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TAKE OFF

The journal of HACAN



NEW CONSULTATION: A THREAT AND AN OPPORTUNITY

The latest consultation from Heathrow provides both a threat and an opportunity. The big concern is that it assumes a third runway will be given the go-ahead. The opportunity lies in the chance to be able to shape future flight paths which will change significantly whether or not a third runway is built.

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. The bulk of Conservative MPs are expected to back a third runway, together with the Scottish Nationalists and the Ulster Unionists. The Liberal Democrats, together with the one Green MP, oppose it. Labour has still to declare its position though many backbench Labour MPs back it. HACAN, alongside the No Third Runway Coalition, has been lobbying MPs extensively. We have met with the aviation minister, Baroness Sugg and with Labour's transport team and gave evidence to the Transport Select Committee.



Although this newsletter focuses on the consultation, HACAN's priority remains opposition to a third runway, working with other groups, such as the No Third Runway Coalition, and sympathetic politicians opposing it.

Two Part Consultation

Heathrow is in effect running two consultations in parallel. One sets out options for the runway and the associated infrastructure in the local area around Heathrow. The other asks for views on the principles which should inform the design of the new flight paths. We look at both consultations in more detail on the next pages. The consultation process is the most extensive Heathrow has ever undertaken. It is holding 40 exhibitions, has distributed hundreds of thousands of leaflets and placed adverts in newspapers across London and the Home Counties. Details of the exhibitions can be found at www.heathrowexpansion.com

Heathrow's Third Runway Timescale

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

Heathrow is assuming in drawing up this timetable Parliament votes in favour of 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.

RESPONDING TO CONSULTATION ONE

The Third Runway Consultation

This consultation assumes a third runway will be built. It sets out options for the runway and the associated infrastructure in the local area around Heathrow. And it lays out the conditions which it believes should be attached to any permission to build it.

Options for the runway and associated infrastructure

There are three areas in this which are likely to be of particular interest to HACAN members; the length of the runway; the impact on the very local roads; and options for taking the runway over the M25. There are three options laid out for the length of the runway: two proposing a 3,200 metres runway; the other sticking with the 3,500 metre plan. The difference in length is small. Heathrow argues that the shorter runways “may not provide the same flexibility in how we operate, potentially resulting in longer aircraft taxiing times and more variable passenger journeys”. That could mean delays which of course can result in more aircraft hovering over communities waiting to land. But HACAN has no strong views on these infrastructure issues.

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 us in the odd position of opposing a third runway while at the same time campaigning for the toughest possible conditions to be included in the NPS. We've set out below the key conditions HACAN is looking for. If you agree with them, it would be very helpful if you said so in your response to the consultation.

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 hours 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 CONSULTATION TWO

Shaping the New Flight Paths

The flight paths at Heathrow will be changing significantly whether or not a third runway is built. As regular readers will know, 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 will form the basis of its new flight paths. HACAN takes the view that this is a once-in-a-generation opportunity for residents to help shape the new

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 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.

flight paths so that they work for them as well as the industry. Many of you are painfully aware that 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. So many people are calling for change. But changes need to be made carefully as many West London residents are worried that new flight paths could mean their precious 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>

HOW TO RESPOND

The two consultations run to hundreds of pages. You can check them out at www.heathrowconsultation.com

We've only highlighted in the newsletter what might be the key issues for most of you.

Feel free to use our material in your response. You may not agree with everything we suggest but, if you do, mention those points in your response to Heathrow.

And, remember, you don't need to be an expert to respond!

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

You can visit one of the 40 exhibitions. Details on www.heathrowexpansion.com

Do keep checking our website for additional consultation briefings, together with the latest news.
www.hacan.org.uk

Take Off is published by HACAN, PO Box 607, Chatham, ME4 9EE, telephone 020 8876 0455, email info@hacan.org.uk.

Feedback

We are always keen to receive feedback from our members and supporters on how we are doing, whether we are prioritising the right issues and if you feel you are getting a good service from us.

We'd be grateful if you could take a moment or two to cut and paste these questions and, together with your answers, email them to info@hacan.org.uk

1. Do you feel we have over the last couple of years got the balance right between opposing a 3rd runway and lobbying to improve the current situation for people impacted by noise?
2. What do you think should be our top priorities over the next couple of years?
3. We sit on some official Government bodies and on some Heathrow committees but we also stage rallies and demonstrations on particular issues. Have we got the balance about right?
4. We span London and the Home Counties. It enables us to take a strategic view but not always be so active at a local level. Should we be doing more locally and, if so, what and how?
5. How frequently do you go on to our website? Do you find it useful?
6. We try not to inundate people with material, particularly since there is information on our website, on our Facebook page and via Twitter. Have we got the balance right?
7. Do you think we could be making more effective use of social media? If so, in what way?
7. Many of our members are simply content to support us financially (and we welcome that!) but others of you may feel you want to get more involved in the work of the organisation. Do you feel there are avenues for you to do so?
8. Any other comments you would like to make?

Thank-you very much

If you are not a member of HACAN and would like to join us, details are on www.hacan.org.uk