

Plane Hell Action South East

Heathrow Consultation on Airspace and
Future Operations

<https://afo.heathrowconsultation.com>

Ends 4th March 2019



This document gives sample answers for the Heathrow Airspace and Future Operations Consultation. The consultation deadline is 4th March 2019.

Suggested answers are our own opinion and are backed up by investigation of how arrivals over South East London operate as well as healthy suspicion of whether Heathrow is interested in residents or not.

To make use of these answers, some variation of wording is required. Otherwise, Heathrow will treat the same responses as duplicated ones.

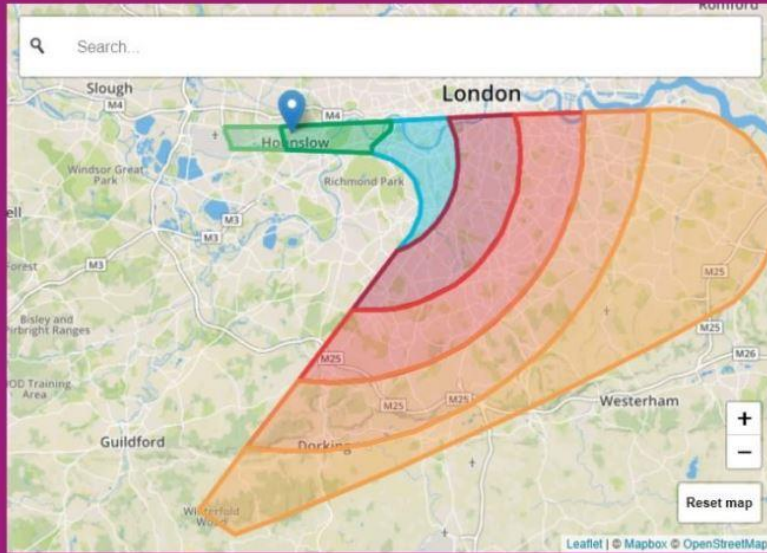
DECIBELS !!!!

- A difference of 10 decibels is a **doubling of loudness**
- A difference of 3 decibels is a **doubling of sound Intensity**
- **70 decibels = standing beside a vacuum cleaner**

Plane Hell Action South East

In order to complete the on-line response, please visit this web-site:

<https://afo.heathrowconsultation.com>



How to respond

We've made it easy for you to respond to the consultation using our online tool, including an interactive map.

→ [Respond online now](#)

Click the 'Respond online now' link and then follow 'Start the Questionnaire':

← → ↻ <https://feedback.heathrowconsultation.com>

→ **Start the Questionnaire**

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You will be asked to confirm you are over 13 years of age.

You may find you are sent back to this confirmation many times during the response.

Before you start

Are you 13 years-old or over?

Yes, I am 13 or over

No, I am under 13

+ [Why must I confirm my age?](#)

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<https://feedback.heathrowconsultation.com/step/topic/1>

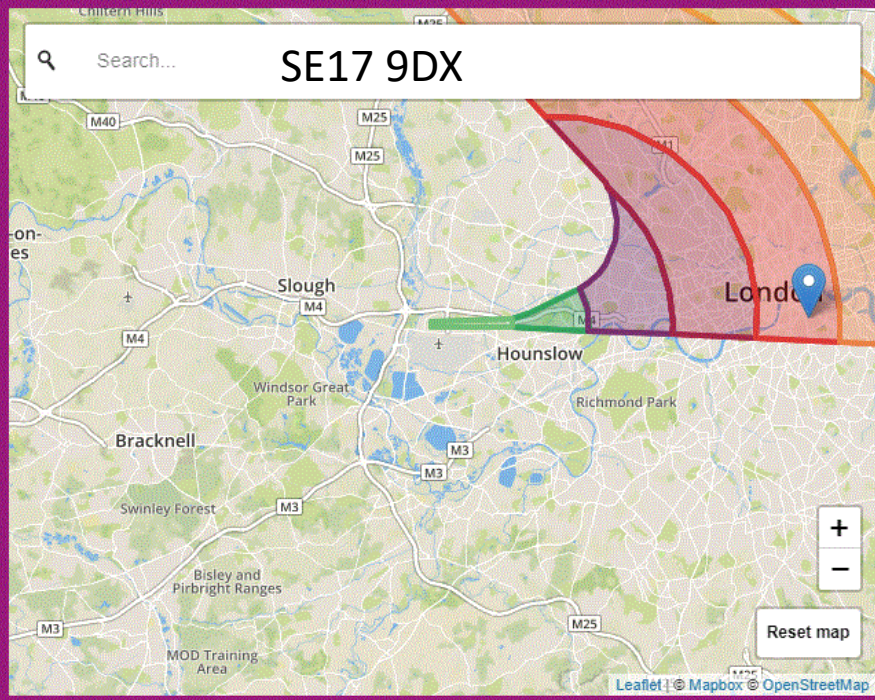
You will eventually see this map where you can enter your own postcode.

You will be shown the first noise envelope for your postcode. All possible envelopes for your postcode will be listed in a menu.

In this example, the menu shows 3 envelopes, A1, A2 and D2.

- A = Arrivals (3 runways)
- D = Departure (3 runways)
- I = Independent Parallel Approach (2 runways)

Below is a list of design envelope(s) that the postcode or area of interest you have searched for is situated within.



Please click on the individual coloured segments for an indication of aircraft heights in each location.

Select a design envelope below for more information on the number, height and noise of potential flights.

A = Expansion arrivals, D = Expansion departures, I = Two runway arrivals with IPA

- A1
- A2
- D2

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70 decibels = hoover ~ every 2-3 minutes = constant noise

Expanded Heathrow (3 runways)

Design envelope:	A1
Envelope Type:	Arrival
Height band:	4000ft to 5000ft
Number of flights:	0-47 Flights per hour
Number of these flights above 65 decibels:	0-1 Flights per hour

A1 shows

- up to 47 flights per hour
- At 4000 – 5000 feet
- 1 flight over 65 decibels

D2 shows

- up to 17 flights per hour
- At 3000 – 12000 feet
- 17 flights over 65 decibels

Expanded Heathrow (3 runways)

Design envelope:	D2
Envelope Type:	Departure
Height band:	3000ft to 12000ft
Number of flights:	0-17 Flights per hour
Number of these flights above 65 decibels:	0-17 Flights per hour

A2 shows

- up to 47 flights per hour
- At 3000 – 4000 feet
- 32 flights over 65 decibels

Expanded Heathrow (3 runways)

Design envelope:	A2
Envelope Type:	Arrival
Height band:	3000ft to 4000ft
Number of flights:	0-47 Flights per hour
Number of these flights above 65 decibels:	0-32 Flights per hour

In all, this shows what could be a very noisy din over the postcode, especially if it is under a concentrated flight path – a Performance Based Navigation path. **8 hours of exposure to 80 decibels starts to cause damage to the ear.**

<https://feedback.heathrowconsultation.com/step/topic/1#survey-main>

This question about local factors may decide where PBN flight paths will finally be placed. So beware what you consider as an important postcode.

6. What sites or local factors should we be aware of in your area (or other area of interest to you), when designing flight paths for an expanded three-runway Heathrow?

Please give enough information (e.g. postcode, address or place name) for us to identify the site(s) or local factor(s) you are referring to and tell us why you think it is important.

The Air Navigation Guide 2017 requires that health and quality of life are not adversely affected by overflight. The local factor most important to me is my own home where I expect to enjoy noise levels advised by the World Health Organisation during the day and night. My post code is <XXX XXX>|

You have 4703 characters remaining

Heathrow know the locations of schools etc, so **beware of** quoting these in this Questions 6 and 7 as doing so may **make your own home** more open to flight path positioning.

Examples of other local factors that you may consider quoting are:

- The use of my home for my work or rest at noise levels that are no higher than those advised by the World Health Organisation of 45 dB.
- The use of my garden for my health and recreation at noise levels that are no higher than those advised by the World Health Organisation of 45 dB.
- Homes in my area are old and do not have sufficient sound proofing to mitigate frequent planes at 65 decibels.
- My home is in a conservation area and cannot be modified to cope with frequent plane noise of 65 decibels.
- The built up nature of the locale causes plane noise to echo.
- I am at home all day since I am retired.
- I am at home all day since I am unwell.
- I am overflowed by arrivals to London City Airport at low altitude of 2000 feet and it would be unacceptable for me to also be overflowed by arrivals to Heathrow Airport which would contradict the Air Navigation Guidelines 2017 that stipulates QUALITY OF LIFE must be preserved.
- **Give the postcode of your own home.**

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Arrivals to the 2 runway airport will need a new & improved design to disperse planes that approach Heathrow at low altitude. To achieve this, what is known as the 'Join Point' must be varied. The Join Point is where planes meet the final straight line towards the runway. Most planes currently join just east of Vauxhall, very east of Heathrow. We propose that NO streets get continual concentrated noise.

7. What sites or local factors should we be aware of in your area (or other area of interest to you), when designing new arrival flight paths to make better use of our existing two runways?

Please give enough information (e.g. postcode, address or place name) for us to identify the site(s) or local factor(s) you are referring to and tell us why you think this local factor is important.

In a 2 runway airport, a fairer spread of join point use is required. This will provide relief for people living further out who currently suffer from an unbalanced amount of overflight. The unbalance occurs when concentration results in the same streets being overflown repeatedly. Many of these streets also suffer from London City Airport overflight at 2000 feet.
<Factors applicable to question 6 can also be applied here>

You have 4571 characters remaining

→ Save and continue to next topic

<https://feedback.heathrowconsultation.com/step/topic/3>

Managing noise for an expanded Heathrow

1a. Do you support our proposals for a noise objective?

[Skip this question](#)

- Yes
- No
- I don't know

We suggest 'No' here because the proposals to keep noise levels down are not adequate for SE London.

Plane Hell Action South East

Please object here as much as you can to the proposals, and give good reasons. 70 decibels = Hoover ~ every 2-3 minutes = constant noise

1b. Please provide any comments you have on our proposals for a noise objective:

Proposals fail to implement the Air Navigation Guide 2017 principal that the number of people significantly affected by noise must be limited. The proposal claims this will be achieved through use of quieter planes: sufficient reductions in engine noise and air disturbance noise are too far away in years for them to be realistically used to meet this Government requirement.

The proposals for respite are also insufficient for arrivals since concentration will still occur due to the use of PBN. It is vital for residents under arrivals that vectoring using Air Traffic Control operations is retained so that a wide variation in join point can be used to provide relief from continual noise, particularly at low altitudes such as below 5000 feet.

You have 4249 characters remaining

1c. Please provide any other comments or suggestions you have on our proposed approach to developing a package of noise measures for an expanded Heathrow:

Health and Quality of Life is paramount for the overflown and should take priority over economic consideration as per Government wishes.

For arrivals, the proposal should aim to implement:

1. dispersal through vectoring and not PBN concentration
2. a fair and distributed use of Join Point to achieve relief
3. an increase in angle of descent
4. a night time ban of 8 hours
5. guarantee that the World Health Organisation noise limits are actually adhered to of 45 db Lden daytime and 40 db Lden night.
6. heavy planes must not fly any lower than lighter ones
7. residents should never be overflown by arrivals heading to the final approach of more than 1 airport - therefore South East London must be freed from double overflight below 5000 feet.

→ Save and continue to next topic

<https://feedback.heathrowconsultation.com/step/topic/4>

2a. Would you prefer to have longer periods of respite less frequently (all day on some days but no relief on other days) or a shorter period of respite (e.g. for 4-5 hours) every day? Please tick one of the following options:

[Skip this question](#)

- A longer period of respite, but not every day
- A shorter period of respite every day
- I don't know

We suggest that some break from noise every day is needed for the sake of health and community well-being. To have noise all day long for many days is likely to be damaging.

Plane Hell Action South East

An impossible question that merits a ridiculous answer. Without vital health research to back this up, it is clear that the whole Heathrow concept of 'respite' is without scientific merit. Neither they nor Government has any idea what it is about to inflict on London.

2b. Please tell us the reasons for your preference:

This is an irrational question. It is asking me if I want to be punched for 1 whole day every 3 or 4 days, or if I want to be punched for a less time but every day.

Without health research to back this up, it is clear that the whole idea of respite is totally unfounded and that neither Heathrow Airport nor Government has a clue what it is about to inflict on residents.

I have chosen an option reluctantly.

You have 4593 characters remaining

2c. Please provide any other comments or suggestions you have on runway and airspace alternation:

South East London is very far away from Heathrow Airport and should not be at all noisy. In fact SE London has become extremely noisy in the last few years and this is because of concentration and moving of planes to join the final approach further east. It does not benefit from runway alternation at all. I live in a very quiet area with ambient quiet home noise levels. I have local amenities and spaces for community well-being. Arrivals heading to the final approach should not be concentrated at all. Instead, they should be spread and dispersed just as departures are. Planes must be provided with technology that will enable dispersal for arrivals before airspace changes occur. Otherwise runway alternation will be of little help to us. Since South East London recently became a victim of London City Airport's concentrated PBN flight path, its residents are unfairly penalised by double overflight to both airports at low altitude. It is imperative that this double overflight is stopped by having LCY return to wider approaches and having LHR arrivals flying higher as well as allowing lateral dispersal on approach.

→ Save and continue to next topic

<https://feedback.heathrowconsultation.com/step/topic/5>

3a. Should we continue to prefer westerly operations during the day and easterly operations at night to reduce the total number of people affected by noise?

[Skip this question](#)

- Yes
- No
- I don't know

We suggest No here since removing the westerly preference at least gives SE London a break from arrivals during all east wind conditions.

East winds have been more prevalent in recent years.

Plane Hell Action South East

Planes are noisier when they fly with the wind direction as noise is retained overhead. All cone noise is blown ahead and persists for longer. We recommend to REMOVE Westerly Preference at Heathrow.

3b. Please tell us the reasons for your answer

Westerly preference means that planes land over London during west, light east, north and south winds. This is the lived experience of South East London.

There is no difference to that pattern during the night. It is only when strong east winds blow that an easterly preference is operated.

South East London is overflowed by arrivals to London City Airport at an altitude of no more than 2000 feet when winds blow from the east, north, south or light westerlies.

South East London therefore had double overflight by arrivals to both LCY and LHR during light east, north, south and light west winds.

Westerly preference at Heathrow must therefore stop.

Londoners should never have to suffer arrivals at low altitude to more than 1 airport.

You have 4259 characters remaining

Plane Hell Action South East

We suggest No here, as well as No in question 3a. This forces a break for SE London from concentrated arrivals during all east wind conditions. If Heathrow intervenes, then SE London will not be guaranteed these breaks during all east wind conditions and SE London will become a playground for Heathrow operations.

By Heathrow's design, Arrivals are concentrated and Departures are dispersed.

London City Airport arrivals overlap with Heathrow arrivals during light east winds.

3c. Should we sometimes intervene to change the direction of arriving and departing aircraft to provide relief from prolonged periods of operating in one direction – even if that means slightly increasing the number of people affected by noise?

[Skip this question](#)

- Yes
- No
- I don't know

Plane Hell Action South East

If Heathrow intervene and play around with what is flying over us, then SE London will not be guaranteed breaks from concentrated arrivals during **all east** wind conditions. In fact SE London will become a playground for Heathrow operations.

Westerly preference should simply be abolished so that SE London can get some peace from arrivals during **all east winds**. By Heathrow's design, Arrivals are concentrated and Departures are dispersed.

3d. Please tell us the reasons for your answer

As long as westerly preference is removed, then relief from arrivals at low altitude can be given to Central and South East London.

This would also help to avoid double overflight where arrivals to London City Airport follow a PBN route over SE London at low altitude of no more than 2000 feet.

It is best for residents that they know the wind and what to expect rather than airports to have total autonomy over what residents are put through.

You have 4557 characters remaining

→ Save and continue to next topic

<https://feedback.heathrowconsultation.com/step/topic/6>

4a. To help inform our consideration of the options, we want to know whether you would prefer for us to:

Please note the exact times are subject to further evaluation of the options.

[Skip this question](#)

- Option 1 - Use one runway for scheduled arrivals from 5.30am (runway time 5.15am)
- Option 2 - Use two runways for scheduled arrivals from 5.45am (runway time 5.30am)
- I don't know

We say No here so that noise starts later.

It's not much of a choice but better to make one than to say don't know.

Plane Hell Action South East

Arrivals currently land from 4.30am. This means that over SE London they start at 4.23am. A shocking situation since Departures start from 6am. Arrivals are

- Too early
- Too low
- Too concentrated
- Too noisy

80 c

4c. Please provide any other comments or suggestions you might have on early morning arrivals:

There should be an 8 hour ban on night flights, except for emergencies.
Central and South East London should not be overflowed by early arrivals. Currently it is overflowed from 4.20 am by heavy planes. Early planes should stagger their join point to avoid the same homes being overflowed repeatedly.
Early overflight over an echoing conurbation such as Central and South London is inhumane and breaches the WHO guidelines of 40 decibels.

You have 4563 characters remaining

4b. Please tell us the reasons for your preference:

The later the better since South East London is currently getting arrivals from 0425.
It prevents sleep and damages health.
There should be no need to fly over Central and South London in order to land these early flights.

You have 4778 characters remaining

→ Save and continue to next topic

+ 10 decibels = twice as loud

+ 3 decibels = twice as intense

Quiet home = 45 dB

SO !!!

- 55 dB is twice as loud as 45 dB
- 65 dB is twice as loud as 55 dB
- 70 dB = Hoover
- every 2-3 minutes is constant noise

<https://feedback.heathrowconsultation.com/step/topic/7>

5a. Please provide any comments or suggestions on how we should encourage the use of the quietest type of aircraft at night (outside the proposed scheduled night flight ban):

[Skip this question](#)

Only the quietest aircraft with the most recent noise certification should be allowed to use Heathrow at any time, regardless of night period and regardless of night time ban period.

It is not sufficient to fine airlines. The industry is extremely rich and has no excuse not to maintain clean planes with the latest technology upgrades for noise calming.

Residents should certainly not have to suffer at night or any other time due to inadequately maintained fleets.

Monies collected as fines are never distributed as far east as South East London, where noise is very high at over 65 decibels for most of the day.

You have 4384 characters remaining

5b. Please provide any other comments you have on night flights and restrictions:

Heathrow Airport should become aware of how night flight will affect the health of residents whose homes are not sound proofed. Extensive Health Effects research is needed now. Heathrow should not rely on future and so-called 'quieter' aircraft since this may never be sufficient.

Central London streets are often extremely quiet, free from traffic, and therefore overhead plane noise of over 65 decibels is debilitating and disproportionate.

At night, the difference between ambient noise such as 'very quiet home' and overhead jet noise is making people ill already. A scheme for dispersing noise or joining the final approach closer is required now.

Heathrow and our government should champion public health rather than destroy it. They are currently destroying it through unchecked and unbalanced low altitude flight to and from LHR. Severe restrictions at night are essential.

You have 4114 characters remaining

→ **Save and complete questionnaire**

Plane Hell Action South East

<https://feedback.heathrowconsultation.com/step/feedback>

9. Having considered everything within the consultation, do you have any other comments?

For arrivals over Central and South East London, the noise management proposals are not going to be sufficient to achieve the following government objectives given in the Air Navigation Guide 2017.

"3.5 For the purpose of assessing airspace changes, the government wishes the CAA to interpret this objective to mean that the total adverse effects on people as a result of aviation noise should be limited and, where possible, reduced, rather than the absolute number of people in any particular noise contour. Adverse effects are considered to be those related to health and quality of life."

To receive 32 planes overhead in a concentrated path within an hour for any number of hours is certainly going to breach the objective of limiting adverse effects.

For arrivals, this consultation does not indicate any form of dispersal. On the contrary, it proposes concentration, which is going to blight people's lives and divide communities into where people can live peacefully and where they cannot.

For arrivals, and to distribute noise with balance and proportion, there must be manual intervention by air traffic controllers so that planes can be vectored toward the final approach.

This consultation does not sufficiently address the problem of double overflight that has been inflicted on South East Londoners since 2016. It is a direct result of PBN, or flight path concentration, and is causing misery and dividing communities.

This consultation does not talk about angle of descent. This angle can be increased in order to disperse noise and to allow any lower planes to also be higher, such as those flying into London City Airport when they cross South East London.

This consultation does not clarify how many planes or the balance of planes that will come from the north, as opposed to the south.

This consultation refers to PBN or Performance Based Navigation, as a new and efficient technology, but this is not efficient for residents. Instead, for residents, it will increase harmful noise induced effects on their health.

PBN technology is limited in that not enough routes can be added into any Flight Management System to make a fair attempt at sharing noise through many rotated paths. Hence, the use of PBN is going to be limited to a very few paths or routes and this will create noise sewers of habitation where it is not healthy to live.

This consultation does not consider that London is an extremely densely built conurbation, and that due to hard fabric all over such as concrete and stone, there is much echoing and reverberating of noise such as that made by planes.

10. Please give us your feedback on this consultation (such as the documents, website or events)

Images and videos are misleading. They make overflight at low altitude look tolerable since there is no sound attached to them. The drawing for Managed Preference of planes approaching London City Alrport is totally wrong since the actual paths cross right over to Vauxhall before turning back to LCY and there is no path from the north. All of them travel over South East London. There were no listed consultation events for South East London. Any that are eventually happening are a result of pressure from residents or campaigners.

South East and Central London will be a squeezed middle area where noise from multiple envelopes will be heard at once. Heathrow's consultation documents fails to make this apparent. These central areas will be blighted heavily.

The online forms are confusing, requiring much investigation to be able to answer questions in context. Questions are designed to receive the answers required by Heathrow's expansion plans to force concentrated flight paths managed through PBN on communities. There is a failure to mention the 25,000 extra flights that Heathrow will soon be requesting as an early release of expansion capacity. These extra flights will increase the burden of noise currently being inflicted unfairly on Central and South East London. This increase will mean that the current cap on flight numbers is broken.

You have 3631 characters remaining

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Section 11 is for you to enter your details.

If you did not receive a leaflet, then please say so in Section 11.

Plane Hell Action South East would be very pleased to receive a copy of your response by email.

Please use the “Share the consultation questionnaire” to send it to us at:
info@planehellaction.org.uk

Please also send your completed response to your MP/Local Council:
[Your MP](#)

[Find your Local Council Environment Department](#)

THANK YOU !!



Share the consultation questionnaire

