



# ***AIRSPACE MODERNISATION AIRSPACE CHANGE PROPOSAL***

## ***STEP 2B INITIAL OPTIONS APPRAISAL***

### ***APPENDIX B***

***PBN ARRIVALS  
Version 2  
Runway 27R - Part 5***



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Revision History

Version	Date	Amendment	Author
1.0	28 <sup>th</sup> July 2023	Initial issue	Heathrow Airport Ltd
2.0	07 <sup>th</sup> June 2024	All option outcome statements amended following the revision of the shortlisting methodology to remove reference to AONB’s and Richmond Park.	Heathrow Airport Ltd

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.

## PBN Arrivals – RWY 27R Option I

### Option Description

This option was developed to address DP4. This option assumes a single PBN arrival track used for all RWY27R arrivals capable of RNP-AR during the 0430-0600 period from ALESO.



### Communities – Noise impact on health & quality of life

Metric	Option Value	Difference to Baseline
Population above Partial LOAEL (daytime, LA <sub>eq</sub> , 16h)	N/A	N/A
Population above Partial LOAEL (night-time, LA <sub>eq</sub> , 8h)	219,800	-205,300
Population experiencing at least one event of N65 (daytime)	N/A	N/A
Population experiencing at least one event of N60 (night-time)	538,400	-643,100

### 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	Difference to Baseline
Track Miles of the routes used (nm)	-6

### 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 (night-time)	55km <sup>2</sup>	+55km <sup>2</sup>
Total Area of AONBs/NPs overflown experiencing at least one event of N60 on average (night-time)	16km <sup>2</sup>	+16km <sup>2</sup>
Total Area of Richmond Park overflown between 0-7000ft at least once a day on average (night-time)	4km <sup>2</sup>	+4km <sup>2</sup>
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	6	+6

### Wider Society – Capacity/Resilience

Arrival throughput not of concern 0430-0600. A single or multiple PBN route could handle the low number of arrivals in this period if required.

There is no distinguishing difference between any option regards arrival throughput. Any aircraft not RNP-AR equipped would have another PBN route to rely on.

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

### General Aviation – Access

No additional CAS required.

Option would not facilitate the release of CAS.

Option may impact existing helicopter routes, further work is required to understand if there is an impact on route H3/H7.

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

No economic effect expected on GA operations.

Arrival delay is not an issue during the 0430-0600 period. Use of PBN arrivals during this time would be for noise mitigation purposes only. PBN arrivals in this time will not effect delay performance. There is no distinguishing difference between any option regards arrival delay.

## 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

This option would require RNP-AR capability and approvals. This can come with significant costs for airlines, however, it is unknown at this time whether RNP-AR route options would be progressed in isolation i.e. without other arrival procedures being available. Should an RNP-AR arrival be mandatory, there may be additional costs for some operators. This will be quantified in Stage 3.

## Commercial Airlines – Other costs

None identified.

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

Option may require re-location and/or addition of Noise Monitoring Terminals.

## Airport/ANSP – Operational costs

This option is not anticipated to change airport nor ANSP operational costs. Heathrow will continue to require ILS and other ground based infrastructure even with the implementation of PBN arrival procedures.

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

There are no IFP design issues identified with this option however, there are no RNP-AR arrivals published in the UK at this time. Therefore additional considerations may arise through the regulatory approval process.

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

## Adherence to AMS

Supports the AMS through increased systemisation and meeting the Governments key environmental objectives by utilising PBN. The use of PBN arrivals has been appraised at this stage during periods where the landing rate is less critical. PBN arrivals in a system design might enable simplification, safety, efficiency and resilience enhancements and/or provide respite opportunities.

## Interdependencies, Conflicts & Trade-Offs

Option may result in conflicts/interdependencies with Gatwick's options.

## Outcome of PBN Arrival RWY27R Option I

Option I reduces the population above the Partial LOAEL (night), the population experiencing at least one N60 (night) noise event and decreases the track miles when compared to the Baseline.

The option indicates a number of biodiversity sites between 0-3000ft that may experience a change in location overflown. This option will be explored further in Stage 3.

## OPTION CARRIED FORWARD TO STAGE 3

### PBN Arrivals – RWY 27R Option I (Night)



23:00 - 07:00

#### Overflight

Rate	Population Overflow		Overflight (0-7000 ft) contour map
	Baseline	Option I	
≥ 1	673,300	221,300	
≥ 5	0	0	
≥ 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 I	
≥ 1	1,181,500	538,400	
≥ 5	0	0	
≥ 10	0	0	
≥ 20	0	0	
≥ 50	0	0	
≥ 100	0	0	
≥ 200	0	0	

#### Noise Exposures

Population count	Baseline	Option I	Partial LOAEL contour map
Estimated total population above 40 dB $L_{Aeq,1.5h}$	1,214,800	540,000	
Total population within Partial LOAEL (>45 dB $L_{Aeq,1.5h}$ )	425,100	219,800	

#### 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	250,500 (of which 241,600 brought out of Partial LOAEL by Option)	82,700	128,200 (of which 117,200 brought into Partial LOAEL by Option)	



**PBN Arrivals – RWY 27R Option J**

**Option Description**

This option was developed to address DP4. This option assumes a single PBN arrival track used for all RWY27R arrivals during the 0430-0600 period from ALESO.



**Communities – Noise impact on health & quality of life**

Metric	Option Value	Difference to Baseline
Population above Partial LOAEL (daytime, LA <sub>eq</sub> , 16h)	N/A	N/A
Population above Partial LOAEL (night-time, LA <sub>eq</sub> , 8h)	367,900	-57,200
Population experiencing at least one event of N65 (daytime)	N/A	N/A
Population experiencing at least one event of N60 (night-time)	1,002,400	-179,100

**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	Difference to Baseline
Track Miles of the routes used (nm)	-4

**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 (night-time)	37km <sup>2</sup>	+37km <sup>2</sup>
Total Area of AONBs/NPs overflown experiencing at least one event of N60 on average (night-time)	Less than 1km <sup>2</sup>	Less than 1km <sup>2</sup>
Total Area of Richmond Park overflown between 0-7000ft at least once a day on average (night-time)	0km <sup>2</sup>	No change
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	1	+1

**Wider Society – Capacity/Resilience**

Arrival throughput not of concern 0430-0600. A single or multiple PBN route could handle the low number of arrivals in this period if required.

There is no distinguishing difference between any option regards arrival throughput. Any aircraft not RNP-AR equipped would have another PBN route to rely on.

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

**General Aviation – Access**

No additional 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

No economic effect expected on GA operations.

Arrival delay is not an issue during the 0430-0600 period. Use of PBN arrivals during this time would be for noise mitigation purposes only. PBN arrivals in this time will not affect delay performance. There is no distinguishing difference between any option regards arrival delay.

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

Option may require re-location and/or addition of Noise Monitoring Terminals.

## Airport/ANSP – Operational costs

This option is not anticipated to change airport nor ANSP operational costs. Heathrow will continue to require ILS and other ground based infrastructure even with the implementation of PBN arrival procedures.

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

There are already PBN to ILS procedures in the UK. No IFP design issues are anticipated with this option.

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

## Adherence to AMS

Supports the AMS through increased systemisation and meeting the Governments key environmental objectives by utilising PBN. The use of PBN arrivals has been appraised at this stage during periods where the landing rate is less critical. PBN arrivals in a system design might enable simplification, safety, efficiency and resilience enhancements and/or provide respite opportunities.

## Interdependencies, Conflicts & Trade-Offs

Option may result in conflicts/interdependencies with Gatwick's options.

## Outcome of PBN Arrival RWY27R Option J

Option J reduces the population above the Partial LOAEL (night) and the population experiencing at least one N60 (night) noise event. There is a decrease in track miles.

The option indicates a small number of biodiversity sites between 0-3000ft may experience a change in the location overflown. This option will be explored further in Stage 3.

## OPTION CARRIED FORWARD TO STAGE 3

### PBN Arrivals – RWY 27R Option J (Night)



23:00 - 07:00

#### Overflight

Rate	Population Overflown		Overflight (0-7000 ft) contour map
	Baseline	Option J	
≥ 1	673,300	459,400	
≥ 5	0	0	
≥ 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 J	
≥ 1	1,181,500	1,002,400	
≥ 5	0	0	
≥ 10	0	0	
≥ 20	0	0	
≥ 50	0	0	
≥ 100	0	0	
≥ 200	0	0	

#### Noise Exposures

Population count	Baseline	Option J	Partial LOAEL contour map
Estimated total population above 40 dB $L_{Aeq,1.5h}$	1,214,800	994,300	
Total population within Partial LOAEL (>45 dB $L_{Aeq,1.5h}$ )	425,100	367,900	

#### 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	197,600 (of which 175,800 brought out of Partial LOAEL by Option)	215,400	130,700 (of which 118,700 brought into Partial LOAEL by Option)	





**PBN Arrivals – RWY 27R Option K**



**Option Description**

This option was developed to address DP4. This option assumes a single PBN arrival track used for all RWY27R arrivals during the 0430-0600 period from LOGAN.

**Communities – Noise impact on health & quality of life**

Metric	Option Value	Difference to Baseline
Population above Partial LOAEL (daytime, LA <sub>eq</sub> , 16h)	N/A	N/A
Population above Partial LOAEL (night-time, LA <sub>eq</sub> , 8h)	374,100	-51,000
Population experiencing at least one event of N65 (daytime)	N/A	N/A
Population experiencing at least one event of N60 (night-time)	1,245,700	+64,200

**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	Difference to Baseline
Track Miles of the routes used (nm)	-4

**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 (night-time)	0km <sup>2</sup>	No change
Total Area of AONBs/NPs overflown experiencing at least one event of N60 on average (night-time)	0km <sup>2</sup>	No change
Total Area of Richmond Park overflown between 0-7000ft at least once a day on average (night-time)	0km <sup>2</sup>	No change
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	1	+1

**Wider Society – Capacity/Resilience**

Arrival throughput not of concern 0430-0600. A single or multiple PBN route could handle the low number of arrivals in this period if required.

There is no distinguishing difference between any option regards arrival throughput. Any aircraft not RNP-AR equipped would have another PBN route to rely on.

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

**General Aviation – Access**

No additional 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

No economic effect expected on GA operations.

Arrival delay is not an issue during the 0430-0600 period. Use of PBN arrivals during this time would be for noise mitigation purposes only. PBN arrivals in this time will not affect delay performance. There is no distinguishing difference between any option regards arrival delay.

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

Option may require re-location and/or addition of Noise Monitoring Terminals.

## Airport/ANSP – Operational costs

This option is not anticipated to change airport nor ANSP operational costs. Heathrow will continue to require ILS and other ground based infrastructure even with the implementation of PBN arrival procedures.

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

There are already PBN to ILS procedures in the UK. No IFP design issues are anticipated with this option.

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

## Adherence to AMS

Supports the AMS through increased systemisation and meeting the Governments key environmental objectives by utilising PBN. The use of PBN arrivals has been appraised at this stage during periods where the landing rate is less critical. PBN arrivals in a system design might enable simplification, safety, efficiency and resilience enhancements and/or provide respite opportunities.

## Interdependencies, Conflicts & Trade-Offs

Option not expected to interact with other airports' options.

## Outcome of PBN Arrival RWY27R Option K

Option K reduces the population above the Partial LOAEL (night) and there is a decrease in track miles.

The option indicates an increase in the population experiencing at least one N60 (night) noise event and a small number of biodiversity sites between 0-3000ft that may experience a change in location overflow. This option will be explored further in Stage 3.

**OPTION CARRIED FORWARD TO STAGE 3**

# CAP1616 - INITIAL OPTIONS APPRAISAL – SUPPLEMENTARY METRICS



23:00 - 07:00

## PBN Arrivals – RWY 27R Option K (Night)

### Overflight

Rate	Population Overflow		Overflight (0-7000 ft) contour map
	Baseline	Option K	
≥ 1	673,300	819,500	
≥ 5	0	0	
≥ 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 K	
≥ 1	1,181,500	1,245,700	
≥ 5	0	0	
≥ 10	0	0	
≥ 20	0	0	
≥ 50	0	0	
≥ 100	0	0	
≥ 200	0	0	

### Noise Exposures

Population count	Baseline	Option K	Partial LOAEL contour map
Estimated total population above 40 dB $L_{Aeq,1.5h}$	1,214,800	1,229,100	
Total population within Partial LOAEL (>45 dB $L_{Aeq,1.5h}$ )	425,100	374,100	

### 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	166,600 (of which 137,700 brought out of Partial LOAEL by Option)	244,200	101,100 (of which 86,800 brought into Partial LOAEL by Option)	



**PBN Arrivals – RWY 27R Option L**

**Option Description**

This option was developed to address DP4. This option assumes a single PBN arrival track used for all RWY27R arrivals capable of RNP-AR during the 0430-0600 period from LOGAN.



**Communities – Noise impact on health & quality of life**

Metric	Option Value	Difference to Baseline
Population above Partial LOAEL (daytime, LA <sub>eq</sub> , 16h)	N/A	N/A
Population above Partial LOAEL (night-time, LA <sub>eq</sub> , 8h)	334,900	-90,200
Population experiencing at least one event of N65 (daytime)	N/A	N/A
Population experiencing at least one event of N60 (night-time)	1,394,600	+213,100

**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	Difference to Baseline
Track Miles of the routes used (nm)	-4

**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 (night-time)	0km <sup>2</sup>	No change
Total Area of AONBs/NPs overflown experiencing at least one event of N60 on average (night-time)	0km <sup>2</sup>	No change
Total Area of Richmond Park overflown between 0-7000ft at least once a day on average (night-time)	0km <sup>2</sup>	No change
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**

Arrival throughput not of concern 0430-0600. A single or multiple PBN route could handle the low number of arrivals in this period if required.

There is no distinguishing difference between any option regards arrival throughput. Any aircraft not RNP-AR equipped would have another PBN route to rely on.

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

**General Aviation – Access**

No additional CAS required.

Option would not facilitate the release of CAS.

Option may impact existing helicopter routes, further work is required to understand if there is an impact on route H10.



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

No economic effect expected on GA operations.

Arrival delay is not an issue during the 0430-0600 period. Use of PBN arrivals during this time would be for noise mitigation purposes only. PBN arrivals in this time will not affect delay performance. There is no distinguishing difference between any option regards arrival delay.

## 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

This option would require RNP-AR capability and approvals. This can come with significant costs for airlines, however, it is unknown at this time whether RNP-AR route options would be progressed in isolation i.e. without other arrival procedures being available. Should an RNP-AR arrival be mandatory, there may be additional costs for some operators. This will be quantified in Stage 3.

## Commercial Airlines – Other costs

None identified.

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

Option may require re-location and/or addition of Noise Monitoring Terminals.

## Airport/ANSP – Operational costs

This option is not anticipated to change airport nor ANSP operational costs. Heathrow will continue to require ILS and other ground based infrastructure even with the implementation of PBN arrival procedures.

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

There are no IFP design issues identified with this option however, there are no RNP-AR arrivals published in the UK at this time. Therefore additional considerations may arise through the regulatory approval process.

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

## Adherence to AMS

Supports the AMS through increased systemisation and meeting the Governments key environmental objectives by utilising PBN. The use of PBN arrivals has been appraised at this stage during periods where the landing rate is less critical. PBN arrivals in a system design might enable simplification, safety, efficiency and resilience enhancements and/or provide respite opportunities.

## Interdependencies, Conflicts & Trade-Offs

Option not expected to interact with other airports' options.

## Outcome of PBN Arrival RWY27R Option L

Option L reduces the population above the Partial LOAEL (night) and there is a decrease in the track miles. It indicates no biodiversity sites between 0-3000ft should experience a change in location overflown.

Critically, the option failed Test 2 of the shortlisting process since the population experiencing at least one N60 (night) noise event increases by nearly 20% when compared to the Baseline.

**OPTION DISCONTINUED**

### PBN Arrivals – RWY 27R Option L (Night)



23:00 - 07:00

#### Overflight

Rate	Population Overflow		Overflight (0-7000 ft) contour map
	Baseline	Option L	
≥ 1	673,300	958,000	
≥ 5	0	0	
≥ 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 L	
≥ 1	1,181,500	1,394,600	
≥ 5	0	0	
≥ 10	0	0	
≥ 20	0	0	
≥ 50	0	0	
≥ 100	0	0	
≥ 200	0	0	

#### Noise Exposures

Population count	Baseline	Option L	Partial LOAEL contour map
Estimated total population above 40 dB $L_{Aeq,1.5h}$	1,214,800	1,386,300	
Total population within Partial LOAEL (>45 dB $L_{Aeq,1.5h}$ )	425,100	334,900	

#### 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	312,500 (of which 287,800 brought out of Partial LOAEL by Option)	85,500	224,700 (of which 197,700 brought into Partial LOAEL by Option)	



**PBN Arrivals – RWY 27R Option M**

**Option Description**

This option was developed to address DP4. This option assumes a single PBN arrival track used for all RWY27R arrivals during the 0430-0600 period from TOBID.



**Communities – Noise impact on health & quality of life**

Metric	Option Value	Difference to Baseline
Population above Partial LOAEL (daytime, LA <sub>eq</sub> , 16h)	N/A	N/A
Population above Partial LOAEL (night-time, LA <sub>eq</sub> , 8h)	393,700	-31,400
Population experiencing at least one event of N65 (daytime)	N/A	N/A
Population experiencing at least one event of N60 (night-time)	1,282,400	+100,900

**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	Difference to Baseline
Track Miles of the routes used (nm)	-8

**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 (night-time)	6km <sup>2</sup>	+6km <sup>2</sup>
Total Area of AONBs/NPs overflown experiencing at least one event of N60 on average (night-time)	0km <sup>2</sup>	No change
Total Area of Richmond Park overflown between 0-7000ft at least once a day on average (night-time)	0km <sup>2</sup>	No change
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	1	+1

**Wider Society – Capacity/Resilience**

Arrival throughput not of concern 0430-0600. A single or multiple PBN route could handle the low number of arrivals in this period if required.

There is no distinguishing difference between any option regards arrival throughput. Any aircraft not RNP-AR equipped would have another PBN route to rely on.

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

**General Aviation – Access**

No additional 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

No economic effect expected on GA operations.

Arrival delay is not an issue during the 0430-0600 period. Use of PBN arrivals during this time would be for noise mitigation purposes only. PBN arrivals in this time will not affect delay performance. There is no distinguishing difference between any option regards arrival delay.

## 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 – Operational costs

This option is not anticipated to change airport nor ANSP operational costs. Heathrow will continue to require ILS and other ground based infrastructure even with the implementation of PBN arrival procedures.

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

Option may require re-location and/or addition of Noise Monitoring Terminals.

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

There are already PBN to ILS procedures in the UK. No IFP design issues are anticipated with this option.

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

## Adherence to AMS

Supports the AMS through increased systemisation and meeting the Governments key environmental objectives by utilising PBN. The use of PBN arrivals has been appraised at this stage during periods where the landing rate is less critical. PBN arrivals in a system design might enable simplification, safety, efficiency and resilience enhancements and/or provide respite opportunities.

## Interdependencies, Conflicts & Trade-Offs

Option not expected to interact with other airports' options.

## Outcome of PBN Arrival RWY27R Option M

Option M reduces the track miles and decreases the population above the Partial LOAEL (night).

The option indicates an increase in the population experiencing at least one N60 (night) noise event. A number of biodiversity sites between 0-3000ft may experience a change in location overflow. This option will be explored further in Stage 3.

**OPTION CARRIED FORWARD TO STAGE 3**



### PBN Arrivals – RWY 27R Option M (Night)



23:00 - 07:00

#### Overflight

Rate	Population Overflow		Overflight (0-7000 ft) contour map
	Baseline	Option M	
≥ 1	673,300	712,200	
≥ 5	0	0	
≥ 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 M	
≥ 1	1,181,500	1,282,400	
≥ 5	0	0	
≥ 10	0	0	
≥ 20	0	0	
≥ 50	0	0	
≥ 100	0	0	
≥ 200	0	0	

#### Noise Exposures

Population count	Baseline	Option M	Partial LOAEL contour map
Estimated total population above 40 dB $L_{Aeq,1.5h}$	1,214,800	1,244,200	
Total population within Partial LOAEL (>45 dB $L_{Aeq,1.5h}$ )	425,100	393,700	

#### 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	194,600 (of which 172,400 brought out of Partial LOAEL by Option)	217,600	153,800 (of which 141,000 brought into Partial LOAEL by Option)	



**PBN Arrivals – RWY 27R Option N**

**Option Description**

This option was developed to address DP4. This option assumes a single PBN arrival track used for all RWY27R arrivals capable of RNP-AR during the 0430-0600 period from TOBID.



**Communities – Noise impact on health & quality of life**

Metric	Option Value	Difference to Baseline
Population above Partial LOAEL (daytime, LA <sub>eq</sub> , 16h)	N/A	N/A
Population above Partial LOAEL (night-time, LA <sub>eq</sub> , 8h)	282,700	-142,400
Population experiencing at least one event of N65 (daytime)	N/A	N/A
Population experiencing at least one event of N60 (night-time)	564,400	-617,100

**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	Difference to Baseline
Track Miles of the routes used (nm)	-18

**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 (night-time)	48km <sup>2</sup>	+48km <sup>2</sup>
Total Area of AONBs/NPs overflown experiencing at least one event of N60 on average (night-time)	19km <sup>2</sup>	+19km <sup>2</sup>
Total Area of Richmond Park overflown between 0-7000ft at least once a day on average (night-time)	0km <sup>2</sup>	No change
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**

Arrival throughput not of concern 0430-0600. A single or multiple PBN route could handle the low number of arrivals in this period if required.

There is no distinguishing difference between any option regards arrival throughput. Any aircraft not RNP-AR equipped would have another PBN route to rely on.

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

**General Aviation – Access**

No additional CAS required.

Option would not facilitate the release of CAS.

Option may impact existing helicopter routes, further work is required to understand if there is an impact on route H10.



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

No economic effect expected on GA operations.

Arrival delay is not an issue during the 0430-0600 period. Use of PBN arrivals during this time would be for noise mitigation purposes only. PBN arrivals in this time will not affect delay performance. There is no distinguishing difference between any option regards arrival delay.

## 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

This option would require RNP-AR capability and approvals. This can come with significant costs for airlines, however, it is unknown at this time whether RNP-AR route options would be progressed in isolation i.e. without other arrival procedures being available. Should an RNP-AR arrival be mandatory, there may be additional costs for some operators. This will be quantified in Stage 3.

## Commercial Airlines – Other costs

None identified.

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

Option may require re-location and/or addition of Noise Monitoring Terminals.

## Airport/ANSP – Operational costs

This option is not anticipated to change airport nor ANSP operational costs. Heathrow will continue to require ILS and other ground based infrastructure even with the implementation of PBN arrival procedures.

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

There are no IFP design issues identified with this option however, there are no RNP-AR arrivals published in the UK at this time. Therefore additional considerations may arise through the regulatory approval process.

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

## Adherence to AMS

Supports the AMS through increased systemisation and meeting the Governments key environmental objectives by utilising PBN. The use of PBN arrivals has been appraised at this stage during periods where the landing rate is less critical. PBN arrivals in a system design might enable simplification, safety, efficiency and resilience enhancements and/or provide respite opportunities.

## Interdependencies, Conflicts & Trade-Offs

Option may result in conflicts/interdependencies with Luton's options.

## Outcome of PBN Arrival RWY27R Option N

Option N reduces the population experiencing at least one N60 (night) noise event, the population above the Partial LOAEL (night) and the track miles. It indicates no biodiversity sites between 0-3000ft should experience a change in location overflow.

This option will be explored further in Stage 3.

**OPTION CARRIED FORWARD TO STAGE 3**

### PBN Arrivals – RWY 27R Option N (Night)



23:00 - 07:00

#### Overflight

Rate	Population Overflow		Overflight (0-7000 ft) contour map
	Baseline	Option N	
≥ 1	673,300	291,300	
≥ 5	0	0	
≥ 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 N	
≥ 1	1,181,500	564,400	
≥ 5	0	0	
≥ 10	0	0	
≥ 20	0	0	
≥ 50	0	0	
≥ 100	0	0	
≥ 200	0	0	

#### Noise Exposures

Population count	Baseline	Option N	Partial LOAEL contour map
Estimated total population above 40 dB $L_{Aeq,1.5h}$	1,214,800	560,100	
Total population within Partial LOAEL (>45 dB $L_{Aeq,1.5h}$ )	425,100	282,700	

#### 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	103,500 (of which 87,200 brought out of Partial LOAEL by Option)	80,300	186,000 (of which 97,600 brought into Partial LOAEL by Option)	

## PBN Arrivals – RWY 27R Option O

### Option Description

This option was developed to address DP4. This option assumes a single PBN arrival track used for all RWY27R arrivals during the 0430-0600 period from BEDEK.



### Communities – Noise impact on health & quality of life

Metric	Option Value	Difference to Baseline
Population above Partial LOAEL (daytime, LA <sub>eq</sub> , 16h)	N/A	N/A
Population above Partial LOAEL (night-time, LA <sub>eq</sub> , 8h)	366,400	-58,700
Population experiencing at least one event of N65 (daytime)	N/A	N/A
Population experiencing at least one event of N60 (night-time)	1,115,100	-66,400

### 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	Difference to Baseline
Track Miles of the routes used (nm)	-9

### 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 (night-time)	0km <sup>2</sup>	No change
Total Area of AONBs/NPs overflown experiencing at least one event of N60 on average (night-time)	0km <sup>2</sup>	No change
Total Area of Richmond Park overflown between 0-7000ft at least once a day on average (night-time)	0km <sup>2</sup>	No change
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	1	+1

### Wider Society – Capacity/Resilience

Arrival throughput not of concern 0430-0600. A single or multiple PBN route could handle the low number of arrivals in this period if required.

There is no distinguishing difference between any option regards arrival throughput. Any aircraft not RNP-AR equipped would have another PBN route to rely on.

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

### General Aviation – Access

No additional 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

No economic effect expected on GA operations.

Arrival delay is not an issue during the 0430-0600 period. Use of PBN arrivals during this time would be for noise mitigation purposes only. PBN arrivals in this time will not affect delay performance. There is no distinguishing difference between any option regards arrival delay.

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

Option may require re-location and/or addition of Noise Monitoring Terminals.

## Airport/ANSP – Operational costs

This option is not anticipated to change airport nor ANSP operational costs. Heathrow will continue to require ILS and other ground based infrastructure even with the implementation of PBN arrival procedures.

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

There are already PBN to ILS procedures in the UK. No IFP design issues are anticipated with this option.

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

## Adherence to AMS

Supports the AMS through increased systemisation and meeting the Governments key environmental objectives by utilising PBN. The use of PBN arrivals has been appraised at this stage during periods where the landing rate is less critical. PBN arrivals in a system design might enable simplification, safety, efficiency and resilience enhancements and/or provide respite opportunities.

## Interdependencies, Conflicts & Trade-Offs

Option may result in conflicts/interdependencies with Gatwick's options.

## Outcome of PBN Arrival RWY27R Option O

Option O reduces the track miles and decreases the population above the Partial LOAEL (night) and the population experiencing at least one N60 (night) noise event.

The option indicates a small number of biodiversity sites between 0-3000ft that may experience a change in location overflown. This option will be explored further in Stage 3.

## OPTION CARRIED FORWARD TO STAGE 3

# CAP1616 - INITIAL OPTIONS APPRAISAL – SUPPLEMENTARY METRICS



23:00 - 07:00

## PBN Arrivals – RWY 27R Option O (Night)

### Overflight

Rate	Population Overflown		Overflight (0-7000 ft) contour map
	Baseline	Option O	
≥ 1	673,300	578,700	
≥ 5	0	0	
≥ 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 O	
≥ 1	1,181,500	1,115,100	
≥ 5	0	0	
≥ 10	0	0	
≥ 20	0	0	
≥ 50	0	0	
≥ 100	0	0	
≥ 200	0	0	

### Noise Exposures

Population count	Baseline	Option O	Partial LOAEL contour map
Estimated total population above 40 dB $L_{Aeq,1.5h}$	1,214,800	1,071,500	
Total population within Partial LOAEL (>45 dB $L_{Aeq,1.5h}$ )	425,100	366,400	

### 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	198,200 (of which 177,100 brought out of Partial LOAEL by Option)	215,100	130,200 (of which 118,500 brought into Partial LOAEL by Option)	



## PBN Arrivals – RWY 27R Option P

### Option Description

This option was developed to address DP9. This option assumes a single PBN arrival track used for all RWY27R arrivals during the 0430-0600 period from ALESO, BEDEK, TOBID, LOGAN & BEGTO.



### Communities – Noise impact on health & quality of life

Metric	Option Value	Difference to Baseline
Population above Partial LOAEL (daytime, LA <sub>eq</sub> , 16h)	N/A	N/A
Population above Partial LOAEL (night-time, LA <sub>eq</sub> , 8h)	380,200	-44,900
Population experiencing at least one event of N65 (daytime)	N/A	N/A
Population experiencing at least one event of N60 (night-time)	1,240,600	+59,100

### 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	Difference to Baseline
Track Miles of the routes used (nm)	+18

### 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 (night-time)	5km <sup>2</sup>	+5km <sup>2</sup>
Total Area of AONBs/NPs overflown experiencing at least one event of N60 on average (night-time)	12km <sup>2</sup>	+12km <sup>2</sup>
Total Area of Richmond Park overflown between 0-7000ft at least once a day on average (night-time)	0km <sup>2</sup>	No change
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	1	+1

### Wider Society – Capacity/Resilience

Arrival throughput not of concern 0430-0600. A single or multiple PBN route could handle the low number of arrivals in this period if required.

There is no distinguishing difference between any option regards arrival throughput. Any aircraft not RNP-AR equipped would have another PBN route to rely on.

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

### General Aviation – Access

No additional 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

No economic effect expected on GA operations.

Arrival delay is not an issue during the 0430-0600 period. Use of PBN arrivals during this time would be for noise mitigation purposes only. PBN arrivals in this time will not affect delay performance. There is no distinguishing difference between any option regards arrival delay.

## 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 – Operational costs

This option is not anticipated to change airport nor ANSP operational costs. Heathrow will continue to require ILS and other ground based infrastructure even with the implementation of PBN arrival procedures.

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

Option may require re-location and/or addition of Noise Monitoring Terminals.

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

There are already PBN to ILS procedures in the UK. No IFP design issues are anticipated with this option.

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

## Adherence to AMS

Supports the AMS through increased systemisation and meeting the Governments key environmental objectives by utilising PBN. The use of PBN arrivals has been appraised at this stage during periods where the landing rate is less critical. PBN arrivals in a system design might enable simplification, safety, efficiency and resilience enhancements and/or provide respite opportunities.

## Interdependencies, Conflicts & Trade-Offs

Option may result in conflicts/interdependencies with Gatwick's options.

## Outcome of PBN Arrival RWY27R Option P

Option P reduces the population above the Partial LOAEL (night).

The option indicates increases in track miles and in the population experiencing at least one N60 (night) noise event. A number of biodiversity sites between 0-3000ft may experience a change in location overflow. This option will be explored further in Stage 3.

## OPTION CARRIED FORWARD TO STAGE 3

### PBN Arrivals – RWY 27R Option P (Night)



23:00 - 07:00

#### Overflight

Rate	Population Overflow		Overflight (0-7000 ft) contour map
	Baseline	Option P	
≥ 1	673,300	659,500	
≥ 5	0	0	
≥ 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 P	
≥ 1	1,181,500	1,240,600	
≥ 5	0	0	
≥ 10	0	0	
≥ 20	0	0	
≥ 50	0	0	
≥ 100	0	0	
≥ 200	0	0	

#### Noise Exposures

Population count	Baseline	Option P	Partial LOAEL contour map
Estimated total population above 40 dB $L_{Aeq,1.5h}$	1,214,800	1,195,300	
Total population within Partial LOAEL (>45 dB $L_{Aeq,1.5h}$ )	425,100	380,200	

#### 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	90,300 (of which 88,000 brought out of Partial LOAEL by Option)	334,800	43,100 (of which 43,100 brought into Partial LOAEL by Option)	

