

## SHORT ( & MEDIUM) TERM MEASURES - EXECUTIVE SUMMARY

MEASURE SET	Night Flights.	
MEASURE TITLE	Minor changes to current operating practices at LHR.	
MEASURE SUMMARY	These proposals are aimed at easing the current regime of night flight restrictions, to gain additional resilience and capacity, and in allowing greater flexibility, typically at LHR	
MEASURE INVOLVES	<div><div><input checked="" type="checkbox"/> Behavioural Change</div><div><input checked="" type="checkbox"/> Operational Change</div><div><input checked="" type="checkbox"/> Technical Change</div><div><input type="checkbox"/> Infrastructure Change</div><div><input checked="" type="checkbox"/> Regulatory Change</div><div><input type="checkbox"/> Policy Change</div></div>	
WHAT DOES THIS ADDRESS?		
<p>There has been a strong case made for the economic benefits of Night Flights. However, night flight noise has been a significant environmental and community issue for some years. The principle of balancing the economic and environmental / community value of night flights has informed the regulatory night flight regime to date.</p> <p>The proposals to make minor changes to the operational practices at Heathrow within the current night flight regime, within the Quota Count mechanism and without additional restrictions on e.g. QC4 aircraft at night, deliver some increased resilience, maintain capacity, and offer opportunity for additional respite periods.</p> <p>Early morning arrivals are considered very important for connectivity to the far East and Australasia.</p> <p>HAL have proposed a change to the routine dual runway use between 06:00 to 07:00 for early morning arrivals to single runway use between 05:00 and 07:00, with regular and publicised alternation of the runway in use, wind restrictions allowing. HACAN have indicated that whilst they remain opposed to night flights, if they continue, the proposal is worth trialling.</p>		
WHAT WOULD BE DONE?		
<p>No significant change to the current regulatory regime is suggested – this set of changes is operational and applies at Heathrow, under a continuation (or possibly a slight reduction) of the current Quota Count.</p> <p>Currently, early morning arrivals are managed by using both runways on a routine basis from 06:00 to 07:00. The change would see an end to this routine use, moving to a more extended use of a single runway from 05:00 to 07:00 with no additional flights, but with distribution of existing flights over a greater time period, making alternation of runways possible (on whatever periodicity was deemed most appropriate). The proposal would allow modification of early morning traffic flow to support international connectivity, enabling more passenger connections onward from Heathrow.</p>		
WHAT IS THE IMPACT?		

MEASURE SET:	Night Flights	Short Term	<input checked="" type="checkbox"/>
MEASURE TITLE:	Minor Changes to Night Flight Operations LHR	Medium Term	<input type="checkbox"/>

The impact is expected to be:

- Respite periods for local communities from noise associated with early morning arrivals
- No capacity change
- Increased resilience – would allow more flexibility to address the morning peak delay issues
- Enhanced connectivity – the ability to handle flights to and from emerging markets would be enhanced due to allowing greater freedom on take-off slots at destination airports, and greater opportunity of meeting connecting flights from Heathrow.
- Night flights arriving routinely before 06:00 *may* create new demand for surface (public) transport that is currently timed to meet a morning peak after 06:00. However, there are public transport options available from 05:00.

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## PROPOSAL SUMMARY

Proposed by:	BA (007), HACAN (021), Heathrow Airport (024), Individual (037), L(H)ACC & AOC (043), The Guild of Air Pilots & Navigators (067)		
Proposal:  NFI-MCH-1	<p>This measure is a more focused interpretation of the maintain current regime / ease restrictions proposals specifically at LHR. In particular, it looks at maintaining the overall context of no net increase in night flights, whilst allowing development of flexibility in delivery, through:</p> <ul style="list-style-type: none"> <li>Allowing some change to early morning arrivals to smooth out the peak and provide respite</li> </ul>		
Approach	<p>The approach is:</p> <ul style="list-style-type: none"> <li>To change from routine dual runway use 06:00 to 07:00 for early morning arrivals to single runway use between 05:00 and 07:00, with regular and publicised alternation of the runway in use, wind restrictions allowing.</li> </ul> <p>More generic reference to smoothing the early morning arrivals peak is mentioned by others. In common with other night flight proposals, reference was made to submissions to the Department for Transport Night Flying Restrictions at Heathrow, Gatwick and Stansted.</p>	<p>Stated Capital Cost:</p> <p>Not stated</p> <p>Capacity (mppa):</p> <p>Not stated</p> <p>Capacity (atm):</p> <p>Not stated</p>	
Benefits	<p>The main benefits available are reduced peak pressure on runway and terminal capacity, and on surface transport infrastructure related to onward journeys. Will reduce likelihood of pre-departure delays suffered by aircraft held at the departing airport. Rather than increasing the number of flights this measure would increase the period of respite from early morning noise for those living under the departure runway, but increase hub competitiveness by making more passenger connections viable. Reduced stacking pre 06:00 will result in reduced fuel burn and a reduction in the lower level noise impacts on communities under the holding flight paths.</p>		
Issues & Risks	<p>The measure will enhance operational viability and connectivity, but will extend operations earlier in the morning – a move opposed by TfL and the Richmond Heathrow campaign amongst others. The relative merits of a new respite period for early morning arrivals, whilst concentrating noise in both spatial and temporal terms, compared to wider distribution of noise over a wider population are an issue at the heart of aircraft noise related impacts of enhanced airport capacity. There is a risk that negative perception follows, as whilst some local groups support as a trial, others remain opposed to flights pre 06:00 and indeed would like to see them further curtailed. There is a risk that the use of the 05:00 to 06:00 slot for landing will require more detailed assessment of its affects for limited gain. Changes to ground and terminal staff working patterns may be required, with a risk associated with change management. Surface transportation may need to be better aligned with earlier arrivals, as early morning public transport connectivity, whilst available may not map onto change in timing of demand.</p>		
Mitigations	<p>Is a mitigation measure for both noise and operational reliability. The mitigations proposed include restrictions to lowest QC aircraft proposed by some submissions, although in some cases (e.g. BA Lagos inbound using 747-400) such changes are not possible. Concentration on specific flight paths with additional mitigation through e.g. noise insulation schemes and community consultation. Staff issues regarding any associated shift pattern change could be managed by early and focused engagement, both directly and through Unions.</p>		
Dependencies	<p>There are a number of dependencies:</p> <ul style="list-style-type: none"> <li>Alignment with DfT Night Flying Restrictions consultation</li> <li>Operational procedures regarding late departures and early arrivals</li> <li>Commercial decisions regarding route origins and destinations drive demand for night flying.</li> <li>Surface transport demands</li> <li>Human Resources.</li> </ul>		

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## ASSESSMENT SUMMARY

<b>Strategic Fit</b>	Aligns with stated intentions to make best use of existing capacity whilst demonstrating awareness of environmental and community impacts. Enhances Hub connectivity by making more onward connections viable.
<b>Economy</b>	Capacity growth not suggested, but improved connectivity to/from Far East (early morning UK arrivals) would enhance Heathrow's competitiveness and offer the wider economy the benefits of that connectivity. Not quantified.
<b>Surface Transport</b>	No significant impacts anticipated. Should reduce peak travel time pressure by moving some journeys to an earlier public transport offer. Timetables may require revision to address demand if this does not map onto current capacity / journey times.
<b>Environment</b>	Increased noise exposure for specific communities in the whole period 05:00 – 07:00 but potentially 'balanced' (or out-weighted) by increased respite for other communities. Reduction in stack holds and ground delays should reduce fuel burn and thus CO <sub>2</sub> and other emissions. Not quantified.
<b>People</b>	Local communities will, on an alternation basis, face more regular stretched hours of early morning operations, but equally will gain respite on other days. Staff may be required to change shift patterns.
<b>Cost</b>	Not assessed at this stage. Costs of extending airport operations, and potential enhancements of public transport services, will need to be considered. The modelled costs of night noise impacts would need to be considered also, including any additional mitigation / compensation if required.
<b>Operational Viability</b>	Viable, as is minor change to current operations. Viability may be considered to be enhanced through additional operational resilience. Reduced pressure on peak hours for airport and ATC staff, terminal operations (e.g. baggage handling) and on surface transport after 06:00. Additional changes (detailed in airspace and airport operations templates) may enhance the acceptability of early arrivals through e.g. displaced thresholds and/or steeper approaches, which may be deliverable within the same short term timeframe (3 – 7 years).
<b>Delivery</b>	Relatively simple to deliver technically, despite some of the interdependencies. These could be partly mitigated by a more limited extension of regular operation (e.g. to 05:30) and liaison with other transport providers. Politically more acceptable than mixed mode, although the clear opposition by some to pre 06:00 operations could present a difficulty, although is supported by HACAN as a trial. Likely to be popular with business groups where connectivity and time of response can be demonstrated to be of benefit.