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.

For more information please contact info@no3rdrunwaycoalition.co.uk