

Noise

- Noise modelling is based on indicative flightpaths and the NPS did not reflect a range of potential flight paths.
- The Government has not defined an acceptable noise limit as requested by the TSC.
- **653,900** people will fall within the DfT's '**significantly affected**' 54 dB LAeq noise contour.
- TSC conclude that **323,684** will be newly affected by noise (although they may not know it yet).
- **419,803** already 'significantly affected' will receive a **doubling of flight overhead** (most will also be unaware of this too)
- **1,193,227** will fall within the new base threshold of 51 dBLAeq
- CAA workbook reveals that **2.2 million people will experience an increase in noise** from an expanded Heathrow by 2050.
- The Airport Commission's (AC) report showed that minimise newly affected (as now being proposed by Heathrow) produces 20-25% more people significantly affected by noise (over a minimise total approach).



- There is no requirement that the actual flightpath options – to be published by Heathrow after any Development Consent Order (DCO) decision has been made – will bear any relation to the indicative flightpaths in the consultation.
- There is robust evidence to demonstrate that aircraft noise exposure has negative impacts on cardiovascular disease, increases hypertension.
- The impact of aircraft noise is also detrimental to children’s reading comprehension and memory skills. The RANCH study found that a 5dB increase in noise exposure is associated with a 2-month delay in learning in UK primary school children.
- Around 460 schools around Heathrow are exposed to aircraft noise above 54 decibels, higher than the onset threshold of the effect on children’s memory and learning.
- A minimum of 24 additional schools will suffer from aircraft noise above the maximum levels recommended by the World Health Organisation if a third runway is built.

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