

Re-thinking Heathrow

: Time To Take Stock

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Time For A New Strategy?

- Long history of community leadership
- Lead authority on noise at T5
- Joint initiator of night flight regime challenge
- Set up Aviation Forum
- Clear focus on aviation priorities

Future Role?

- **Strategic focus** – ‘bigger picture’ issues, big ticket items, collective actions; SE; political interventions; adopt a more pro-active stance.
- **Local issues focus** - detailed analysis; RBWM interest only e.g. Cranford, mitigation; night flights; runway alternation; run own case; reactive responses.
- **Approach:**
 - Historical: can’t change, just learn and take heed e.g. ‘broken promises’
 - Current: identify key issues and priorities for action – draw up annual action plan
 - Future: more strategic approach to satisfy answers to the following:
 - What do we want?
 - When can we seek to achieve it by (realistically)?
 - How best can we secure our aspirations?
 - Who is going to achieve it by this date?

Where are we currently?

- Capacity limit: 80m passengers pa. Currently at ~70m (2011). Potential 90-95, (2014)
- ATMs Heathrow 476,000 (total 481,000)= +6% annual change; London-wide: 1,072,000 (+3% annual change)
- Since 2010 shift in government policy:
 - No R3
 - Commitment to runway alternation
 - Announcement of intention to abandon Cranford Agreement
 - No Mixed-mode operations at Heathrow
- Scoping Review of new Aviation policy completed – full consultation deferred
- Review of night flight regime – was due in 2012, now deferred until 2014
- Operational Freedoms Trial – Phase I completed; Phase II later 2012
- HST approval
- Thames Estuary option to be revisited
- Noise Mitigation Schemes recently out for consultation – pending
- ANASE undertaking – abandoned in 2009 – under-estimates impacts
- EU Directives on noise measurement methodology
- WHO standards gaining prominence and wider acceptance
- Noise Action Plan (June 2011)

Has a lot changed / been achieved?

Air Quality

- Lots of studies, reviews and focus because it is 'the' constraint to expansion!
- 3 key areas:
 - Introduction of cleaner fleet
 - On-site vehicles to meet latest EU AQ limits
 - Reducing Heathrow – related to traffic
- Introduction of structured landing fees based on NOx emissions (kg)
- Linked to transport infra-structure
- Failed transport targets and modal shift aspirations
- Role of public transport / connectivity / rail
- Significant behaviour change requirements
- Incentivisation: for public and employees

Options for the Future

- Determine key priorities – not all of them. E.g.
 - Alternation / Cranford Agreement (1st ?)
 - Night Flights (2nd ?)
 - Mitigation Schemes (3rd ?)
 - Position on R3
 - Consultation responses
 - Networking
 - LTP
- Annual Action Plan – signed off by AF/Sustainability Panel/Cabinet
- Themed agenda
- Build timetable around anticipated commencement dates
- Other Issues?