

Conclusions

1. There are simply enormous differences in height on departure between planes of the same type travelling similar distances. BA are consistently near the bottom in height.
2. Heathrow and BA are not abiding by the obligation in the AIP to operate in a manner calculated to cause least disturbance
3. The failure of Heathrow and BA to abide by this obligation and the failure to use the ICAO recognised departure profile of NADP1 causes substantial suffering for more people than necessary. At one point this was as much as 18 decibels effectively making the noise of the lowest plane nearly 4 times higher than that of the highest plane
4. According to Heathrow's xPlane app, there is a failure of aircraft descending into Heathrow to maintain height in order to make even a 3° level of descent let alone a descent of 3.2° proposed in the Heathrow consultation on slightly steeper approaches.
5. There is a need for the communities to have independent expert advice. Enough people suffer from the effects of low flying and there are enough inconsistencies from the industry for there to be a need for communities to be independently represented.
6. Communities affected by Heathrow operations urge Heathrow and BA, its biggest user, to introduce the ICAO NADP1 procedure in accordance with ICAO guidance up to 4,500' on departure as set out by To70, and also continuous descents upon arrival at the very least maintaining a 3° rate of descent. Introduction should be at the earliest opportunity with rules to be enforced if necessary.
7. We suggest that neither Heathrow, nor BA as the biggest user, are engaging in "continued development and optimisation of operational procedures" as recommended by the ICAO in their document 9888. They should do so and their failure to do so and failure to abide by the international guidance is causing needless suffering. There is plenty of medical evidence to support the claim of harm caused by noise, but that is for another time.