

Heathrow Community Relations
The Compass Centre
Nelson Road
London Heathrow Airport
Hounslow
TW6 2GW

29 July 2011

Dear Sirs

REVIEW OF HEATHROW'S NOISE MITIGATION SCHEME

We welcome the opportunity for members of the Association of Noise Consultants to comment on your proposals to implement as part of your Noise Action Plan revised schemes to mitigate the impacts of Heathrow's operations. The Association of Noise Consultants (ANC) is the representative body for companies providing consultancy services in noise, acoustics and vibration. Our 115 member companies include a number who are experienced in advising on aircraft noise issues. We support your objective of mitigating the impacts of this Airport, and particularly review of the four noise mitigation schemes.

We, however, have some concerns over whether the move from noise units, Leq to the new Lden Pan-European units meets your objective of simplicity, fairness and efficacy. As you will be aware we all await the outcome of the current UK Government's aviation sustainable framework in 2013, and therefore currently have to take into account the noise mitigation advice given in the still current Air Transport White Paper. That advice is based on the Leq units which all have used since 1990. We suggest that if you are to use Lden, then some explanation of noise impact expressed in that unit is necessary to justify the selected criteria you have adopted.

We also are concerned that for the Daytime Scheme and the Community Scheme (mainly schools), adopting a criterion which includes a significant contribution from night-time noise is illogical. This becomes very clear when you have adopted, correctly in our view, a night-time index (90 dB(A) SEL) for your night noise insulation scheme.

We note that the Scheme has been canvassed with reference to the ending of the Cranford Agreement, and therefore suggest that with respect to the Proposed Residential Noise Insulation Scheme, priority should be given to those who you have identified will have noise increased by more than + 3 dB due to the sudden change forecast.

We note that it is proposed to conduct pre and post mitigation questionnaires to seek views from recipients of the scheme. If these are to be conducted during visits to the recipients these would present an ideal opportunity to carry out objective tests of the installed measures.

We appreciate that our concerns are not easily addressed, and suggest that the proposed schemes modified should be promulgated with a five year review. This could be arranged to fit in with the five year reviews of the Noise Action Plan, and the Governments Night Flying Restrictions.

The one other comment we have relates to the contours shown in Appendix B. In Figure B1 the Existing Day Scheme Boundary (1994) extends further east along the extended centreline of the southern runway than for the northern runway. This would be a consequence of the Cranford agreement limiting departures to the east on the northern runway. Conversely however in Figures B2 and B3 when the other existing boundaries are shown the reverse situation is found. This suggests more activity over Cranford despite the agreement.

Yours faithfully

Adrian James
Consultations Co-ordinator