



AIRSPACE MODERNISATION AIRSPACE CHANGE PROPOSAL

STEP 2B INITIAL OPTIONS APPRAISAL

APPENDIX C

VECTORED ARRIVALS PART 1



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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.

Initial Options Appraisal

Vectored Arrivals

Runway 27L



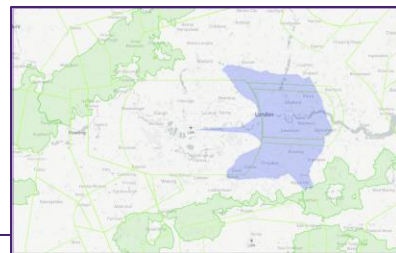
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Version 1.0 (July 2023)

**Vectored Arrivals – Runway (RWY) 27L Baseline
‘Do Nothing’**

Option Description

This represents the baseline for Doing Nothing with 27L arrivals. The image represents the areas overflowed at least once per day on average by arrivals in 2019.



Communities – Noise impact on health & quality of life

Metric	Option Value	Difference to Baseline
Population above Partial LOAEL (daytime, LA _{eq} , 16h)	546,200	N/A
Population above Partial LOAEL (night-time, LA _{eq} , 8h)	880,200	N/A
Population experiencing at least one event of N65 (daytime)	3,191,500	N/A
Population experiencing at least one event of N60 (night-time)	2,451,000	N/A

Communities - Air Quality

As this is the Baseline ‘Do Nothing’, there is no change to Air Quality.

Wider Society – Greenhouse Gas Impact

Metric	Option Value
Overall Track miles (nm)	Not possible to assess.

Wider Society – Tranquillity & Biodiversity

Metric	Option Value	Difference to Baseline
Total Area of AONBs/National Parks (NPs) overflowed between 0-7000ft once a day on average (daytime)	32km ²	N/A
Total Area of AONBs/NPs overflowed experiencing at least one event of N65 on average (daytime)	0km ²	N/A
Total Area of Richmond Park overflowed between 0-7000ft at least once a day on average (daytime)	Less than 1km ²	N/A
Number of sites (RAMSAR, SAC, SPA, SSSI) overflowed between 0-1640ft which observe a potential change in location overflow	N/A	N/A
Number of sites (RAMSAR, SAC, SPA, SSSI) overflowed between 0-3000ft which observe a potential change in location overflow	N/A	N/A

Wider Society – Capacity/Resilience

Doing nothing would maintain existing performance.

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

General Aviation (GA) – Access

No additional Controlled Airspace (CAS) required.

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

As this is the Baseline ‘Do Nothing’ there is no economic effect expected on GA or commercial airline operations.

Commercial Airlines – Training costs

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

Airport/Air Navigation Service Provider (ANSP) – Infrastructure costs

Doing nothing will mean no changes to infrastructure costs.

Airport/ANSP – Deployment costs

Doing nothing will mean no deployment costs.

Safety

Doing nothing will mean no Instrument Flight Procedures (IFP) design considerations.

At current traffic levels, there are no safety concerns with the current arrangements at Heathrow. Future traffic growth within the London Terminal Manoeuvring Area (LTMA) could however result in increased complexity and workload for ATC and pilots, which may lead to traffic levels within the London TMA being capped, or increased aircraft holding on the ground, in order to maintain safety.

Interdependencies, Conflicts & Trade-Offs

Heathrow's arrivals generally 'block' Heathrow's departures from climbing above 6000ft. As a result, other airports' routes are also held down below 6000ft.

Doing nothing with Heathrow's arrivals will continue to constrain those routes as well as the ability for those airports to make more beneficial changes to their departures in the future. Doing nothing will therefore continue to inhibit future design options for RAF Northolt, Luton, Stansted, Gatwick, London City, Biggin Hill and Farnborough.

General Aviation / Commercial Airlines – Fuel Burn

Change in Fuel Burn (annual - tonnes)	No change
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Commercial Airlines – Other costs

None identified.

Airport/ANSP – Operational costs

Doing nothing will mean no change to operational costs.

Adherence to Airspace Modernisation Strategy (AMS)

Doing nothing with Westerly arrivals will not align with the AMS. It will not enable environmental benefits, increase airspace capacity, reduce noise impacts or maximise benefits from NERL's re-design of the LTMA. No change and therefore no ACP submission will not enable enhancements to safety, enhanced integration or reductions in the volume of CAS.

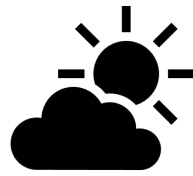
Outcome of Vectored Arrival RWY27L Baseline ‘Do Nothing’

The Baseline (Do Nothing) Option was discontinued during the Design Principles Evaluation (DPE) phase of Stage 2, owing to the option not meeting the objectives set by the Airspace Modernisation Strategy (AMS).

OPTION DISCONTINUED (During DPE)



CAP1616 - INITIAL OPTIONS APPRAISAL – SUPPLEMENTARY METRICS



07:00 - 23:00

VECTOR Arrivals – RWY 27L Do Nothing (Day)

Overflight

Rate	Population Overflown		Overflight (0-7000 ft) contour map
	Baseline	Do Nothing	
≥ 1	7,438,600	7,438,600	
≥ 5	5,415,000	5,415,000	
≥ 10	4,440,400	4,440,400	
≥ 20	3,348,800	3,348,800	
≥ 50	1,528,700	1,528,700	
≥ 100	353,100	353,100	
≥ 200	218,500	218,500	

Aircraft Noise Events

Rate	Population experiencing noise events above N65 each day		N65 events contour map
	Baseline	Do Nothing	
≥ 1	3,191,500	3,191,500	
≥ 5	1,235,200	1,235,200	
≥ 10	693,800	693,800	
≥ 20	445,400	445,400	
≥ 50	177,500	177,500	
≥ 100	105,300	105,300	
≥ 200	84,900	84,900	

Noise Exposures

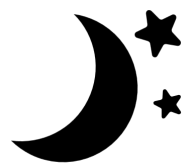
Population count	Baseline	Do Nothing	Partial LOAEL contour map
Estimated total population above WHO Threshold (>45 dB L _{den})	3,160,200	3,160,200	
Total population within Partial LOAEL (>51 dB L _{Aeq,16h})	546,200	546,200	

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 (0 brought out of Partial LOAEL by Option)	0	0 (0 brought into Partial LOAEL by Option)	



VECTOR Arrivals – RWY 27L Do Nothing (Night)



23:00 - 07:00

Overflight

Rate	Population Overflown		Overflight (0-7000 ft) contour map
	Baseline	Do Nothing	
≥ 1	3,800,500	3,800,500	
≥ 5	1,172,300	1,172,300	
≥ 10	546,400	546,400	
≥ 20	295,800	295,800	
≥ 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	Do Nothing	
≥ 1	2,451,100	2,451,100	
≥ 5	1,142,200	1,142,200	
≥ 10	881,700	881,700	
≥ 20	416,800	416,800	
≥ 50	0	0	
≥ 100	0	0	
≥ 200	0	0	

Noise Exposures

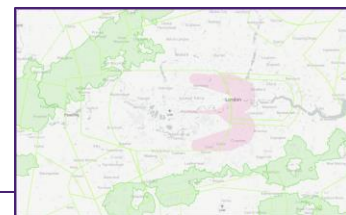
Population count	Baseline	Do Nothing	Partial LOAEL contour map
Estimated total population above WHO Threshold (>40 dB L _{night})	1,835,500	1,835,500	
Total population within Partial LOAEL (>45 dB L _{Aeq,8h})	880,200	880,200	

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 (0 brought out of Partial LOAEL by Option)	0	0 (0 brought into Partial LOAEL by Option)	



Vectored Arrivals – RWY 27L Option A



Option Description

This option has a vectoring area with Runway 27L Final Approach joining points between 8 and 12nm.

Communities – Noise impact on health & quality of life

Metric	Option Value	Difference to Baseline
Population above Partial LOAEL (daytime, LA _{eq} , 16h)	438,900	-107,300
Population above Partial LOAEL (night-time, LA _{eq} , 8h)	796,500	-83,700
Population experiencing at least one event of N65 (daytime)	3,084,200	-107,300
Population experiencing at least one event of N60 (night-time)	3,572,700	+1,121,700

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)	130km ²	+98km ²
Total Area of AONBs/NPs overflown experiencing at least one event of N65 on average (daytime)	0km ²	No change
Total Area of Richmond Park overflown between 0-7000ft at least once a day on average (daytime)	0km ²	Less than 1km ²
Number of sites (RAMSAR, SAC, SPA, SSSI) overflown between 0-1640ft which observe a potential change in location overflown	0	No change
Number of sites (RAMSAR, SAC, SPA, SSSI) overflown between 0-3000ft which observe a potential change in location overflown	0	No change

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

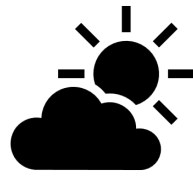
Option may restrict CCO/CDO to/from 7000ft for RAF Northolt, London City, Biggin Hill, Gatwick and Farnborough, subject to the preferred options taken forward by those airports.

Outcome of Vectored Arrival RWY27L Option A

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

CAP1616 - INITIAL OPTIONS APPRAISAL – SUPPLEMENTARY METRICS



07:00 - 23:00

VECTOR Arrivals – RWY 27L Option A (Day)

Overflight

Rate	Population Overflow		Overflight (0-7000 ft) contour map
	Baseline	Option A	
≥ 1	7,438,600	4,271,200	
≥ 5	5,415,000	3,917,100	
≥ 10	4,440,400	3,550,700	
≥ 20	3,348,800	3,131,600	
≥ 50	1,528,700	1,853,700	
≥ 100	353,100	361,700	
≥ 200	218,500	138,400	

Aircraft Noise Events

Rate	Population experiencing noise events above N65 each day		N65 events contour map
	Baseline	Option A	
≥ 1	3,191,500	3,084,200	
≥ 5	1,235,200	1,830,400	
≥ 10	693,800	816,600	
≥ 20	445,400	340,600	
≥ 50	177,500	177,500	
≥ 100	105,300	105,700	
≥ 200	84,900	86,300	

Noise Exposures

Population count	Baseline	Option A	Partial LOAEL contour map
Estimated total population above WHO Threshold (>45 dB L _{den})	3,160,200	3,267,700	
Total population within Partial LOAEL (>51 dB L _{Aeq,16h})	546,200	438,900	

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	152,600 (of which 115,300 brought out of Partial LOAEL by Option)	393,600	8,000 (of which 8,000 brought into Partial LOAEL by Option)	



CAP1616 - INITIAL OPTIONS APPRAISAL – SUPPLEMENTARY METRICS

VECTOR Arrivals – RWY 27L Option A (Night)



23:00 - 07:00

Overflight

Rate	Population Overflow		Overflight (0-7000 ft) contour map
	Baseline	Option A	
≥ 1	3,800,500	3,519,900	
≥ 5	1,172,300	1,251,100	
≥ 10	546,400	432,100	
≥ 20	295,800	146,100	
≥ 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 A	
≥ 1	2,451,100	3,572,700	
≥ 5	1,142,200	1,254,300	
≥ 10	881,700	732,800	
≥ 20	416,800	313,600	
≥ 50	0	0	
≥ 100	0	0	
≥ 200	0	0	

Noise Exposures

Population count	Baseline	Option A	Partial LOAEL contour map
Estimated total population above WHO Threshold (>40 dB L _{night})	1,835,500	2,261,700	
Total population within Partial LOAEL (>45 dB L _{Aeq,8h})	880,200	796,500	

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	381,000 (of which 284,600 brought out of Partial LOAEL by Option)	474,600	225,400 (of which 200,800 brought into Partial LOAEL by Option)	



Vectored Arrivals – RWY 27L Option B



Option Description

This option has a vectoring area with Runway 27L Final Approach joining points between 9 and 13nm.

Communities – Noise impact on health & quality of life

Metric	Option Value	Difference to Baseline
Population above Partial LOAEL (daytime, LA _{eq} , 16h)	499,800	-46,400
Population above Partial LOAEL (night-time, LA _{eq} , 8h)	795,200	-85,000
Population experiencing at least one event of N65 (daytime)	3,004,000	-187,500
Population experiencing at least one event of N60 (night-time)	3,612,900	+1,161,900

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)	116km ²	+84km ²
Total Area of AONBs/NPs overflown experiencing at least one event of N65 on average (daytime)	0km ²	No change
Total Area of Richmond Park overflown between 0-7000ft at least once a day on average (daytime)	0km ²	Less than 1km ²
Number of sites (RAMSAR, SAC, SPA, SSSI) overflown between 0-1640ft which observe a potential change in location overflown	0	No change
Number of sites (RAMSAR, SAC, SPA, SSSI) overflown between 0-3000ft which observe a potential change in location overflown	0	No change

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, London City, Biggin Hill, Gatwick and Farnborough, subject to the preferred options taken forward by those airports.

Outcome of Vectored Arrival RWY27L Option B

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 27L Option B (Day)



07:00 - 23:00

Overflight

Rate	Population Overflow		Overflight (0-7000 ft) contour map
	Baseline	Option B	
≥ 1	7,438,600	4,442,300	
≥ 5	5,415,000	4,045,900	
≥ 10	4,440,400	3,681,100	
≥ 20	3,348,800	3,206,800	
≥ 50	1,528,700	1,995,700	
≥ 100	353,100	448,000	
≥ 200	218,500	178,100	

Aircraft Noise Events

Rate	Population experiencing noise events above N65 each day		N65 events contour map
	Baseline	Option B	
≥ 1	3,191,500	3,004,000	
≥ 5	1,235,200	1,812,400	
≥ 10	693,800	823,900	
≥ 20	445,400	371,300	
≥ 50	177,500	178,200	
≥ 100	105,300	105,700	
≥ 200	84,900	86,300	

Noise Exposures

Population count	Baseline	Option B	Partial LOAEL contour map
Estimated total population above WHO Threshold (>45 dB L _{den})	3,160,200	3,321,400	
Total population within Partial LOAEL (>51 dB L _{Aeq,16h})	546,200	499,800	

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	65,200 (of which 53,200 brought out of Partial LOAEL by Option)	481,000	6,800 (of which 6,800 brought into Partial LOAEL by Option)	



CAP1616 - INITIAL OPTIONS APPRAISAL – SUPPLEMENTARY METRICS

VECTOR Arrivals – RWY 27L Option B (Night)



23:00 - 07:00

Overflight

Rate	Population Overflow		Overflight (0-7000 ft) contour map
	Baseline	Option B	
≥ 1	3,800,500	3,608,400	
≥ 5	1,172,300	1,316,100	
≥ 10	546,400	509,600	
≥ 20	295,800	189,300	
≥ 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 B	
≥ 1	2,451,100	3,612,900	
≥ 5	1,142,200	1,285,000	
≥ 10	881,700	723,200	
≥ 20	416,800	353,900	
≥ 50	0	0	
≥ 100	0	0	
≥ 200	0	0	

Noise Exposures

Population count	Baseline	Option B	Partial LOAEL contour map
Estimated total population above WHO Threshold (>40 dB L _{night})	1,835,500	2,233,700	
Total population within Partial LOAEL (>45 dB L _{Aeq,8h})	880,200	795,200	

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	285,800 (of which 217,100 brought out of Partial LOAEL by Option)	579,100	147,400 (of which 132,200 brought into Partial LOAEL by Option)	



Vectored Arrivals – RWY 27L Option C

Option Description

This option has a vectoring area with Runway 27L Final Approach joining points between 10 and 14nm.



Communities – Noise impact on health & quality of life

Metric	Option Value	Difference to Baseline
Population above Partial LOAEL (daytime, LA _{eq} , 16h)	538,200	-8,000
Population above Partial LOAEL (night-time, LA _{eq} , 8h)	813,200	-67,000
Population experiencing at least one event of N65 (daytime)	2,841,200	-350,300
Population experiencing at least one event of N60 (night-time)	3,533,100	+1,082,100

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)	109km ²	+77km ²
Total Area of AONBs/NPs overflown experiencing at least one event of N65 on average (daytime)	0km ²	No change
Total Area of Richmond Park overflown between 0-7000ft at least once a day on average (daytime)	0km ²	Less than 1km ²
Number of sites (RAMSAR, SAC, SPA, SSSI) overflown between 0-1640ft which observe a potential change in location overflown	0	No change
Number of sites (RAMSAR, SAC, SPA, SSSI) overflown between 0-3000ft which observe a potential change in location overflown	0	No change

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 London City, Biggin Hill, Gatwick and Farnborough, subject to the preferred options taken forward by those airports.

Outcome of Vectored Arrival RWY27L Option C

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 27L Option C (Day)



07:00 - 23:00

Overflight

Rate	Population Overflow		Overflight (0-7000 ft) contour map
	Baseline	Option C	
≥ 1	7,438,600	4,662,900	
≥ 5	5,415,000	4,178,500	
≥ 10	4,440,400	3,727,700	
≥ 20	3,348,800	3,199,400	
≥ 50	1,528,700	1,925,400	
≥ 100	353,100	554,600	
≥ 200	218,500	232,600	

Aircraft Noise Events

Rate	Population experiencing noise events above N65 each day		N65 events contour map
	Baseline	Option C	
≥ 1	3,191,500	2,841,200	
≥ 5	1,235,200	1,554,500	
≥ 10	693,800	762,600	
≥ 20	445,400	439,400	
≥ 50	177,500	178,300	
≥ 100	105,300	105,700	
≥ 200	84,900	86,300	

Noise Exposures

Population count	Baseline	Option C	Partial LOAEL contour map
Estimated total population above WHO Threshold (>45 dB L _{den})	3,160,200	3,201,400	
Total population within Partial LOAEL (>51 dB L _{Aeq,16h})	546,200	538,200	

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	17,300 (of which 17,300 brought out of Partial LOAEL by Option)	528,800	9,300 (of which 9,300 brought into Partial LOAEL by Option)	



VECTOR Arrivals – RWY 27L Option C (Night)



23:00 - 07:00

Overflight

Rate	Population Overflow		Overflight (0-7000 ft) contour map
	Baseline	Option C	
≥ 1	3,800,500	3,657,100	
≥ 5	1,172,300	1,331,500	
≥ 10	546,400	565,300	
≥ 20	295,800	252,500	
≥ 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 C	
≥ 1	2,451,100	3,533,100	
≥ 5	1,142,200	1,251,400	
≥ 10	881,700	779,100	
≥ 20	416,800	393,000	
≥ 50	0	0	
≥ 100	0	0	
≥ 200	0	0	

Noise Exposures

Population count	Baseline	Option C	Partial LOAEL contour map
Estimated total population above WHO Threshold (>40 dB L _{night})	1,835,500	2,117,700	
Total population within Partial LOAEL (>45 dB L _{Aeq,8h})	880,200	813,200	

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	189,500 (of which 144,500 brought out of Partial LOAEL by Option)	683,700	84,500 (of which 77,500 brought into Partial LOAEL by Option)	

