



AIRSPACE MODERNISATION AIRSPACE CHANGE PROPOSAL

STEP 2B INITIAL OPTIONS APPRAISAL

APPENDIX C

VECTORED ARRIVALS Runway 09R - Part 11

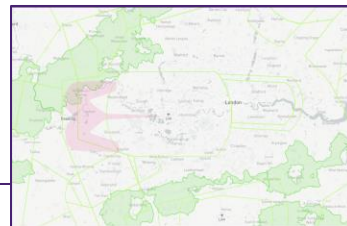


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All airspace design options in this document are subject to change throughout the airspace change process, as options are matured in detail and refined in accordance with safety requirements, design principles, appraisals and stakeholder engagement and consultation.

Vectored Arrivals – RWY 09R Option D



Option Description

This option has a vectoring area with Runway 09R Final Approach joining points between 11 and 15nm.

Communities – Noise impact on health & quality of life

Metric	Option Value	Difference to Baseline
Population above Partial LOAEL (daytime, LA _{eq} , 16h)	7,000	+6,900
Population above Partial LOAEL (night-time, LA _{eq} , 8h)	7,100	+2,100
Population experiencing at least one event of N65 (daytime)	199,000	+185,000
Population experiencing at least one event of N60 (night-time)	193,200	+30,200

Communities - Air Quality

As there is no change to track distribution below 1000ft, there is no effect on Air Quality from this option.

Wider Society – Greenhouse Gas Impact

Metric	Option Value
Overall Track Miles of the option (nm)	Not possible to assess at this time, owing to uncertainty in new stack locations.

Wider Society – Tranquillity & Biodiversity

Metric	Option Value	Difference to Baseline
Total Area of AONBs/National Parks (NPs) overflown between 0-7000ft once a day on average (daytime)	210km ²	+210km ²
Total Area of AONBs/NPs overflown experiencing at least one event of N65 on average (daytime)	34km ²	+34km ²
Total Area of Richmond Park overflown between 0-7000ft at least once a day on average (daytime)	0km ²	No change
Number of sites (RAMSAR, SAC, SPA, SSSI) overflown between 0-1640ft which observe a potential change in location overflown	4	+4
Number of sites (RAMSAR, SAC, SPA, SSSI) overflown between 0-3000ft which observe a potential change in location overflown	8	+8

Wider Society – Capacity/Resilience

The ability to constrain the vectoring area to joining final approach to within just a 4nm window is untested at Heathrow. There is a chance that the loss of flexibility could result in a degradation in landing rate, as an over delivery of arrivals will result in needing to extend arrival beyond the 4nm swathe.

Assuming that can be managed or occasional excursions from the small vectoring area is allowed, there is no other evidence to suggest an optimal landing rate cannot be achieved with this length final.

Heathrow's capacity for this ACP is limited by the existing 480,000 movement cap.

General Aviation – Access

No additional CAS envisaged.

Option would not facilitate the release of CAS.

Option not expected to impact existing helicopter routes.



General Aviation / Commercial Airlines – Economic impact from increased effective capacity

No economic effect expected on GA operations.

Assuming a smaller vectoring area has no negative effect on capacity, vectoring to final approach is expected to deliver the required landing rate.

General Aviation / Commercial Airlines – Fuel Burn

Change in Fuel Burn (compared to the Baseline - annual - tonnes)

Not able to quantify at this time, owing to uncertainty in new stack locations.

Commercial Airlines – Training costs

Option does not require any re-equipage or upgrade costs for airlines. No training costs required for airlines.

Commercial Airlines – Other costs

None identified.

Airport/ANSP – Infrastructure costs

No changes to infrastructure costs envisaged.

Airport/ANSP – Operational costs

This option is not anticipated to change airport or ANSP operational costs.

Option may lead to a change in the number of properties eligible for the noise insulation scheme which could lead to a change in operational costs for the airport.

Airport/ANSP – Deployment costs

There will be considerable costs associated with deployment in terms of operational training and system upgrades which will be quantified in Stage 3. However, there is not expected to be any differences in these costs between the different options.

Safety

No IFP Design issues identified.

Although new or revised safety assurances may be needed, an acceptable safety argument is envisaged to be achievable.

Adherence to AMS

Supports the AMS by enabling an efficient flow of traffic, accommodating demand and providing system resilience to the benefit of airspace users, where a sole reliance on PBN Arrivals is not expected to achieve this.

Interdependencies, Conflicts & Trade-Offs

Option may restrict CCO/CDO to/from 7000ft for RAF Northolt, Gatwick and Farnborough, subject to the preferred options taken forward by those airports.

Outcome of Vectored Arrival RWY09R Option D

All vectored arrival options have been retained into Stage 3 to allow us to determine if it would be beneficial and/or feasible to use different vectoring areas during different periods to provide respite or relief from noise. This will be informed by our Concept work during Stage 3 system assembly.

OPTION CARRIED FORWARD TO STAGE 3

VECTOR Arrivals – RWY 09R Option D (Day)



07:00 - 23:00

Overflight

Rate	Population Overflown		Overflight (0-7000 ft) contour map
	Baseline	Option D	
≥ 1	5,700	823,900	
≥ 5	0	562,300	
≥ 10	0	319,600	
≥ 20	0	175,200	
≥ 50	0	27,100	
≥ 100	0	3,200	
≥ 200	0	0	

Aircraft Noise Events

Rate	Population experiencing noise events above N65 each day		N65 events contour map
	Baseline	Option D	
≥ 1	14,000	199,000	
≥ 5	0	49,400	
≥ 10	0	23,500	
≥ 20	0	13,100	
≥ 50	0	6,700	
≥ 100	0	5,500	
≥ 200	0	0	

Noise Exposures

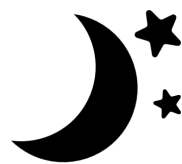
Population count	Baseline	Option D	Partial LOAEL contour map
Estimated total population above WHO Threshold (>45 dB L _{den})	1,100	52,300	
Total population within Partial LOAEL (>51 dB L _{Aeq,16h})	100	7,000	

Noise Exposure Change

Change in Noise Exposure	Population experiencing at least 1 dB reduction within partial LOAEL or brought out of partial LOAEL	Population experiencing no change in noise exposure within partial LOAEL	Population experiencing at least 1 dB increase within partial LOAEL or brought into partial LOAEL	Change in noise exposure map
Partial LOAEL	0 (of which 0 brought out of Partial LOAEL by Option)	0	7,000 (of which 6,900 brought into Partial LOAEL by Option)	



VECTOR Arrivals – RWY 09R Option D (Night)



23:00 - 07:00

Overflight

Rate	Population Overflown		Overflight (0-7000 ft) contour map
	Baseline	Option D	
≥ 1	170,900	186,000	
≥ 5	0	4,200	
≥ 10	0	0	
≥ 20	0	0	
≥ 50	0	0	
≥ 100	0	0	
≥ 200	0	0	

Aircraft Noise Events

Rate	Population experiencing noise events above N60 each day		N60 events contour map
	Baseline	Option D	
≥ 1	163,000	193,200	
≥ 5	0	25,400	
≥ 10	0	0	
≥ 20	0	0	
≥ 50	0	0	
≥ 100	0	0	
≥ 200	0	0	

Noise Exposures

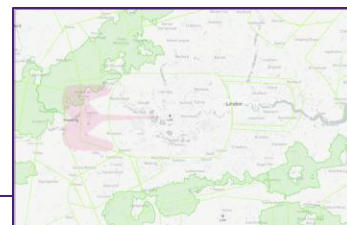
Population count	Baseline	Option D	Partial LOAEL contour map
Estimated total population above WHO Threshold (>40 dB L _{night})	13,400	20,600	
Total population within Partial LOAEL (>45 dB L _{Aeq,8h})	5,000	7,100	

Noise Exposure Change

Change in Noise Exposure	Population experiencing at least 1 dB reduction within partial LOAEL or brought out of partial LOAEL	Population experiencing no change in noise exposure within partial LOAEL	Population experiencing at least 1 dB increase within partial LOAEL or brought into partial LOAEL	Change in noise exposure map
Partial LOAEL	0 (of which 0 brought out of Partial LOAEL by Option)	0	7,100 (of which 2,100 brought into Partial LOAEL by Option)	



Vectored Arrivals – RWY 09R Option E



Option Description

This option has a vectoring area with Runway 09R Final Approach joining points between 12 and 16nm.

Communities – Noise impact on health & quality of life

Metric	Option Value	Difference to Baseline
Population above Partial LOAEL (daytime, LA _{eq} , 16h)	7,000	+6,900
Population above Partial LOAEL (night-time, LA _{eq} , 8h)	7,100	+2,100
Population experiencing at least one event of N65 (daytime)	226,200	+212,200
Population experiencing at least one event of N60 (night-time)	205,600	+42,600

Communities - Air Quality

As there is no change to track distribution below 1000ft, there is no effect on Air Quality from this option.

Wider Society – Greenhouse Gas Impact

Metric	Option Value
Overall Track Miles of the option (nm)	Not possible to assess at this time, owing to uncertainty in new stack locations.

Wider Society – Tranquillity & Biodiversity

Metric	Option Value	Difference to Baseline
Total Area of AONBs/National Parks (NPs) overflown between 0-7000ft once a day on average (daytime)	223km ²	+223km ²
Total Area of AONBs/NPs overflown experiencing at least one event of N65 on average (daytime)	44km ²	+44km ²
Total Area of Richmond Park overflown between 0-7000ft at least once a day on average (daytime)	0km ²	No change
Number of sites (RAMSAR, SAC, SPA, SSSI) overflown between 0-1640ft which observe a potential change in location overflown	4	+4
Number of sites (RAMSAR, SAC, SPA, SSSI) overflown between 0-3000ft which observe a potential change in location overflown	8	+8

Wider Society – Capacity/Resilience

The ability to constrain the vectoring area to joining final approach to within just a 4nm window is untested at Heathrow. There is a chance that the loss of flexibility could result in a degradation in landing rate, as an over delivery of arrivals will result in needing to extend arrival beyond the 4nm swathe.

Assuming that can be managed or occasional excursions from the small vectoring area is allowed, there is no other evidence to suggest an optimal landing rate cannot be achieved with this length final.

Heathrow's capacity for this ACP is limited by the existing 480,000 movement cap.

General Aviation – Access

No additional CAS envisaged.

Option would not facilitate the release of CAS.

Option not expected to impact existing helicopter routes.



General Aviation / Commercial Airlines – Economic impact from increased effective capacity

No economic effect expected on GA operations.

Assuming a smaller vectoring area has no negative effect on capacity, vectoring to final approach is expected to deliver the required landing rate.

General Aviation / Commercial Airlines – Fuel Burn

Change in Fuel Burn (compared to the Baseline - annual - tonnes)

Not able to quantify at this time, owing to uncertainty in new stack locations.

Commercial Airlines – Other costs

None identified.

Commercial Airlines – Training costs

Option does not require any re-equipage or upgrade costs for airlines. No training costs required for airlines.

Airport/ANSP – Operational costs

This option is not anticipated to change airport or ANSP operational costs.

Option may lead to a change in the number of properties eligible for the noise insulation scheme which could lead to a change in operational costs for the airport.

Airport/ANSP – Infrastructure costs

No changes to infrastructure costs envisaged.

Airport/ANSP – Deployment costs

There will be considerable costs associated with deployment in terms of operational training and system upgrades which will be quantified in Stage 3. However, there is not expected to be any differences in these costs between the different options.

Safety

No IFP Design issues identified.

Although new or revised safety assurances may be needed, an acceptable safety argument is envisaged to be achievable.

Adherence to AMS

Supports the AMS by enabling an efficient flow of traffic, accommodating demand and providing system resilience to the benefit of airspace users, where a sole reliance on PBN Arrivals is not expected to achieve this.

Interdependencies, Conflicts & Trade-Offs

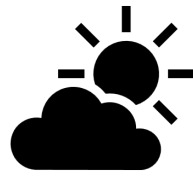
Option may restrict CCO/CDO to/from 7000ft for RAF Northolt, Gatwick and Farnborough, subject to the preferred options taken forward by those airports.

Outcome of Vectored Arrival RWY09R Option E

All vectored arrival options have been retained into Stage 3 to allow us to determine if it would be beneficial and/or feasible to use different vectoring areas during different periods to provide respite or relief from noise. This will be informed by our Concept work during Stage 3 system assembly.

OPTION CARRIED FORWARD TO STAGE 3

VECTOR Arrivals – RWY 09R Option E (Day)



07:00 - 23:00

Overflight

Rate	Population Overflow		Overflight (0-7000 ft) contour map
	Baseline	Option E	
≥ 1	5,700	767,400	
≥ 5	0	535,100	
≥ 10	0	352,500	
≥ 20	0	198,900	
≥ 50	0	37,400	
≥ 100	0	5,900	
≥ 200	0	0	

Aircraft Noise Events

Rate	Population experiencing noise events above N65 each day		N65 events contour map
	Baseline	Option E	
≥ 1	14,000	226,200	
≥ 5	0	52,300	
≥ 10	0	28,000	
≥ 20	0	13,100	
≥ 50	0	6,700	
≥ 100	0	5,500	
≥ 200	0	0	

Noise Exposures

Population count	Baseline	Option E	Partial LOAEL contour map
Estimated total population above WHO Threshold (>45 dB L _{den})	1,100	62,100	
Total population within Partial LOAEL (>51 dB L _{Aeq,16h})	100	7,000	

Noise Exposure Change

Change in Noise Exposure	Population experiencing at least 1 dB reduction within partial LOAEL or brought out of partial LOAEL	Population experiencing no change in noise exposure within partial LOAEL	Population experiencing at least 1 dB increase within partial LOAEL or brought into partial LOAEL	Change in noise exposure map
Partial LOAEL	0 (of which 0 brought out of Partial LOAEL by Option)	0	7,000 (of which 6,900 brought into Partial LOAEL by Option)	



VECTOR Arrivals – RWY 09R Option E (Night)



23:00 - 07:00

Overflight

Rate	Population Overflow		Overflight (0-7000 ft) contour map
	Baseline	Option E	
≥ 1	170,900	210,000	
≥ 5	0	7,700	
≥ 10	0	0	
≥ 20	0	0	
≥ 50	0	0	
≥ 100	0	0	
≥ 200	0	0	

Aircraft Noise Events

Rate	Population experiencing noise events above N60 each day		N60 events contour map
	Baseline	Option E	
≥ 1	163,000	205,500	
≥ 5	0	28,100	
≥ 10	0	0	
≥ 20	0	0	
≥ 50	0	0	
≥ 100	0	0	
≥ 200	0	0	

Noise Exposures

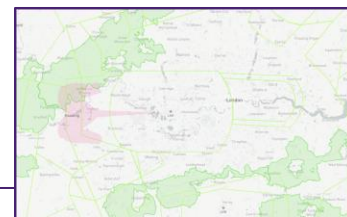
Population count	Baseline	Option E	Partial LOAEL contour map
Estimated total population above WHO Threshold (>40 dB L _{night})	13,400	22,300	
Total population within Partial LOAEL (>45 dB L _{Aeq,8h})	5,000	7,100	

Noise Exposure Change

Change in Noise Exposure	Population experiencing at least 1 dB reduction within partial LOAEL or brought out of partial LOAEL	Population experiencing no change in noise exposure within partial LOAEL	Population experiencing at least 1 dB increase within partial LOAEL or brought into partial LOAEL	Change in noise exposure map
Partial LOAEL	0 (of which 0 brought out of Partial LOAEL by Option)	0	7,100 (of which 2,100 brought into Partial LOAEL by Option)	



Vectored Arrivals – RWY 09R Option F



Option Description

This option has a vectoring area with Runway 09R Final Approach joining points between 13 and 17nm.

Communities – Noise impact on health & quality of life

Metric	Option Value	Difference to Baseline
Population above Partial LOAEL (daytime, LA _{eq} , 16h)	7,000	+6,900
Population above Partial LOAEL (night-time, LA _{eq} , 8h)	7,100	+2,100
Population experiencing at least one event of N65 (daytime)	243,100	+229,100
Population experiencing at least one event of N60 (night-time)	228,400	+65,400

Communities - Air Quality

As there is no change to track distribution below 1000ft, there is no effect on Air Quality from this option.

Wider Society – Greenhouse Gas Impact

Metric	Option Value
Overall Track Miles of the option (nm)	Not possible to assess at this time, owing to uncertainty in new stack locations.

Wider Society – Tranquillity & Biodiversity

Metric	Option Value	Difference to Baseline
Total Area of AONBs/National Parks (NPs) overflown between 0-7000ft once a day on average (daytime)	248km ²	+248km ²
Total Area of AONBs/NPs overflown experiencing at least one event of N65 on average (daytime)	50km ²	+50km ²
Total Area of Richmond Park overflown between 0-7000ft at least once a day on average (daytime)	0km ²	No change
Number of sites (RAMSAR, SAC, SPA, SSSI) overflown between 0-1640ft which observe a potential change in location overflown	4	+4
Number of sites (RAMSAR, SAC, SPA, SSSI) overflown between 0-3000ft which observe a potential change in location overflown	8	+8

Wider Society – Capacity/Resilience

The ability to constrain the vectoring area to joining final approach to within just a 4nm window is untested at Heathrow. There is a chance that the loss of flexibility could result in a degradation in landing rate, as an over delivery of arrivals will result in needing to extend arrival beyond the 4nm swathe.

Assuming that can be managed or occasional excursions from the small vectoring area is allowed, there is no other evidence to suggest an optimal landing rate cannot be achieved with this length final.

Heathrow's capacity for this ACP is limited by the existing 480,000 movement cap.

General Aviation – Access

No additional CAS envisaged.

Option would not facilitate the release of CAS.

Option not expected to impact existing helicopter routes.

General Aviation / Commercial Airlines – Economic impact from increased effective capacity

No economic effect expected on GA operations.

Assuming a smaller vectoring area has no negative effect on capacity, vectoring to final approach is expected to deliver the required landing rate.

General Aviation / Commercial Airlines – Fuel Burn

Change in Fuel Burn (compared to the Baseline - annual - tonnes)

Not able to quantify at this time, owing to uncertainty in new stack locations.

Commercial Airlines – Training costs

Option does not require any re-equipage or upgrade costs for airlines. No training costs required for airlines.

Commercial Airlines – Other costs

None identified.

Airport/ANSP – Infrastructure costs

No changes to infrastructure costs envisaged.

Airport/ANSP – Operational costs

This option is not anticipated to change airport or ANSP operational costs.

Option may lead to a change in the number of properties eligible for the noise insulation scheme which could lead to a change in operational costs for the airport.

Airport/ANSP – Deployment costs

There will be considerable costs associated with deployment in terms of operational training and system upgrades which will be quantified in Stage 3. However, there is not expected to be any differences in these costs between the different options.

Safety

No IFP Design issues identified.

Although new or revised safety assurances may be needed, an acceptable safety argument is envisaged to be achievable.

Adherence to AMS

Supports the AMS by enabling an efficient flow of traffic, accommodating demand and providing system resilience to the benefit of airspace users, where a sole reliance on PBN Arrivals is not expected to achieve this.

Interdependencies, Conflicts & Trade-Offs

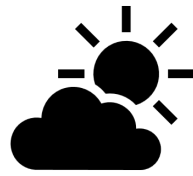
Option may restrict CCO/CDO to/from 7000ft for RAF Northolt, Gatwick and Farnborough, subject to the preferred options taken forward by those airports.

Outcome of Vectored Arrival RWY09R Option F

All vectored arrival options have been retained into Stage 3 to allow us to determine if it would be beneficial and/or feasible to use different vectoring areas during different periods to provide respite or relief from noise. This will be informed by our Concept work during Stage 3 system assembly.

OPTION CARRIED FORWARD TO STAGE 3

VECTOR Arrivals – RWY 09R Option F (Day)



07:00 - 23:00

Overflight

Rate	Population Overflow		Overflight (0-7000 ft) contour map
	Baseline	Option F	
≥ 1	5,700	641,900	
≥ 5	0	467,200	
≥ 10	0	367,200	
≥ 20	0	218,800	
≥ 50	0	34,400	
≥ 100	0	9,700	
≥ 200	0	0	

Aircraft Noise Events

Rate	Population experiencing noise events above N65 each day		N65 events contour map
	Baseline	Option F	
≥ 1	14,000	243,100	
≥ 5	0	64,000	
≥ 10	0	38,800	
≥ 20	0	13,100	
≥ 50	0	6,700	
≥ 100	0	5,500	
≥ 200	0	0	

Noise Exposures

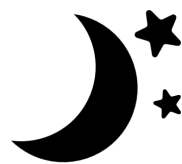
Population count	Baseline	Option F	Partial LOAEL contour map
Estimated total population above WHO Threshold (>45 dB L _{den})	1,100	71,300	
Total population within Partial LOAEL (>51 dB L _{Aeq,16h})	100	7,000	

Noise Exposure Change

Change in Noise Exposure	Population experiencing at least 1 dB reduction within partial LOAEL or brought out of partial LOAEL	Population experiencing no change in noise exposure within partial LOAEL	Population experiencing at least 1 dB increase within partial LOAEL or brought into partial LOAEL	Change in noise exposure map
Partial LOAEL	0 (of which 0 brought out of Partial LOAEL by Option)	0	7,000 (of which 6,900 brought into Partial LOAEL by Option)	



VECTOR Arrivals – RWY 09R Option F (Night)



23:00 - 07:00

Overflight

Rate	Population Overflow		Overflight (0-7000 ft) contour map
	Baseline	Option F	
≥ 1	170,900	227,200	
≥ 5	0	18,800	
≥ 10	0	0	
≥ 20	0	0	
≥ 50	0	0	
≥ 100	0	0	
≥ 200	0	0	

Aircraft Noise Events

Rate	Population experiencing noise events above N60 each day		N60 events contour map
	Baseline	Option F	
≥ 1	163,000	228,400	
≥ 5	0	33,900	
≥ 10	0	0	
≥ 20	0	0	
≥ 50	0	0	
≥ 100	0	0	
≥ 200	0	0	

Noise Exposures

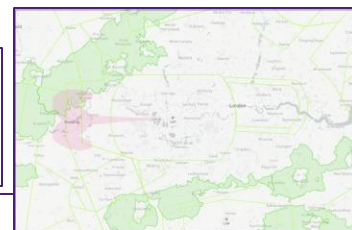
Population count	Baseline	Option F	Partial LOAEL contour map
Estimated total population above WHO Threshold (>40 dB L _{night})	13,400	23,800	
Total population within Partial LOAEL (>45 dB L _{Aeq,8h})	5,000	7,100	

Noise Exposure Change

Change in Noise Exposure	Population experiencing at least 1 dB reduction within partial LOAEL or brought out of partial LOAEL	Population experiencing no change in noise exposure within partial LOAEL	Population experiencing at least 1 dB increase within partial LOAEL or brought into partial LOAEL	Change in noise exposure map
Partial LOAEL	0 (of which 0 brought out of Partial LOAEL by Option)	0	7,100 (of which 2,100 brought into Partial LOAEL by Option)	



Vectored Arrivals – RWY 09R Option G



Option Description

This option has a vectoring area with Runway 09R Final Approach joining points between 14 and 18nm.

Communities – Noise impact on health & quality of life

Metric	Option Value	Difference to Baseline
Population above Partial LOAEL (daytime, LA _{eq} , 16h)	7,000	+6,900
Population above Partial LOAEL (night-time, LA _{eq} , 8h)	7,100	+2,100
Population experiencing at least one event of N65 (daytime)	230,300	+216,300
Population experiencing at least one event of N60 (night-time)	213,700	+50,700

Communities - Air Quality

As there is no change to track distribution below 1000ft, there is no effect on Air Quality from this option.

Wider Society – Greenhouse Gas Impact

Metric	Option Value
Overall Track Miles of the option (nm)	Not possible to assess at this time, owing to uncertainty in new stack locations.

Wider Society – Tranquillity & Biodiversity

Metric	Option Value	Difference to Baseline
Total Area of AONBs/National Parks (NPs) overflown between 0-7000ft once a day on average (daytime)	271km ²	+271km ²
Total Area of AONBs/NPs overflown experiencing at least one event of N65 on average (daytime)	53km ²	+53km ²
Total Area of Richmond Park overflown between 0-7000ft at least once a day on average (daytime)	0km ²	No change
Number of sites (RAMSAR, SAC, SPA, SSSI) overflown between 0-1640ft which observe a potential change in location overflown	4	+4
Number of sites (RAMSAR, SAC, SPA, SSSI) overflown between 0-3000ft which observe a potential change in location overflown	8	+8

Wider Society – Capacity/Resilience

The ability to constrain the vectoring area to joining final approach to within just a 4nm window is untested at Heathrow. There is a chance that the loss of flexibility could result in a degradation in landing rate, as an over delivery of arrivals will result in needing to extend arrival beyond the 4nm swathe. Assuming that can be managed or occasional excursions from the small vectoring area is allowed, running a longer final approach could start to degrade the ability to consistently provide optimal spacing. This is due to the requirement to maintain more active/restrictive speed control on final approach, than on base-leg.

Heathrow's capacity for this ACP is limited by the existing 480,000 movement cap.

General Aviation – Access

No additional CAS envisaged.

Option would not facilitate the release of CAS.

Option not expected to impact existing helicopter routes.

General Aviation / Commercial Airlines – Economic impact from increased effective capacity

No economic effect expected on GA operations.

Running a longer final approach could start to degrade the ability to consistently provide optimal spacing. This is due to the requirement to maintain more active/restrictive speed control on final approach, than on base-leg.

This will be verified and quantified in Stage 3, should this option be favourable from an environmental and/or design perspective.

General Aviation / Commercial Airlines – Fuel Burn

Change in Fuel Burn (compared to the Baseline - annual - tonnes)

Not able to quantify at this time, owing to uncertainty in new stack locations.

Commercial Airlines – Other costs

None identified.

Commercial Airlines – Training costs

Option does not require any re-equipage or upgrade costs for airlines. No training costs required for airlines.

Airport/ANSP – Infrastructure costs

No changes to infrastructure costs envisaged.

Airport/ANSP – Deployment costs

There will be considerable costs associated with deployment in terms of operational training and system upgrades which will be quantified in Stage 3. However, there is not expected to be any differences in these costs between the different options.

Airport/ANSP – Operational costs

This option is not anticipated to change airport or ANSP operational costs.

Option may lead to a change in the number of properties eligible for the noise insulation scheme which could lead to a change in operational costs for the airport.

Safety

No IFP Design issues identified.

Although new or revised safety assurances may be needed, an acceptable safety argument is envisaged to be achievable.

Adherence to AMS

Supports the AMS by enabling an efficient flow of traffic, accommodating demand and providing system resilience to the benefit of airspace users, where a sole reliance on PBN Arrivals is not expected to achieve this. A consistently longer final approach could impact landing rates. This will be assessed further in Stage 3 should this option be favourable from an environmental &/or design perspective.

Interdependencies, Conflicts & Trade-Offs

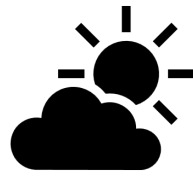
Option may restrict CCO/CDO to/from 7000ft for RAF Northolt and Farnborough, subject to the preferred options taken forward by those airports.

Outcome of Vectored Arrival RWY09R Option G

All vectored arrival options have been retained into Stage 3 to allow us to determine if it would be beneficial and/or feasible to use different vectoring areas during different periods to provide respite or relief from noise. This will be informed by our Concept work during Stage 3 system assembly.

OPTION CARRIED FORWARD TO STAGE 3

VECTOR Arrivals – RWY 09R Option G (Day)



07:00 - 23:00

Overflight

Rate	Population Overflow		Overflight (0-7000 ft) contour map
	Baseline	Option G	
≥ 1	5,700	580,100	
≥ 5	0	419,300	
≥ 10	0	331,300	
≥ 20	0	191,100	
≥ 50	0	41,700	
≥ 100	0	18,900	
≥ 200	0	0	

Aircraft Noise Events

Rate	Population experiencing noise events above N65 each day		N65 events contour map
	Baseline	Option G	
≥ 1	14,000	230,300	
≥ 5	0	83,800	
≥ 10	0	45,800	
≥ 20	0	13,100	
≥ 50	0	6,700	
≥ 100	0	5,500	
≥ 200	0	0	

Noise Exposures

Population count	Baseline	Option G	Partial LOAEL contour map
Estimated total population above WHO Threshold (>45 dB L _{den})	1,100	82,300	
Total population within Partial LOAEL (>51 dB L _{Aeq,16h})	100	7,000	

Noise Exposure Change

Change in Noise Exposure	Population experiencing at least 1 dB reduction within partial LOAEL or brought out of partial LOAEL	Population experiencing no change in noise exposure within partial LOAEL	Population experiencing at least 1 dB increase within partial LOAEL or brought into partial LOAEL	Change in noise exposure map
Partial LOAEL	0 (of which 0 brought out of Partial LOAEL by Option)	0	7,000 (of which 6,900 brought into Partial LOAEL by Option)	



VECTOR Arrivals – RWY 09R Option G (Night)



23:00 - 07:00

Overflight

Rate	Population Overflow		Overflight (0-7000 ft) contour map
	Baseline	Option G	
≥ 1	170,900	224,100	
≥ 5	0	25,400	
≥ 10	0	0	
≥ 20	0	0	
≥ 50	0	0	
≥ 100	0	0	
≥ 200	0	0	

Aircraft Noise Events

Rate	Population experiencing noise events above N60 each day		N60 events contour map
	Baseline	Option G	
≥ 1	163,000	213,700	
≥ 5	0	38,400	
≥ 10	0	0	
≥ 20	0	0	
≥ 50	0	0	
≥ 100	0	0	
≥ 200	0	0	

Noise Exposures

Population count	Baseline	Option G	Partial LOAEL contour map
Estimated total population above WHO Threshold (>40 dB L _{night})	13,400	26,600	
Total population within Partial LOAEL (>45 dB L _{Aeq,8h})	5,000	7,100	

Noise Exposure Change

Change in Noise Exposure	Population experiencing at least 1 dB reduction within partial LOAEL or brought out of partial LOAEL	Population experiencing no change in noise exposure within partial LOAEL	Population experiencing at least 1 dB increase within partial LOAEL or brought into partial LOAEL	Change in noise exposure map
Partial LOAEL	0 (of which 0 brought out of Partial LOAEL by Option)	0	7,100 (of which 2,100 brought into Partial LOAEL by Option)	

