

SHORT (& MEDIUM) TERM MEASURES - EXECUTIVE SUMMARY

MEASURE SET	Night Flights.	
MEASURE TITLE	Ease current restrictions.	
MEASURE SUMMARY	This measure is 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 type="checkbox"/> Behavioural Change</div><div><input checked="" type="checkbox"/> Operational Change</div><div><input type="checkbox"/> Technical Change</div></div> <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>A case was made for the economic benefits of Night Flights by the London Chamber of Commerce and Industry in a report they produced on the Economic Benefits of Night flights in July 2004, which quoted a British Airways estimate that night flights contributed some £2.2bn to the UK economy. Bringing this analysis closer to the present day, the Optimal Economics submission to the DfT Night Flights Consultation includes more detail on the economic impact of restrictions on night flights at Gatwick, and there are a series of Oxford Economics studies submitted to the DfT Night Flights consultation addressing the impact of restricting freight and courier flights.</p> <p>There is a case to be made that the ability to operate more – or more flexible – night flights will bring several benefits. As the night period at the three major London airports – Heathrow, Gatwick and Stansted - currently sees few night flights, the ability to have more night flights would: increase capacity and/or resilience; increase connectivity, particularly to North and South America, the far East and Australasia; reduce congestion at early morning peaks; and enhance the ability [of the airport] to deal with delayed flights in the evening.</p>		
WHAT WOULD BE DONE?		
<p>There would be a change to the current Night Flight Regime at Heathrow, Gatwick and Stansted in the next regime that increased the Quota Count available during the night period.</p> <p>Unless the declared ATM cap at Heathrow were lifted at the same time, the likely outcome would be a change that allowed increased movements to address resilience issues with limited increase in noise effect – that is an increase in the number of night flights using quieter QC aircraft, whilst not restricting the operationally driven need for flights of 747-400 currently required (e.g. BA Lagos route – Lagos airport is unable to handle A380 at present, and loadings do not permit substitution of smaller, quieter aircraft).</p>		
WHAT IS THE IMPACT?		
<p>The impacts are expected to be:</p> <ul style="list-style-type: none">Increased capacity – not quantified as it would be a trade off between noise and the number / frequency of flights, and constrained by Heathrow’s Air Transport Movement capIncreased resilience – would allow more flexibility to address the morning peak and evening delays issuesIncreased connectivity – the ability to handle flights to and from emerging markets would be enhanced due to allowing greater freedom on take-off and landing slots at origin and destination airportsHowever, night flights arriving at times much beyond the current pattern will have knock on effects for terminal operations and public transport.		

MEASURE SET:	Night Flights	Short Term	<input checked="" type="checkbox"/>
MEASURE TITLE:	Ease Restrictions	Medium Term	<input type="checkbox"/>

PROPOSAL SUMMARY

Proposed by:	The Air League (006), London Chamber of Commerce & Industry (042), London First (047), NATS (053), the Guild of Air Pilots and Navigators (067)		
Proposal: NFlt-ERE-1 NFlt-ERE-2	<p>These proposals are aimed at easing the current regime of night flight restrictions, to gain additional resilience and capacity, and in allowing (typically at LHR):</p> <ul style="list-style-type: none"> • Phased extension of night flight operations for appropriate QC aircraft • Immediate extension of night flight operations on temporary / ongoing basis 		
Approach	<p>The approach is:</p> <ul style="list-style-type: none"> • The introduction of quieter (lower QC) aircraft could allow for the extension of night operations for appropriate aircraft and provide additional capacity / resilience. • The trend in reducing noise contours following improvements in aircraft and engine design should allow immediate introduction of additional night flights to provide additional capacity subject to the night noise regime supporting the change. <p>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: Not stated</p> <p>Capacity (mppa): Not stated</p> <p>Capacity (atm): Not stated</p>	
Benefits	<p>The main benefits available would be:</p> <p>Night flights are seen as crucial for some sectors and routes such as the freight industry and these proposals would extend the benefits derived from night flights. Longer operating hours would allow for increased resilience, capacity or both. The proposals put forward suggest enhanced capacity, particularly regarding connectivity to far eastern markets. Easing of pressure on the early morning peak is noted.</p>		
Issues & Risks	<p>The main issues and risks would be:</p> <p>Extension of night flight operations would require changes to planning permission and current night flight regime arrangements. There would be an increase in noise exposure during the period considered most sensitive to noise and health related noise impacts in particular. Airspace design issues and aircraft type restrictions might be required as mitigation. Unless ATM caps would be lifted [at Heathrow?], no capacity could be gained.</p> <p>There is a high risk that political and environmental issues mean that this option is not possible to implement.</p> <p>There is a risk that immediate / widespread extension to night operations will reduce acceptability of airport expansion through perception of negative environmental and social effects.</p>		
Mitigations	<p>The mitigations proposed are limited – the use of quieter aircraft as noted by QC category is indicated, but there are practical constraints given current fleet mix and route allocations. Additional mitigation might be possible through targeted insulation schemes / financial compensation. No costs are indicated. Additional changes (detailed in airspace and airport operations templates) may enhance the acceptability of early arrivals / late departures through e.g. displaced thresholds and/or steeper flight paths, which may be deliverable within the same short term timeframe (3 – 7 years).</p>		

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Dependencies	<p>There key dependencies are:</p> <ul style="list-style-type: none"> • Alignment with DfT Night Flying Restrictions consultation • Operational procedures regarding late departures and early arrivals • Commercial decisions regarding route origins / destinations drives demand for night flights • Airspace re-design • Airport operation procedures regarding QC restrictions on aircraft type • Public transport is not currently able to support significant change to operating hours.
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ASSESSMENT SUMMARY

Strategic Fit	Unclear. Would map against any options to optimise capacity or enhance resilience, but at the cost of additional night noise, unless the next NF regime tightens QC limits. Can only add capacity if cap lifted.
Economy	Evidence has been presented regarding the impact of the loss of night flights, but the value identified by Oxford Economics is challenged by the Delft review submitted to the DfT Night Flight Regime consultation in 2013. It is uncertain what the additional 'direct' economic benefit of reducing the night flight restrictions would be – the economic impact of disturbed sleep is identified by some respondents to both the Airport Commission's request for submissions on making best use of existing capacity in the short and medium term and also to the DfT Night Flight regime consultation, but is not quantified.
Surface Transport	The main issue is that dependent on how many additional night flights might become possible, passenger flights will create a difficulty for public transport access due to current hours of operation. Additional freight flights would be met by increased road freight movements, but it is unlikely that night road conditions would result in congestion. Staff travel and shift pattern alterations would need to be considered, as public transport travel to work could be problematic.
Environment	Most significant impact is night noise. This is already an issue with current levels of night flights (see tighten restrictions template), and additional night flights would increase noise exposure. Even if quieter aircraft were prescribed, the number of noise events would increase. Likely to meet with considerable community opposition from affected communities. There would be additional air quality and carbon emissions from increased flights.
People	Impact on some vulnerable groups – the young, elderly and the chronically ill – of increased noise is likely to be disproportionate – this is a focus for the WHO Night Noise Guidelines, which although not of regulatory weight in the UK is frequently referenced by environmental and community groups – and by the Mayor of London. The CAA review of noise and health flags that limited research exists to demonstrate clear pathways for (night) noise health effects, although there is emerging evidence regarding children as a vulnerable group. Easing of the current regime would benefit from review of how guidance from National Planning Policy Framework and Noise Policy Statement for England provide an adequate structure for managing the ICAO balanced approach to noise locally.
Cost	Not assessed at this stage. Costs of extending airport operations, and potential enhancements of public transport services, would need to be considered. The modelled costs of night noise impacts would need to be considered also, including any additional mitigation / compensation if required.

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Operational Viability	No significant operational issues are anticipated, although terminal operations may need to be reviewed (shift patterns, cleaning and retail restocking regimes). Likely to improve resilience if utilised appropriately, reducing peak hour concentration. Additional capacity would require wider review of Terminal and airside ground operations. 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).
Delivery	Likely to be popular with business groups where connectivity and time of response can be demonstrated to be of benefit, but unpopular with local communities, local authorities and the Mayor of London. Politically problematic unless no additional noise impact can be shown.