

Heathrow plan to route more aircraft over you!

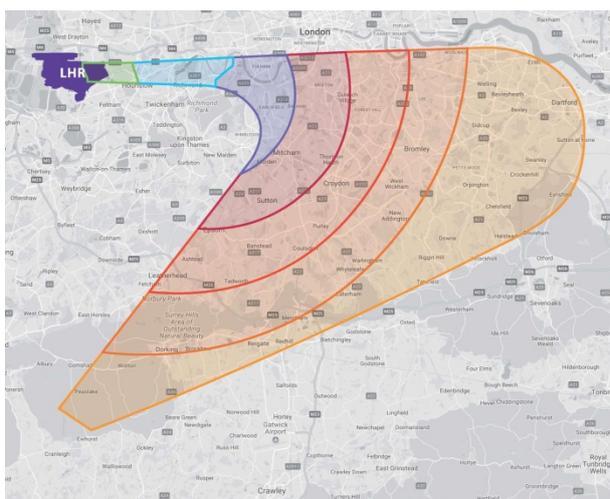
If you don't want Heathrow aircraft flying overhead and compounding the noise from Gatwick aircraft, make your views known through the Heathrow "Airspace and Future Operations Consultation" <https://afo.heathrowconsultation.com/consultation/> before 4th March.

Hot on the heels of Gatwick revealing plans to introduce a second runway by stealth, Heathrow have announced that their expansion plans could also affect residents close to Gatwick. Plans to increase flights over Surrey before the third runway are unwelcome news.

Proposed Flight Paths

Heathrow have published a set of "design envelopes" which show potential arrival and departure routes associated with their expansion. The three that concern us are shown below. They plan to fly up to 50 aircraft an hour through the departure envelope separated into three paths, and up to 47 per hour through the arrival envelopes. Both the arrival and departure paths will potentially cross over the Gatwick Route 3 and 4 flight paths. Just picture 50 Heathrow aircraft an hour layered above 20 Gatwick aircraft an hour. These aircraft will be at or above 5000 feet but will still create significant noise and, very critically from a noise perspective, restrain Gatwick departing aircraft from climbing above 4,000ft. A key objective in reducing Gatwick noise is to operate aircraft at higher altitudes when flying the noise sensitive departure routes.

If these envelopes are implemented aircraft noise will affect even more people than is currently the case with just Gatwick aircraft and a very limited number of Heathrow departures.

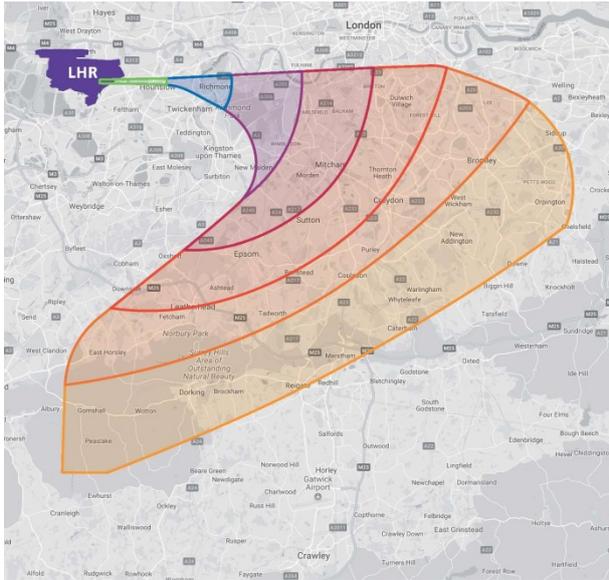


ARRIVALS 3 (southern or middle runway)

ARRIVALS 3

They plan to fly up to 47 aircraft an hour through this arrival envelope.

These aircraft would be flying between 5,000ft and 7,000ft when passing over residents affected by Gatwick departures.

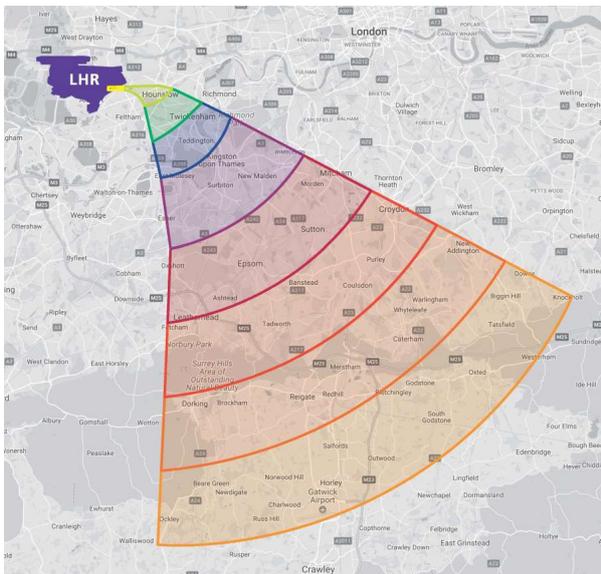


Arrivals 4 (southern runway)

ARRIVALS 4

They plan to fly up to 47 aircraft an hour through this arrival envelope.

These aircraft would be flying between 5,000ft and 7,000ft when passing over residents affected by Gatwick departures.



DEPARTURES 3 (southern runway)

DEPARTURES 3

They plan to fly up to 50 aircraft an hour through this departure envelope separated into three paths. They say that the three paths would be spaced far enough apart so that you would only ever experience overflights from one path.

These aircraft would be flying above 5,000ft when passing over residents affected by Gatwick departures.

Find Out More

You can read more on <https://afo.heathrowconsultation.com/consultation/>, select “Documents and Resources” - select Heathrow’s “Airspace and Future Operations Consultation Document” for the full story and “Heathrow’s Airspace design envelopes for expansion” to see full details of the proposed routes.

How to respond to the consultation

The key message we want to emphasise is that we are already suffering an intolerable level of noise from Gatwick aircraft and to add to that with additional noise from Heathrow aircraft is just totally unacceptable. Make your views known by taking part in the consultation at <https://afo.heathrowconsultation.com/consultation/>, which closes at 1155 on 4th March

At the start of the consultation you are invited to enter your postcode, you can then select A3, A4 or D3 to see the relevant Arrival and Departure envelopes. The following comments may help in framing your answers to the consultation questions (note that the questions are in a confusing numerical sequence)

The first questions (numbered 6, 7 and 8) are the most relevant to us. Answers to these questions need to emphasise:

- The need to keep Heathrow aircraft away from areas already blighted by Gatwick noise.
- Even at planned altitudes above 5,000 feet these aircraft are going to constrain Gatwick departures from climbing to heights whereby they would cause less noise.
- Our area, having both departure Routes 3 and 4 flying overhead, already suffers intolerable Gatwick noise regardless of the runway in use.
- Surrey Hills is an “Area of Outstanding Natural Beauty” and many of the villages in the area also contain conservation areas.

If sufficient weight is given to these first three questions, hopefully the following questions will not really affect us.

Questions 1a and 1c are looking for you to endorse their stated noise objective. It would be a suitable objective provided that significant weighting is given to noise issues and not allowing consideration of genuine issues to be ignored under the banner of “proportionate and cost effective”.

Questions 2a and 2c This is very much a personal choice, provided respite of some sort is provided.

Question 3a With Westerly operations we would have arriving aircraft overhead which are less noisy than the departures which we would have overhead with Easterly operations.

Question 3c Most people would answer yes to this question

Questions 4a and 4c Using two runways for early arrivals clearly lessens the noise on any one area.

Questions 5a and 5c The charges for all night flights and in particular the noisier aircraft must be significant enough to really influence airlines.