

Heathrow's framework for noise management with WWRA Consultation Suggestions

Approach	General Commitment	Measures Used	WWRA Suggestion
Quieter planes	As aircraft and technology improves and planes become quieter, we will continue to work to ensure that residents share in the benefits. We are committed to use the quietest planes currently available, including in the early morning period, through the use of differential continuing to provide a strong financial incentive for airlines charging fees.	• Variable landing charges	<ul style="list-style-type: none"> <li>Establish grossly penal charges for landings and take offs between 11pm and 7am, further escalating for number in month and ratcheting over year.</li> <li>Proceeds to residents affected and Councils on landing and take off paths in proportion to noise level above 24Db</li> </ul>
		• Fly Quiet and Green	<ul style="list-style-type: none"> <li>Incentives for aircraft below 50Db as measured during lowering of undercarriage including lower fees better PR.</li> <li>Perhaps change the livery on the model aircraft on the roundabout off the A4 each year for the quietest airlines</li> </ul>
		• Voluntary agreements	<ul style="list-style-type: none"> <li>Name and shame those that so and, those that don't</li> </ul>
Quieter procedures	We are committed to take full advantage of opportunities to manage airspace differently, working with local communities to identify changes that could benefit them. This will include trialling new air traffic management and operating procedures.	• Fly Quiet and Green	<ul style="list-style-type: none"> <li>Incentives for aircraft below 50Db as measured during lowering of undercarriage including lower fees better PR.</li> <li>Perhaps change the livery on the model aircraft on the roundabout off the A4 each year for the quietest airlines</li> <li>Increase glide angle of aircraft on take off (departures) to maximum</li> <li>Increase glide angle of aircraft especially on landing (arrivals) to 6% or maximum to reduce the amount of noise affecting ground residents</li> <li>Lower undercarriage as late as possible and always below 2,000ft or you clear Windsor Castle, whichever is the latest</li> </ul>
		• Noise abatement procedures	<ul style="list-style-type: none"> <li>Stop using LDEN as this masks the impact of noise disturbance due to the averaging of values over an inappropriate denominator.</li> <li>Start using peak decibel readings</li> <li>Set peak decibel targets as the trigger for action, fines, remedial action, compensation etc</li> <li>Use WHO guidelines or lower to set noise ceilings for noise from aircraft overflights i.e. 50Db peak not Lden</li> <li>See also other WWRA Suggestions in other "Framework Approach" areas</li> </ul>
		• Preferential runway use	<ul style="list-style-type: none"> <li>Heathrow allowing the planning consent to lapse re Cranford has caused residents unnecessary harm, which is permanent for many children so please Re-apply immediately especially as you have the power of the judicial review behind you so plan and start work immediately on grant of planning consent.</li> <li>ATC should use 09R as preferable for landing as the approach to this runway passes over a less dense area before 7am and after 11pm</li> </ul>
		• Ground noise management plan	<ul style="list-style-type: none"> <li>No specific suggestions</li> </ul>
Land-use planning and mitigation	We are committed to continuing to help with noise insulation and mitigation through a new range of schemes. We will also continue to press the Government to provide more detailed guidance on planning around airports, and to restrict noise sensitive development in high noise areas. We are also committed to establishing a Memorandum of Understanding with local authorities to standardise the means of exchanging information on land use planning and airport operations.	• Residential Insulation Scheme	<ul style="list-style-type: none"> <li>Extend the existing insulation &amp; air conditioning offering to include all properties on approach and landing to 15 miles from end of runways with a 1/2 mile width corridor north AND south of both runways e.g. West to Holyport</li> <li>Increase levels of compensation or set up own installation company with highest noise reducing standards and install free of charge.</li> <li>Create a compensation scheme for Windsor &amp; Datch residents for each day from July 2017 to the start of 100% runway alternation on Easterly operations</li> </ul>
		• School and Community	<ul style="list-style-type: none"> <li>Work with local GPs and ICBs to identify the impact of overflights on local children who live or school under the flight paths and publish results publicly.</li> <li>Work with health experts to find, deply and assess solutions to reserve the impact of noise disturbance caused by aircraft overflights</li> <li>Lobby government or UK airports to change laws to help you airport operator from safeguarding our children affectd by aircraft overflights</li> <li>ICBs to include NHS North West London, NHS Frimley and NHS Buckinghamshire, Oxfordshire and Berkshire West</li> </ul>
		• Building Insulation Scheme	<ul style="list-style-type: none"> <li>Extend the insulation offering to include all properties on approach and landing to 6miles from end of runways with a 1/2 mile width on both runways</li> <li>Increase levels of compensation or set up own installation company with highest noise reducing standards and install free of charge where ambient noise levels for building users is below 50Db</li> </ul>
		• Local planning conditions and encroachment	<ul style="list-style-type: none"> <li>You casued harm to local residents unnecessarily since July 2017 by not undertaking the groundworks to allow take off over Cranford. Re-apply immediately. Plan to start work immediately on grant of planning consent.</li> </ul>
Operating restrictions and voluntary measures	In line with the principles of the ICAO Balanced Approach, we agree that restrictions should not be considered as a first resort, and we are committed to developing voluntary measures through collaborative approaches. These can be quicker to implement and more effective. Where restrictions are in place, we are focused on ensuring that they are adhered to fully.	• Movement Cap	<ul style="list-style-type: none"> <li>Would prefer this reduced by 25% but, understand that you have to make a profit. Noise i.e. residents health comes first though.</li> </ul>
		• Night restrictions	<ul style="list-style-type: none"> <li>NO FLIGHTS between 11pm and 7am</li> <li>ATC should use 09R as preferable for landing as the approach to this runway passes over a less dense area before 7am and after 11pm</li> </ul>
		• Quiet Night Charter	<ul style="list-style-type: none"> <li>NO FLIGHTS between 11pm and 7am</li> <li>ATC should use 09R as preferable for landing as the approach to this runway passes over a less dense area before 7am and after 11pm</li> </ul>
Working with local communities	At the heart of our work to address aircraft noise, we are committed to engaging openly and constructively with local communities to understand their concerns and to provide accessible information and an on-going dialogue.	• Engagement forums	<ul style="list-style-type: none"> <li>Please make sure that these include councillors from neighbouring local authorities</li> <li>These groups should be empowered to financially penalise Heathrow airport where targets are missed or progress deemed to slow</li> <li>For the sake of functionality members of such panels, groups, or fora should be compensated</li> </ul>
		• Monitoring and reporting	<ul style="list-style-type: none"> <li>A greater number (every 1/2 mile up to Holyport and Bray including point where aircraft lower their undercarriage) of noise readers should be installed primarily along landing (arrivals) flight paths. Data from these monitors should be reported in real time</li> </ul>
		• Accessible information on websites	<ul style="list-style-type: none"> <li>Everything should be reported in a timely, ideally real time, manner on your website</li> </ul>
		• Industry groups	<ul style="list-style-type: none"> <li>Please specifically consult with local ICBs (former CCGs) in relation to the posible health impact of overflights on their patients living under flight paths</li> <li>ICBs to include NHS North West London, NHS Frimley and NHS Buckinghamshire, Oxfordshire and Berkshire West</li> </ul>