

AIRSPACE / NOISE	
<p>Why are we seeing PBN incoming flights on the same flightpaths on both westerly and easterly operations?</p>	<p>This is simply not the case. There are no set routes for aircraft making their way towards the final approach into Heathrow, each aircraft follows a set of instructions issued by air traffic controllers. As you might know, PBN is being introduced across the world and we have committed to introduce PBN to meet our commitments to the Government's airspace modernisation strategy. However, Heathrow's airspace modernisation programme is currently on pause, and most other airports in the UK have also put their modernisation plans on hold whilst they focus their efforts on the impacts of the Coronavirus outbreak. Heathrow remains committed to airspace modernisation and we intend to work with other airports in the South-East to consider the future of the airspace modernisation programme once we are through this challenging period. We cannot say when this is likely to be but will keep you informed via the HCNF.</p>
<p>In view of the current situation (Covid-19) do we know what the timetable for the airspace change process now is?</p>	<p>Heathrow's airspace modernisation programme is currently on pause, and most other airports in the UK have also put their modernisation plans on hold whilst they focus their efforts on the impacts of the Coronavirus outbreak. Heathrow remains committed to airspace modernisation and we intend to work with other airports in the South-East to consider the future of the airspace modernisation programme once we are through this challenging period. Consequently, all of our other planned airspace changes are also on hold as we undertake a review of the best way forward given the change in circumstances.</p>
<p>Heathrow has helpfully indicated that it has no plans to seek changes to the restrictions currently in place for aeroplanes taking off and landing at Heathrow. Will Heathrow consider changes in the future, and if so, what changes would the business like to see?</p>	<p>We appreciate that noise created at night can cause greater disturbance to people and because of this, Heathrow is heavily restricted by the Government in terms of the numbers of flights allowed to operate during the night period. The Government consults on the rules every 5 years and it's their job to balance the economic benefits of night flights with the social impacts. The current night flight restrictions (which also apply to Gatwick and Stansted) will be in place until October 2022 so before they are due to end, the Government will carry out a public consultation on the restrictions that will apply for the next five-year period.</p> <p>All of our planned airspace changes (including Compton) are on pause whilst we focus our efforts on the impacts of the Coronavirus outbreak. However, we will undertake a review of our whole airspace change programme to assess the best way forward given the change in circumstances.</p>
<p>Does Heathrow concur that HCNF meetings should now be undertaken via Zoom or Teams? This will prevent driving to and from the airport or worse currently, taking public transport and save considerable amounts of time for all attendees as the meeting impact times are reduced by as much as an hour either side. In the age of reduced travel and B2B meetings being conducted more and more online the airport must surely be</p>	<p>We are reviewing future ways of working for the Heathrow Community Noise Forum whilst trying to ensure a suitable balance is provided for all attendees. We very much appreciate stakeholder feedback with their ideas. Over the coming months we will seek feedback from all HCNF members with the hope of implementing a solution that is inclusive and works for all attendees.</p>

<p>pushing this means of working to ensure safety and environmental improvement.</p>	
<p>There is great anxiety being caused to residents around the airport by the possibility of the curved aircraft approach (Independent Parallel Approach described in the Heathrow “Early Growth” document) causing aircraft noise, with great intensity through PBN precision, not only for people already suffering but also for people who will be newly affected. This of course would be <i>in addition</i> to the existing approach so gives no respite to other areas. Can you assure us that Heathrow will reconsider this proposal?</p>	<p>As I’m sure you’re aware, the impact of the Coronavirus (COVID-19) outbreak is proving a significant challenge for the global aviation industry including Heathrow and our colleagues, airlines, suppliers and fellow airports. We have had to put all of our airspace change projects on pause whilst we take immediate steps to safeguard the financial resilience of our business. The Independent Parallel Approaches project is also on pause and we would need to engage and consult with affected communities if the decision is taken to pursue the project in future.</p>
<p>Can night flights be stopped?</p>	<p>We appreciate that noise created at night can cause greater disturbance to people. Heathrow is heavily restricted by the Government in terms of the numbers of flights allowed to operate during the night period. The Government consults on the rules every 5 years and it’s their job to balance the economic benefits of night flights with the social impacts.</p> <p>Our operations form part of an inter-connected global transport system and our arrival/departure times have to be coordinated with other airports operating in different time zones. The range of direct destinations provided out of Heathrow relies on transferring passengers and cargo, and re-scheduling flight times reduces volumes, consequently reducing UK’s connectivity.</p>
<p>The taxiways associated with the Cranford agreement were to be built at the same time as the third runway. What are Heathrow’s plans now?</p>	<p>The impact of the Coronavirus (COVID-19) outbreak is proving a significant challenge for the global aviation industry including Heathrow and our colleagues, airlines, suppliers and fellow airports. We have had to put most of our projects on pause (including these taxiway works) whilst we take immediate steps to safeguard the financial resilience of our business, therefore we do not have any updated plans for this project at the moment.</p>
<p>When will Heathrow’s operations comply with the World Health Organisation Guidelines on noise and if not soon, why not? We are mindful that the Independent Commission on Civil Aviation Noise has recently written to Grant Shapps and Kelly Tolhurst on the subject of noise saying, amongst other things that “We see current events as an opportunity for a re-think about the way aviation noise is considered when both strategic and operational decisions are taken about the future of aviation. In the understandable desire to rebuild aviation swiftly and efficiently, not being seen to prioritise aviation noise management is likely to generate a significant negative reaction from local communities. The public will need to trust that the rebuilding of the aviation</p>	<p>Heathrow is taking a number of steps to incentivise cleaner and quieter aircraft to come to the airport. To read about all the plans click here.</p> <p>In light of the WHO guidelines, last year the Government convened the Interdepartmental Group on Costs and Benefits Noise Subject Group (IGCB(N)) to review the existing government guidance on economic analysis and noise pollution to consider whether any updates are necessary.</p>

<p>industry – at whatever pace – is done in a sustainable way.”</p>	
<p>QUARANTINE</p>	
<p>Noise, pollution, environmental and climate issues aside, what is Heathrow proposing to do to negate completely spreading of future pandemics based on someone’s ability to be contaminated in China on day 1 fly into the UK on day 2 and be back in China on day 11 not showing signs but having been through London. With Heathrow professing that quarantine will kill their industry how do they propose to stay flying whilst keeping people in the UK safe?</p>	<p>We support the Government’s efforts to maintain control of Covid-19, including enhanced border controls if they are felt necessary. But an open-ended blanket quarantine would turn a health pandemic into an unemployment pandemic. The UK Government must agree an exit strategy to get UK aviation off the ground by the end of June and the UK economy back on its feet. We’re proposing that Government adopts a risk-based approach which will allow for air bridges to be established between low risk countries. Airbridges and a move towards a common international standard for health screening are responsible first steps that countries around the world are already implementing. If it works for Australia, Hong Kong and New Zealand – the UK Government should crack on with developing a similar plan to protect our country. The airport is also reviewing a number of technologies and processes which aim to reduce the risk of contracting or transmitting Covid-19 while travelling.</p>
<p>With ref to the 14-day quarantine imposed by the government, many UK workers work abroad and will fly back to the UK to see family. Will they be able to fly again out of the UK during the 14-day period</p>	<p>All questions on the quarantine should be directed to government for the most up to date advice as the process is being managed by the Home Office.</p>
<p>COVID – 19</p>	
<p>Re “Heathrow’s plans to partner with local authorities...” and “Economic growth in the Heathrow Area”, Royal Borough of Windsor and Maidenhead has talked about a better, not bigger Heathrow in their opposition to the 3rd Runway. That is still their position and while the damage done by the loss of jobs at Heathrow and BA is something that is regrettable, what assurances can Heathrow give that there will not be a return to the noise intensity existing prior to the lockdown?</p>	<p>The lack of aircraft is a clear sign that our economy is suffering the worst kind of severe shock. We need air travel to enable the post-Covid recovery. Whilst we want aviation to recover to pre-Covid levels we will continue to deliver on our noise action plan and work with partners such as the airlines and NATS to ensure Heathrow continues to get quieter into the future.</p>
<p>Despite fears about climate change and the long-term impact of the Covid lockdown on the aviation industry, Heathrow continues to talk of its need to build a third runway. If Heathrow is so “very well funded” that it can continue to run for 12 months without passengers, as stated by John Holland Kaye on Thursday’s Newsnight, what does it propose to do for the villages to the north of the airport to counteract the considerable blight caused by a further 10 to 15 years under threat of demolition?</p>	<p>Responding to the impacts of COVID-19 is our priority right now. To read more about we have been helping our community click here. The business is focused on solutions that it to continue operating with reduced passenger numbers, as John mentioned. This has included immediate action to reduce costs by 30% through cutting management pay, renegotiating all contracts and consolidating operations. We do believe that once the benefits of air travel and connectivity have been restored in years to come, an expanded Heathrow will be required and will bring investment into the local area. We are committed to continuing to engage with and work with our local communities on these plans in the future. We are also clear that the economic recovery does not come at the expense of the next global crisis – climate change. We will continue to focus on the development of sustainable aviation, which will</p>

	reduce carbon emissions, whilst ensuring the commitments made to our neighbours around noise and air quality are met.
When does John Holland-Kaye expect traffic at Heathrow to reach 50% of its normal level?	We expect to see a staged recovery in passengers over the remainder of the year reflecting the potential impact of social distancing and short-term changes in passenger behaviour. Our current forecasts estimate that 2020 will see a total of 29.2 million passengers (a reduction of 64%) and 2021 will see a total 62.8million passengers (a reduction of 22%). This is in comparison to the 80.9 million passengers who flew via Heathrow in 2019. Passenger demand is not expect to return to previous levels until at least 2022.
SUSTAINABILITY/ CARBON	
John Holland Kaye has made much of “Sustainable Aviation Fuels” e.g. writing in the Bright Blue/WSP paper “Delivering Net Zero” that “Sustainable Aviation Fuel is the key way to accelerate reductions in carbon over the next 10 to 15 years and to get us on track for net zero by 2050”. How does he reconcile this with the specific advice of the Committee on Climate Change given to the Government (published advice to Secretary of state for transport dated 24th September 2019) that “Our scenario has a 10% uptake of sustainable fuels in 2050. It is not appropriate to plan for higher levels of uptake at this stage, given the range of competing potential uses for biomass across the economy”?	In February this year the UK aviation sector became the first in the world to commit to net zero by 2050 through Sustainable Aviation (airlines, airports, manufacturers, NATS) and to publish a detailed “Decarbonisation Roadmap” to get there. The pathway to net zero is based on more efficient aircraft, engines and operations, sustainable fuels and carbon offsetting and removal. The roadmap shows how Sustainable Aviation Fuel (SAF) can reduce emissions per passenger km by around a third by 2050 and was accompanied by a separate, detailed “Sustainable Aviation Fuels Roadmap” that sets out the potential of SAF and the action the Government needs to take to help make SAF commercial. Other expert bodies like the Energy Transitions Commission project that the development “synthetic fuels” could allow SAF to provide 100% of aviation’s needs by 2050. The most significant step aviation can take to accelerate carbon reductions in the 2020s is to rapidly scale up production and use of Sustainable Aviation Fuels (SAF). Heathrow and the industry are focussed on an urgent five- to ten-year plan to do that. A SAF revolution led from the UK offers huge economic opportunities for Britain and the Government should make SAF a key plank in its plans for a clean and resilient recovery. The CCC is updating its projections of aviation emissions and the role of SAF as part of the scenarios it is developing for the 6 th carbon budget later this year.
When will Heathrow respond to the prior written question submitted through the HCEB on Climate Change entitled “How can Heathrow claim with any degree of accuracy that it will be carbon neutral by 2050 or earlier?”	Climate change remains the greatest mid- to long-term challenge we all face. The science is clear – to avoid the worst effects of climate change the whole global economy must reach net zero emissions by 2050. Aviation is no exception. Our challenge is to decarbonise flying so that we protect the benefits of aviation in a world without carbon. In February this year the UK aviation sector became the first in the world to commit to net zero by 2050 through Sustainable Aviation (airlines, airports, manufacturers, NATS) and to publish a detailed “Decarbonisation Roadmap” to get there. The pathway to net zero is based on more efficient aircraft, engines and operations, sustainable fuels and carbon offsetting and removal. Heathrow is a key part of the UK sector and all its operations, including flights, are therefore part of the net zero by 2050 commitment. Shortly after Sustainable Aviation published its roadmap, Heathrow published its own “Target Net Zero” plan. It set out that we want Heathrow’s own infrastructure to get to net zero and ultimately to absolute zero emissions before 2050. We will achieve that through investment in a solution to heat the

	<p>airport renewably, without using gas, and by completing the shift to electric vehicles. Later this year we plan to publish a detailed plan on making Heathrow's own infrastructure net zero and then absolute zero, and the date we plan to do that by. The Government recently announced plans for Jet Zero Council which will support innovation and research that which will help to decarbonise flight.</p>
<p>With new capacity available due to normal airlines not flying or not as much for the foreseeable future.</p> <p>Will you accept new airlines into Heathrow? And will this include airlines flying older, noisier, less carbon efficient aircraft?</p>	<p>Air traffic movements in April and May 84% down on their normal levels. Some new passenger airlines have moved to Heathrow – typically airlines choosing to move from another London airport to operate at Heathrow. In addition, existing cargo airlines have increased their movements and other cargo airlines have started operations. Most cargo from Heathrow is carried in the hold of passenger aircraft with few dedicated cargo flights. With very few passenger flights operating, cargo operations have therefore increased to meet demand to bring supplies into the UK, including medical supplies need to deal with the pandemic, showing the importance of Heathrow's cargo infrastructure and global connectivity. Generally, where airlines are taking aircraft out of service given the pandemic, we're seeing them take their older, noisier and less efficient aircraft out. As traffic recovers, we expect airlines to continue to favour more efficient aircraft. Heathrow's differential landing charges continue to create the right incentive by charging significantly more for noisier planes with higher emissions.</p>
TRANSPORT	
<p>Heathrow has indicated its support for better public transport links to and from Heathrow and this is very welcome. Is Heathrow able to indicate what work it is doing, or planning to do so that the Southern Rail and Western railway schemes, originally set out in the plans for expansion , can be progressed regardless of expansion going ahead?</p>	<p>The Heathrow Surface Access Team are currently engaging with stakeholders on developing a 2R strategy for our next regulatory period from 2022 and, for the interim period as the airport recovers from the impact of COVID-19. Key infrastructure schemes such as Western rail remain key components that support our long-term strategy.</p>
<p>Hounslow Borough Council are exploring opportunities for 'pop up' cycle lanes particularly along the A315 as the route of Cycleway 9 and into Heathrow Airport. It would be good to confirm Heathrow's support for measures to allow the workforce to get to the Central Terminal Area - how about reopening the tunnel for cyclists?</p>	<p>We understand that allowing access to the central terminal area by bike would be advantageous to colleagues who cycle to and from work. However, there are a number of safety concerns that we need to consider. We are currently looking at all options and will make a decision shortly on whether permitting access by bike is the right thing to do. We will inform HCEB as soon as a firm decision is made.</p>
<p>In the light of the new situation, what are Heathrow's targets for the percentage of Passengers and Staff using public transport to access the airport?</p>	<p>Our revised 2R strategy will still aim to meet targets aligned to the ANPS such as, public transport mode share. However, given the level of uncertainty with future airport demand it is recognised that the targets must be adaptable to different future scenarios.</p>
JUDICIAL REVIEW	
<p>What happens if the court case fails in October, is there a plan B.</p>	<p>Responding to the impacts of COVID-19 is our priority right now. We do believe that once the benefits of air travel and connectivity have been restored in years to come, an expanded Heathrow will be required. This privately funded project will see billions of pounds pumped into the UK's economy, stimulating sectors across</p>

	<p>the country and creating tens of thousands of new jobs. To that end, we are pleased to have been granted permission by the Supreme Court to go ahead with our appeal. Heathrow is more than just an airport; it is the cornerstone of the UK economy and will be the engine room that powers our regions back to growth in the future.</p>
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