AN EXPANDED HEATHROW

Rick Norman
Head of Noise Policy

Heathrow
Building for the future

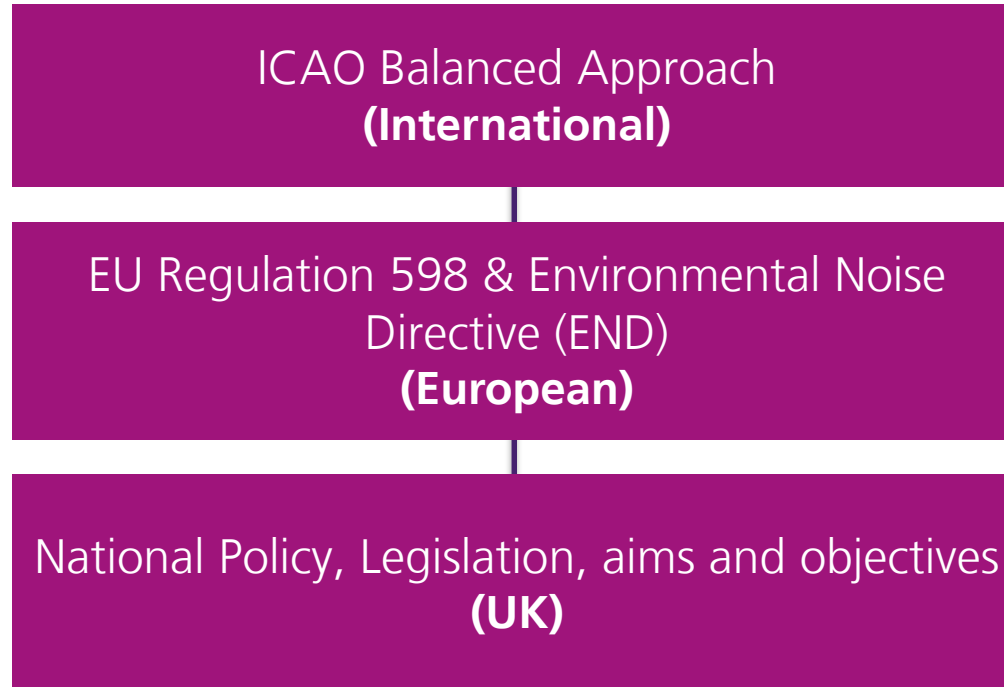
MANAGING AIRCRAFT NOISE IN THE FUTURE

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.



Heathrow is quieter now than it was in the 1970s

THE POLICY AND REGULATORY FRAMEWORK WITHIN WHICH HEATHROW OPERATES



Heathrow operates in a context of international, European and UK policy and regulatory frameworks and needs to comply with Airport National Policy Statement (ANPS).

SETTING AND ACHIEVING OUR NOISE OBJECTIVES



- UK aviation and noise policies, the Airports National Policy Statement (ANPS) and Heathrow's own commitments have all created a range of requirements and inputs that we need to consider in establishing the right package of noise management measures for Heathrow.
- We therefore need to establish a noise objective - for specific issues such as night noise we will also develop a sub-objective. We will consult on this topic in January.

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

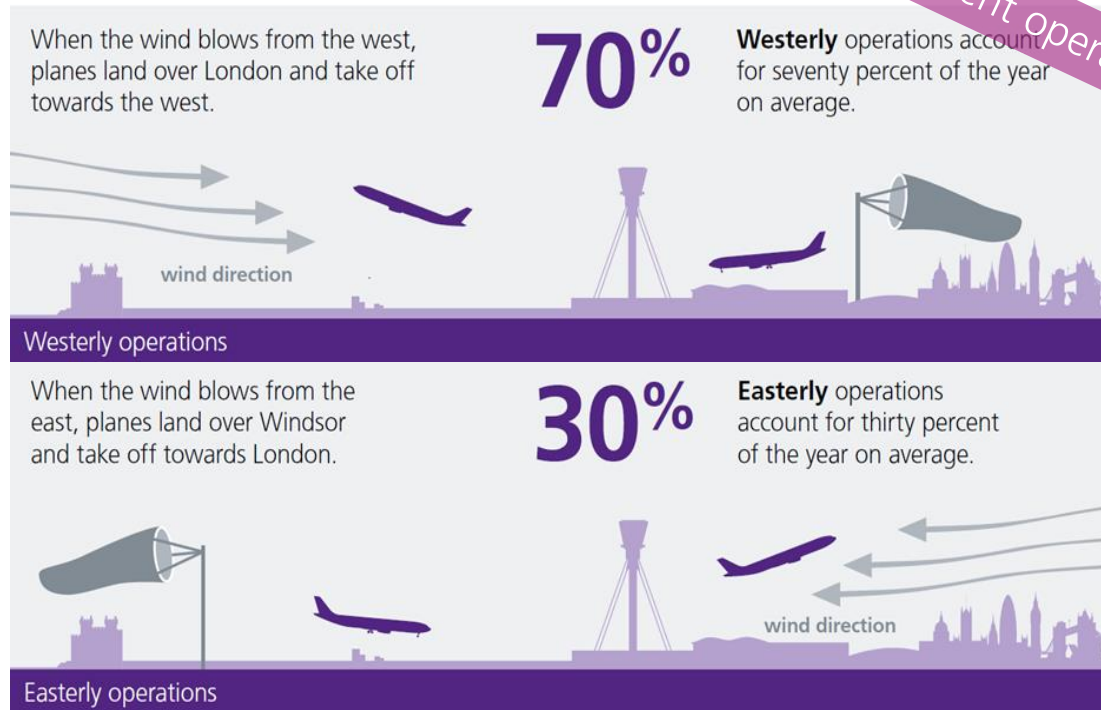


Night flights



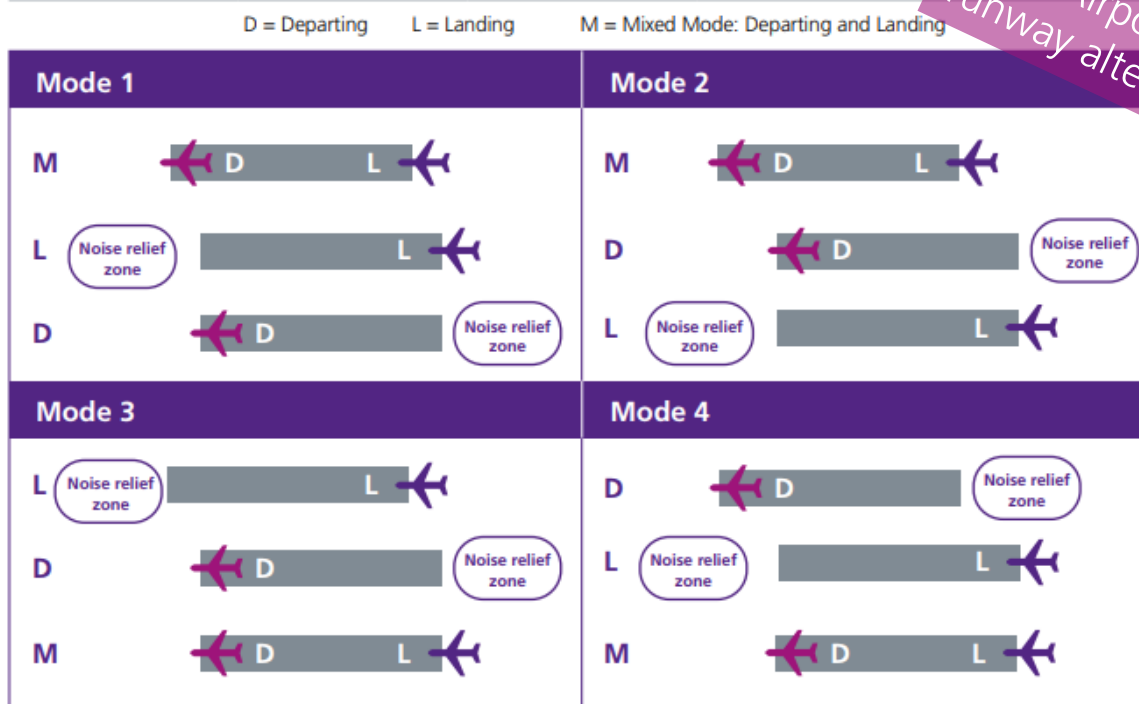
Noise mitigation measures are core to the development of our proposals for a future Heathrow.

DIRECTIONAL PREFERENCE



- We know that the degree to which noise from aircraft is shared, and the relief that can arise due to changes in the operating direction, is important to local communities.
- We are considering the potential options for how we might apply a preference for our future operations. We will consult on this topic in January.

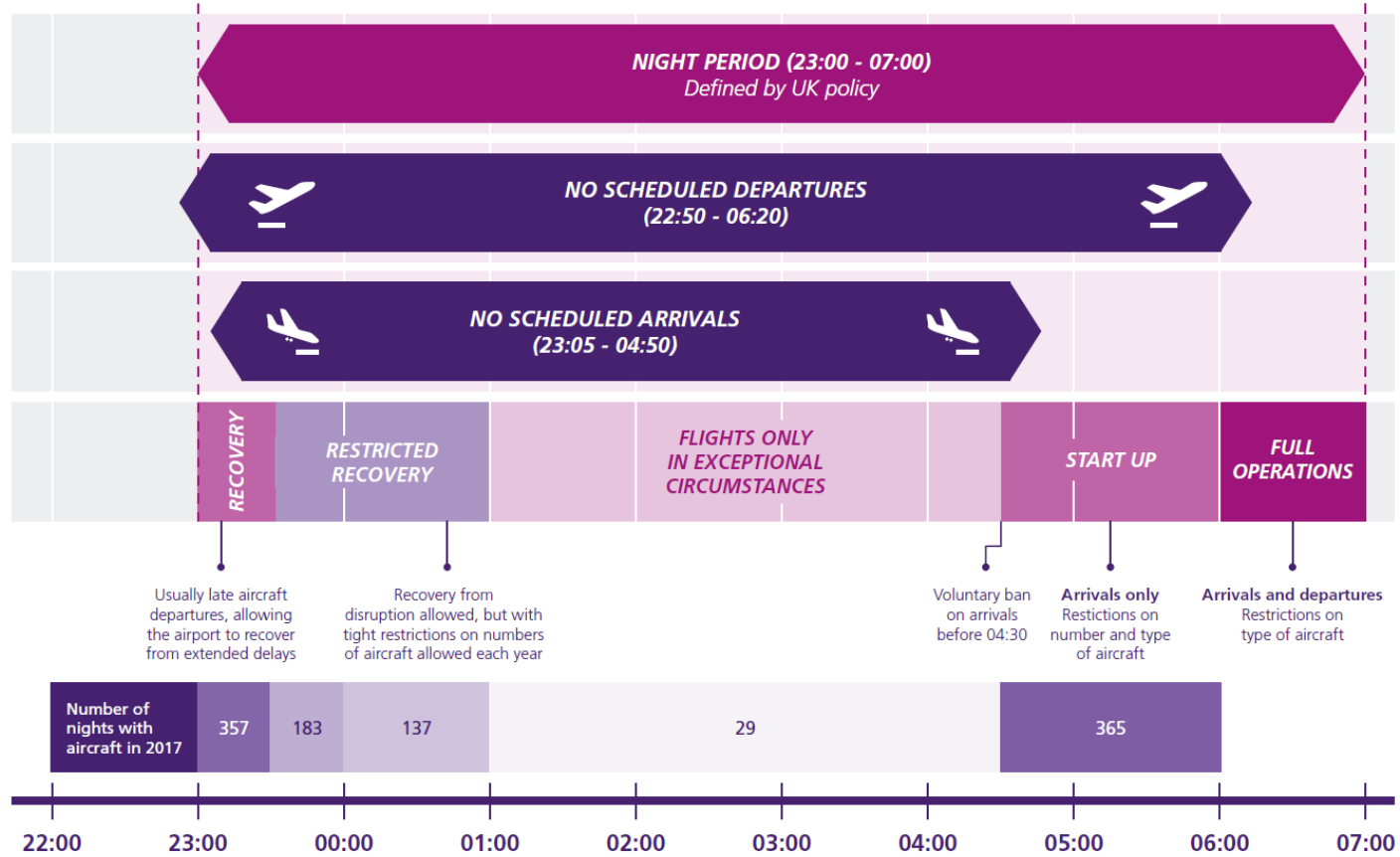
RUNWAY ALTERNATION



Our Airports Commission
runway alternation proposal

- Our Airports Commission proposal on runway alternation was an example of a system that could be delivered operationally but it was not necessarily a preferred, or final solution – it was to illustrate the concept.
- Using the feedback received in Consultation 1 and findings from technical evaluation, we are now developing our preferred alternation scheme and the detail of how it will operate, such as the timings, duration and scheduling. We will consult on this topic in January.

NIGHT FLIGHTS – TODAY'S OPERATION



- The ANPS includes an expectation from the Government that expansion of Heathrow will deliver a ban on scheduled night flights of 6.5 hours, at some time between 23:00 and 07:00 (this is the period defined in UK policy as the night period) in line with EU Regulation 598.
- Using the feedback received in Consultation 1 and findings from technical evaluation, we are now developing a night noise objective in detail and consider the options for how different aspects of the night regime (including the ban on scheduled night flights) are put together to ensure the objective is met. We will consult on this topic in January.