

Hello Airports Commission, please find my added comments on the LHR Operational Freedoms Trial;

DfT statement, CAA & HAL papers published 18th October 2013  
New Section 8 in **purple** (Rev 1 **blue**); can re-send all in black,

if you require.

## **1. Climate Change :**

**(a)** I agree with the Davies / CCC comments about the desirability of allowing airport capacity to expand;

**(b)** How can 60% be accommodated at existing airports or how many new runways are acceptable ?

## **2. Competition :**

**(a)** In 2009 BAA were ordered to sell LGW & STN to promote competition between London's airports;

This should be reflected in your decision as to where new runways are built.

**(b)** Recently Air China suspended their LGW winter service due to their introduction of an A380 from LHR;

Airports other than LHR will require a degree of protection to justify expenditure on new runways.

Any additional LHR runways may destroy the economics of additional new runways at LGW, STN & BHX.

**(c)** Fog and snow in the Thames Valley can affect LHR's operations, other London airports may be unaffected.

Your Interim Report should reflect the need to keep the country moving.

## **3. A380 :**

**(a)** In aviation press BAA claimed within 10 years the A380 would make up 10% of LHR's atm's; longer term 25%

**(b)** "Toast Rack" re-build of LHR for A380 has been slowed down; it will accelerate again if you reject a R3 and R4.

**(c)** Rated capacity is 853 people single class or suggested 525 people in typical 3 class configuration.

**(d)** Many LHR airlines elect to carry fewer passengers at present. BA have 469 seats ?  
**Occupancy ?**

## **4. LHR Toast Rack :**

**(a)** T2 (Phase 1) will not open until 2014 and T2 (Phase 2) has been put back from 2019 until 2025.

- (b) At GLA Plane Speaking Inquiry BAA's Matt Gorman claimed when T2 complete, LHR will handle 95 mppa
- (c) Plans submitted for SW / NW / NE runways show new Toast Rack design between the main S & N runways;  
It suggests T5 will have only 4 satellites and T2 just 2 satellites; **this under-estimates LHR's true potential.**
- (d) Not talking about new LHR runways or the Toast Rack; Heathrow wants both new runways and a full Toast Rack.
- (e) The Northern Fuel Farm could be relocated (to the North of the North runway) giving T5 an additional 5th Satellite.
- (f) BAA's 2010 CIP included the cost of additional satellite(s) to the East of the planned T2C; 2 or 3 additional T2 satellites could be built if the Eastern engineering base is re-designed or relocated;  
Most regular **planned preventative** maintenance now takes place off site e.g. BA at Cardiff

## **5. Northolt :**

- (a) Government recently announced capacity increase from 7,000 atms to 11,000 atms
- (b) Opportunity to decant smaller aircraft from LHR; bus link to LHR & tube South Ruislip to London
- (c) In 1952 operated 50,000 atms so > 11,000 atms possible. R07 / 25 is 1,687m long
- (d) Lydd R03 / 21 is 1,505m long and has recent approval for 294m extension to handle B737/800 and A320
- (e) NATS told Commons Transport Committee it was a world leader in curved approaches
- (f) Should be considered as short term proposal in your Interim Report

## **6. High Speed Rail :**

- (a) No mention of HS1 in speech; has potential for replacing short haul flights to near continent
- (b) IGC have approved DB to operate linked pairs of Valero D trains; these could be split in UK.
- (c) Proposed use of NLL and terminus at OOK appears inadequate and requires review.
- (d) Cost Route 3 is massively increased by additional tunneling etc; now similar to Heathrow Hub proposal
- (e) Consider (Arup) Heathrow Hub (HH) on GWML between West Drayton & Iver for single Valero D trains.
- (f) Heathrow could build own connection(s) and Terminal at HH station.

(g) HS2 trains could elect to stop at either HH or OOK with same running time; both will access Crossrail

## **7. Other rail proposals :**

(a) Neither LHR nor LGW support the Heathwick proposal

(b) Extension of HEx or Crossrail from LHR to Staines (L&SE RUS Option J3) to be encouraged

(c) Semi-fast (electric) trains LHR / Guildford / LGW via North Downs Line possible.

(d) BML2 (LGW), Crossrail 2 (London) and STN rail improvement needed for longer term.

## **8. LHR Operational Freedoms Trial :**

(a) CAA reports results are inconclusive but HAL wants to keep T4 aircraft on South runway

(b) intrudes into respite periods arising from runway alternation; **this is required by all 2 runway airports**

(c) FT interview 18.2.12 John Holland-Kaye, (BAA director) suggested T4 may move into Toast Rack

(d) possible T4 swap in location with Eastern engineering base as **4. (f)** above