

APPENDIX 6: DESIGN PRINCIPLES CONSIDERED

We received 9 proposed new design principles through our stakeholder engagement. We reviewed each of these, alongside the feedback received on the initial principles proposed by Heathrow to determine whether the proposal was:

- Already covered by an existing principle;
- Contradictory to the principles favoured by most stakeholders;
- Considered not feasible to implement; or
- Not considered an airspace design principle.

The proposed design principles are summarised below, with our rationale as to why we have, or have not, taken these forward

	Proposed Design Principle	Source	Outcome and Rationale
1	Consider the importance for quality of life and of respite from noise in countryside areas close at hand to where people live, and the economic value of countryside	HCEB	We have updated the wording of our principles to prioritise routes over parks and open spaces (rather than residential areas) to include “but avoid overflight of Areas of Outstanding Natural Beauty”. Respite is covered within our other sharing and respite principles.
2	Use more noise efficient practices to be added to the noise principles	BA	We have added this as a sub principle of “minimise the impact of noise”
3	Expand “maximising operational efficiency” to include operating performance / resilience	BA, LACC	We have not explicitly included a principle on resilience, as resilience is not a consideration for the development of flight path options in airspace design.
4	Use WHO guidelines	HCNF members	This is a process issue rather than a design principle. The effects of aircraft noise on health and quality of life will be assessed and monetised as part of the DCO and airspace change processes. The government’s Noise Policy Statement for England contains three stated aims for the effective management and control of noise, within the context of Government policy on sustainable development: <ul style="list-style-type: none"> • Avoid significant adverse impacts on health and quality of life from noise;

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			<ul style="list-style-type: none"> Mitigate and minimise adverse impacts on health and quality of life from noise; and Where possible, contribute to improvements to health and quality of life. The aircraft noise adverse effect levels (LOAEL7s and SOAEL8s) that will be used in the assessment are either defined in government policy or derived from available evidence, including from the World Health Organisation. As part of Heathrow's third runway work programme, we have established a Noise Expert Review Group to independently assure the scientific and policy robustness of the assessment and mitigation of sound, noise and vibration, including effects on health and quality of life. This work will inform our approach to the IPA noise assessment.
	Where there is a reduction in overall noise the benefit be distributed proportionately to those already most affected and where there is an increase in overall noise, the dis-benefit be distributed proportionately to those already least affected	Richmond Heathrow Campaign HCNF presentation	We understand the sentiment of this is captured within the design principle to maximise sharing through predictable respite
	Minimise the number of people significantly affected by noise	TAG	We believe that this principle is captured within the three stated aims of the Noise Policy Statement for England, which is one of our mandatory principles
	Night time respite period to be implemented, but extended to allow residents to have 8 hours undisturbed sleep. It is also expected that quiet aircraft are used during the night time period to reduce noise impact on residents	Slough	The scheduled night time ban or changes to current voluntary cessation of flights is not within the scope of the IPA project. Further information on options for the night time options for scheduled flights for expansion will form part of the Development Consent Order (DCO) consultation, currently planned for June 2019. Initial information gathering on this will be in the Airspace and Future Runway Operation Consultation in January 2019.
	Consider the impact on the surrounding infrastructure (roads / trains) – e.g. the additional rush hour traffic caused by landing more aircraft in the morning	Public Focus Groups	This is not a consideration for the development of flight path options in airspace design.
	If flight paths are to go over green belt areas, consider the impact on wildlife / animals	Public Focus Groups	This has been captured within the principle to avoid overlying Areas of Outstanding Natural Beauty (where possible)

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