

Heathrow Airspace Changes!

How badly will they affect residents of Surrey Heath?

Heathrow wants to change its flight paths, and this could mean as many as 50 planes an hour coming over our homes as low as 2,000ft and from as early as 5am 7 days a week

What are the threats to our homes?

Threat 1 - Very low and very noisy flight paths over our villages!

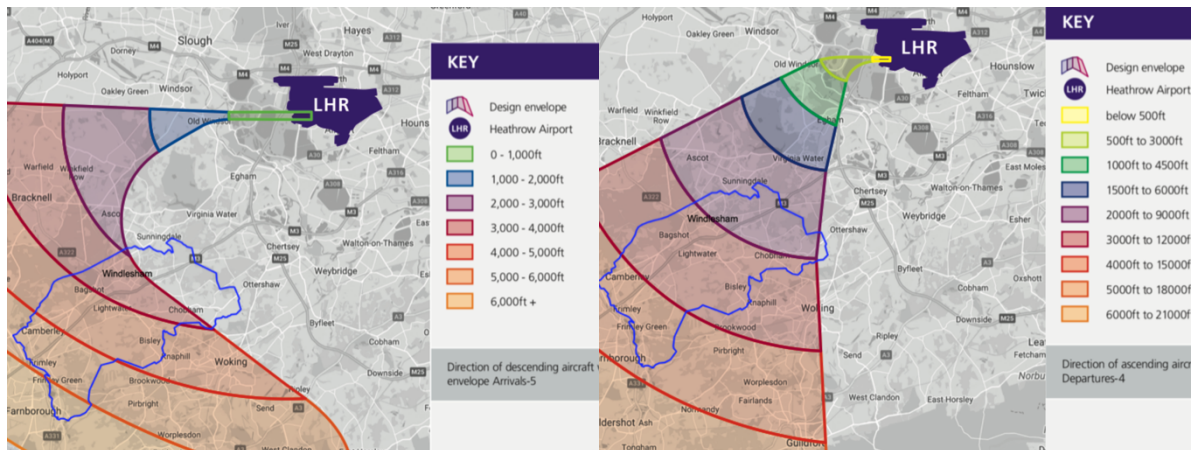
Even if the third runway is never built!

Threat 2 - 25,000 additional Flights each year!

Heathrow wants to increase annual flight numbers by 25,000 which is an extra 68 take-offs and landings per day resulting in increased congestion, pollution and noise for the 3 villages and surrounding areas.

Threat 3 - 50% increase in flights/ concentrated flight paths

With the third runway flight numbers will increase from 480,000 a year to at least 740,000 per year. Many changes to existing flight paths will be necessary to support 3rd runway operations. Heathrow's proposed 'design envelopes' indicate widespread changes including much lower altitudes and introduction of noise to many quiet areas.



Arrivals to Southern runway showing proposed altitudes

Departures from Southern runway showing proposed altitudes

Surrey Heath boundary Shown in blue. Note that Surrey Heath will also be overflowed at low altitude under two more scenarios.

Threat 4 - Departing Aircraft over the 3 villages (70% of days)

With the information Heathrow have provided we can expect up to **150** departures per day on new concentrated flight paths at altitudes as low as 2000 ft above our homes.

Threat 5 - Arriving Aircraft over the 3 villages (30% of days)

We can expect a **50% increase** in arriving aircraft at much lower heights than we currently experience.



Ten reasons why this should not be happening

1. The skies above us are already very congested. Expansion increases the risk of a major air disaster by 50% according to the Airports Commission.
2. When approval was granted for Terminal 5, flight numbers were capped at 480,000 per year due to environmental considerations. Heathrow promised no further expansion.
3. Surrounded by densely populated areas, Heathrow Airport is in exactly the wrong location for a modern airport. Large cities such as Paris and Tokyo have located airports away from the city centres.
4. Heathrow is by far the noisiest airport in Europe. Its two runways already produce more noise than the eighteen runways of Paris, Amsterdam, Frankfurt and Madrid combined. In addition, new aircraft can be noisier than the ones they replace e.g. the A380 is noisier than the Boeing 747.
5. Damage to residents from aircraft pollution is more severe than previously thought. Air pollution in Hillingdon already exceeds EC standards. Additional cars and cargo lorries would escalate this problem.
6. There is no economic case for expansion. The Airports Commission said there would be £211bn benefits over 60 years. The Government's current forecast is a near zero benefit over 60 years.
7. The UK has the highest CO² footprint per head in the world from passenger aviation and Heathrow is already the UK's biggest source of carbon emissions. The issue of 15% of people taking up 70% of flights must be addressed by an escalating frequent flyer tax.
8. Heathrow has recently been given a negative credit rating which will increase the cost of funding the project which has not even been fully specified.
9. Much better lower cost and less destructive schemes still exist for expansion.
10. The passenger aviation regulator (Civil Aviation Authority) revealed in its annual accounts that it receives funding from Heathrow and British Airways which are both foreign-owned companies.



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Why it used to be quiet and isn't now

- Until 2012 Lightwater, Windlesham and Bagshot experienced little or no aircraft noise from departing aircraft as they stayed on the flightpath which is 4 to 5 miles to the east.
- In 2014 without any warning or consultation Heathrow introduced a trial of new flight paths over Ascot, Lightwater, Windlesham and Bagshot. Following public outcry Heathrow said it would stop the trial. However, these trial flight paths continue to be used today.
- We recently have had 50 - 60 departures in a day over our homes and streams of arrivals on occasions.
- We believe that the trial flight paths were intended to facilitate the third runway expansion plan.

What if the third runway gets planning permission?

- Fifty percent more flights means fifty percent more noise and pollution. Heathrow will introduce **new concentrated flight paths at lower altitudes for departures and arrivals**.
- Heathrow has told residents that there will be “winners and losers”. We believe the only winners will be the shareholders of this foreign-owned company. We are according to Heathrow’s own information the losers in Surrey Heath.



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What you can do to protect your home and community?

We need the support of the communities to:

- Write to your MP, Michael Gove, who is also the Environment Secretary, and express your concerns (email michael.gove.mp@parliament.uk).
- Email noise complaints to noise@heathrow.com including date/flight number (from the free Flightradar24 app). Heathrow monitor the total number of residents complaining so **the more residents that complain the stronger our voice.**
- Email Heathrow at feedback@heathrowconsultation.com or write by letter (Freepost LHR AFO) rather than complete the full consultation.
- Get involved, plenty of room at our meetings for new people

For more information contact AN3V

Who are AN3V? - We are a group of local residents intent on protecting people living in the 3 Villages against all the negative impacts of Heathrow's expansion and devastating flightpath change plans.

Send an email to us at info@an3v.com join our mailing list for regular updates or visit our website <https://www.an3v.co.uk> or Facebook page <https://www.facebook.com/3villagesAircraftNoise/>



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