

## **NOTES & THOUGHTS ON FINAL DAVIES AIRPORTS COMMISSION SUBMISSIONS (All on the Commission's website)**

My interpretation of the proposals follow as a 'starter' – and is subject to correction by those more knowledgeable than me.

### **1. OPERATIONAL FREEDOMS (Close 31 October)**

The new Minister for Aviation has submitted two Heathrow Airport Ltd Reports and one CAA Report on the Operational Freedoms Trials for consideration by the Commission, with no mention of others being invited to comment. I have asked the Windsor MP to get clarification from the Minister.

The Heathrow Reports discuss at length the huge quantity of recorded data and operational variables, and the difficulty to analyse it, admitting that the trials did not yield the operational improvements which had been expected. However it claims some benefits have been seen and on that basis they make their recommendations on the last page (140) of its main OF Report.

An "Additional Report" (an afterthought to prop up a disappointing main report?) lists what are described as ongoing operational improvements and an anticipation that NATS will optimise closer flights by more sophisticated flight management. It contends that time not distance spacing, cutting wasteful 'buffers' and starting TEAM\* earlier will counter build ups and reduce overall need for TEAM\*. This seems doubtful to me bearing in mind the current overload on NATS which LAMP (London Airspace Management Strategy) is working on to address. Para 4.13 on page 13 penultimate para states "The above set of developments has been demonstrated to deliver considerable operational and financial value principally the reduced delay and associated costs such as fuel burn"- but I did not see anything to demonstrate this statement.

The CAA Report echoes much of the main HAL report but says the many simultaneous variable factors result in most of the results are open to debate and there is insufficient evidence to justify changing current procedures without further trials, which it seems to imply would not be justified.

#### **Current Operations & Heathrow Recommendations:**

Current TEAM (Tactically Enhanced Approach Mode): 0600 – 0700 hrs no limits;

After 0700 hrs: 20 minute actual or anticipated delay trigger – up to 6 flights per hour.

TEAM\* ('TEAM Star') During OF Trials: 0600 - 0700 hrs no change;

After 0700 hrs: 10 minute actual or anticipated delay trigger – up to 12 flights per hour

TEAM\*Recommendation: 0600 -0700 hrs no change;

After 0700 hrs: 15 minute actual or anticipated delay trigger – up to 12 flights per hour;

Headwind at more than 20knots @ 3,000 ft;

Aircraft arriving @ stand 30 minutes late or 30% of all arrivals & departures running 15 minutes late;

Serious pan airport or network disruption (e.g. snow).

Most of the Trials were under Westerly Operation (to monitor effect on Alternation / Respite) but Recommendations would also apply to Easterly Operation (post Cranford).

Early Vectoring off NPRs: Same criteria as above.

Proactive Freedoms: Airbus A380 'super jumbos' may land on Departure R/w or alter sequence with other flights;

Move light or low vortex aircraft out of arrival stream (to reduce spacing requirement);

Option to land T4 aircraft on S r/w instead of N r/w to avoid crossing runways.

All bring serious reductions in community respite, despite negligible benefits; **early vectoring increases noise over new areas.**

### **2. SIR HOWARD DAVIES' SPEECH ON AVIATION COMMISSION PROGRESS & WAY FORWARD:**

This was a very comprehensive speech outlining the huge range of related issues and how the Commission proposes to address them. During the Q&A part of the event I attended on behalf of LAANC there were many Qs from environmental group reps among a wide range of Qs. As the topic of infrastructure and housing provision in relation to new or expanded airports was not highlighted I pointed out that the huge influential London and Thames Valley business lobby for Heathrow expansion totally ignored the fact that there was already enormous pressure on roads and motorways across the wider area – the M25 being the worst example in Europe – and as nothing whatsoever had been said about housing in the speech or Qs would the Commission be considering these matters? I got a yes from Sir Howard. I think these and other infrastructure issues should be highlighted.

The Back Heathrow group have distorted Sir Howard's quip 'You will all be aware that Boris wants an Estuary hub and the closure of Heathrow' (not in the published version) to Sir Howard had admitted he was considering solutions that would involve the closure of Heathrow.

Malcolm Beer (Vice Chair RBWN Aviation Forum, Chair LAANC) 25/10/13