

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

MEASURE SET	Traffic Redistribution	
MEASURE TITLE	Other Redistribution - Northolt	
MEASURE SUMMARY	This measure concerns the use of RAF Northolt as a reliever / commercial airport alongside its military use, significant short/medium term investment to provide additional capacity near-LHR.	
MEASURE INVOLVES	<div><div><input type="checkbox"/> Behavioural Change</div><div><input checked="" type="checkbox"/> Operational Change</div><div><input checked="" type="checkbox"/> Technical Change</div></div> <div><div><input checked="" type="checkbox"/> Infrastructure Change</div><div><input checked="" type="checkbox"/> Regulatory Change</div><div><input checked="" type="checkbox"/> Policy Change</div></div>	
<div>WHAT DOES THIS ADDRESS?</div> <div>This proposes to free capacity at Heathrow by providing additional capacity very locally but extending the commercial use of RAF Northolt, some 10km to the NNE of Heathrow. Currently the MOD has targets for increased commercial use of Northolt.</div>		
<div>WHAT WOULD BE DONE?</div> <div><div>Initially, regulation changes could be made, and planning permission applied for, to relocate 7000 business aviation movements to RAF Northolt.</div><div>Over a longer period, realignment of the Northolt runway could be achieved to allow better use of the runways at Northolt and Heathrow. Improved surface access could be provided, including the construction of a high speed rail link from LHR to Northolt.</div></div>		
<div>WHAT IS THE IMPACT?</div> <div><div>The impacts would be expected to be:</div><div><div><div></div><div>Additional short haul connectivity</div></div><div><div></div><div>Growth in point to point accessibility near London</div></div><div><div></div><div>Additional capacity for new routes / wide body aircraft at LHR</div></div><div><div></div><div>Benefits to local and UK economy</div></div><div><div></div><div>Pressure on the surface access network</div></div><div><div></div><div>Noise and air quality impacts, especially at Northolt from intensified use</div></div></div></div>		

MEASURE SET:	Traffic Redistribution	Short Term	<input checked="" type="checkbox"/>
MEASURE TITLE:	Other Redistribution - Northolt	Medium Term	<input checked="" type="checkbox"/>

## PROPOSAL SUMMARY

Proposed by:	Air League (006); Individuals (033, 035); London Biggin Hill (044); Rothwell Aviation Ltd (061);		
Proposal:	This measure covers: Regional and Reliever airport redistribution, but receives specific attention within a number of proposals either explicitly stating or implying:		
TRed-NHT-1 TRed-NHT-2	<ul style="list-style-type: none"> <li>Use of RAF Northolt as a reliever / commercial airport alongside its military use</li> <li>More significant short/medium term investment to provide additional capacity near-LHR</li> </ul>		
Approach	<p>The approach is:</p> <ul style="list-style-type: none"> <li>In the short term, relocate 7000 Business aviation movements from Northolt, enabling use for narrow bodied aircraft, some displaced from LHR and others with guaranteed slots to peripheral UK airports.</li> <li>Alternatively a more thorough going medium term solution is to realign the Northolt runway to the same heading as LHR to reduce airspace and operational concerns. Additional planning approvals would be requested.</li> <li>Rapid surface access (high speed rail) links to LHR from Northolt.</li> </ul>	<p>Stated Capital Cost: Various - £3m to?</p> <p>Capacity (mppa): Not stated</p> <p>Capacity (atm): 7000+</p>	
Benefits	<p>The main benefits available are that provision of 7000 additional smaller commercial ATMs at Northolt could open up slots LHR Overall, at NHT and LHR would provide additional short haul connectivity close to the major hub, near London growth in point to point accessibility, and through offset of ATM at LHR, additional capacity for new routes / wide body aircraft.</p> <p>The provision of an interim Northolt Solution provides near-LHR connectivity and allows the UK to retain hub status regardless of the long-term solution, avoiding the slow migration of hub operations to other airports in North west Europe. Extending the runway length could provide 80,000 ATMs, subject to planning permission.</p>		
Issues & Risks	<p>The main issue is that RAF Northolt currently remains an active military airfield, with operations under military flight regulations and thus not aligned with EASA / CAA civil aviation standards. The RAF has (since 2006) been the centre for Project MOD which has concentrated MOD London estates functions at the airfield. It is currently home to a number of squadrons and was used during the 2012 Olympics for air superiority and surveillance operations. Mott MacDonald and Ernst &amp; Young produced reports for Government regarding options for Northolt use and optimising value from defence estate.</p> <p>In April 2013, the Government completed a review of RAF Northolt and decided it should remain an active military airfield. Ministers have directed that the ceiling of 7,000 commercial movements per year is to be increased to 12,000, within existing NATS limits of 40 commercial daily ATM. The increase to be achieved gradually over the next 3 years. Military movements are expected to remain at around 5,500 per year. Physical realignment of the runway is less likely under these circumstances, and commercial use would be constrained. Fast rail links between RAF Northolt and LHR are unlikely to be permitted. Significant intensification of use would raise noise and surface access issues</p>		
Mitigations	No mitigations have been identified by the proposals at this stage, but the impacts from intensified use of NHT would need to be considered carefully.		
Dependencies	<p>There key dependencies are:</p> <ul style="list-style-type: none"> <li>Airspace operations – ATC issues arising from congested airspace and alignment</li> <li>Airport operations (particularly mixed mode at LHR) and airspace impacts</li> <li>Regulatory options</li> <li>Traffic redistribution (particularly Traffic Distribution Rules and Reliever Airports)</li> <li>Surface Access, infrastructure and operations</li> </ul>		

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MEASURE TITLE:	Other Redistribution - Northolt	Medium Term	<input checked="" type="checkbox"/>

## ASSESSMENT SUMMARY

<b>Strategic Fit</b>	Provides capacity in the south east. Was not identified as a serious option in the Government review of Northolt.
<b>Economy</b>	TBD. If between 7000 and 80,000 additional ATMs were to be delivered, in an interim Northolt-LHR hub solution, there would be benefits to local and UK economy. Local economic effects would be more pronounced if reconstruction and lengthening of RAF Northolt runway was progressed. However, it is understood that both Mott MacDonald and Ernst & Young reports suggested only limited use and value could be gained from intensification of commercial operations at Northolt.
<b>Surface Transport</b>	TBD. Specific surface access enhancements are identified, but additional ATMs at Northolt will place pressure on the surface access network (local stations of the London Underground and bus services in particular). Rapid access between Northolt Short Haul and LHR is mooted, but enhanced connectivity might be achieved at reasonable cost through dedicated bus link services and local road (A40) improvements, rather than the more expensive options proposed.
<b>Environment</b>	TBD. Significant growth in the use of Northolt (beyond the 12,000 commercial ATMs envisaged by Government) will have noise and air quality impacts.
<b>People</b>	Enhanced local accessibility will positively impact quality of life, and any related growth in demand for employment will benefit local communities. There will be negative quality of life impacts for noise and air quality issues, dependent on nature and volume of redistribution.
<b>Cost</b>	Various. The Rothwell Aviation submission does not contain significant detail on costs but indicates £3 million as “being necessary to accommodate the key elements”
<b>Operational Viability</b>	TBD. Potentially significant issues to be addressed at an operational military base with commercial movements. Is currently under military airspace safety regime, and does not align with EASA / CAA. Slight misalignment of Northolt runway (07/25) to LHR runways (09/27) causes airspace management issues. Northolt runway is 1,684m long; the Heathrow 3R proposal would have been 2,200m, so the length at Northolt is not aligned with that required most common smaller aircraft (A319/320 series; B737-x), which dependent on variant will require longer runways at MTOW .
<b>Delivery</b>	TBD. Previous reports have suggested limitations to benefits and delivery. Safety case and military / civil shared operations an issue. Surface access enhancements required to gain optimal benefits.