

## Important information about Heathrow Airport



### Further information

More detail about the trial (including an on-line video illustrating how the procedures will be used during the first phase) is available at [www.heathrowairport.com/noise](http://www.heathrowairport.com/noise).

Heathrow has a dedicated team that will answer your specific queries regarding aircraft noise – please contact **0800 344844** or email [noise\\_complaints@baa.com](mailto:noise_complaints@baa.com)

For general feedback about the trial, please email or call BAA's Community Relations team on **020 8745 5791** or email [heathrowcommunityrelations@baa.com](mailto:heathrowcommunityrelations@baa.com)

For information on the South East Airports Task Force visit [www.dft.gov.uk/publications/south-east-airports-taskforce-report](http://www.dft.gov.uk/publications/south-east-airports-taskforce-report)

### Trial at Heathrow to explore the potential to reduce delays and late running flights

Starting in November 2011, a trial will be undertaken at Heathrow to explore if the runways and the airspace around the airport can be used in a more efficient and flexible way to help cut delays and reduce the number of late running flights.

This trial is a recommendation of the Government's South East Airports Taskforce which was set up in 2010 to look at how to make London's airports 'better, not bigger'. **This trial will not mean an increase in the number of flights operating in to or out of Heathrow.**

## When will the trial run and what will it involve?

The trial will take place in two phases, the first from 1 November 2011 to 29 February 2012, the second from 1 July 2012 to 30 September 2012. This is so that both winter and summer conditions can be tested.

Most of the time at Heathrow, one runway is used for landings, and one runway for departures. But when the build-up of arriving aircraft results in severe delays, Air Traffic Control is allowed to land aircraft on both runways.

The trial will build on these current measures to help the smooth running of Heathrow. During the first phase of the trial, the following procedures will be used to maintain the schedule at Heathrow:

- the further use of dual arrivals (using both runways for arrivals)
- the use of dual departures (using both runways for departures).

## When will these procedures be used and how often?

Dual arrivals and dual departures will only be used on a limited basis and never together. This is not the same as Mixed Mode which involves the planned use of both runways for simultaneous take-offs and arrivals and would increase the number of flights into and out of the airport. The scenarios under which the procedures can be trialled have been agreed with the Department for Transport and the Civil Aviation Authority (CAA) and are consistent with the Government's position on Mixed Mode.



Details of the triggers and safeguards can be found on the Heathrow website – see Further Information on the back of this leaflet. The Government has appointed the CAA to have oversight of the trial and they will be responsible for reviewing the data collected which will be shared with interested parties.



## What will be the impacts for local residents around Heathrow?

This trial will not mean any increase in the number of flights at Heathrow – which will remain capped at 480,000 aircraft movements a year:

- The number of flights out of the usual runway alternation pattern will increase
- The use of dual departures could mean the number of late-running flights after 10.30pm will reduce
- The trial will be used during both easterly and westerly operations. There will be occasions therefore when the northern runway is used for departures in an easterly direction. At present, this does not occur
- Aircraft emissions may reduce since aircraft will spend less time in holding stacks.

These impacts will be carefully monitored and measured and the results will be communicated in regular updates.

BAA, airlines and Air Traffic Control (NATS) believe that the procedures being trialled at Heathrow have the potential to bring benefits to the local community through less late-running flights; to passengers, by providing a more punctual service; and to the environment, by reducing aircraft stacking times and reducing emissions.



Nevertheless we recognise residents' concerns about aircraft noise and would encourage you to give your views as part of the trial.

## What will happen when the trial ends?

Before any final decision is made on the permanent use of the procedures at Heathrow, the data will be reviewed and assessed in terms of the impacts and benefits to residents, the environment and passengers.

There will also be a full consultation with the communities affected and other stakeholders.