

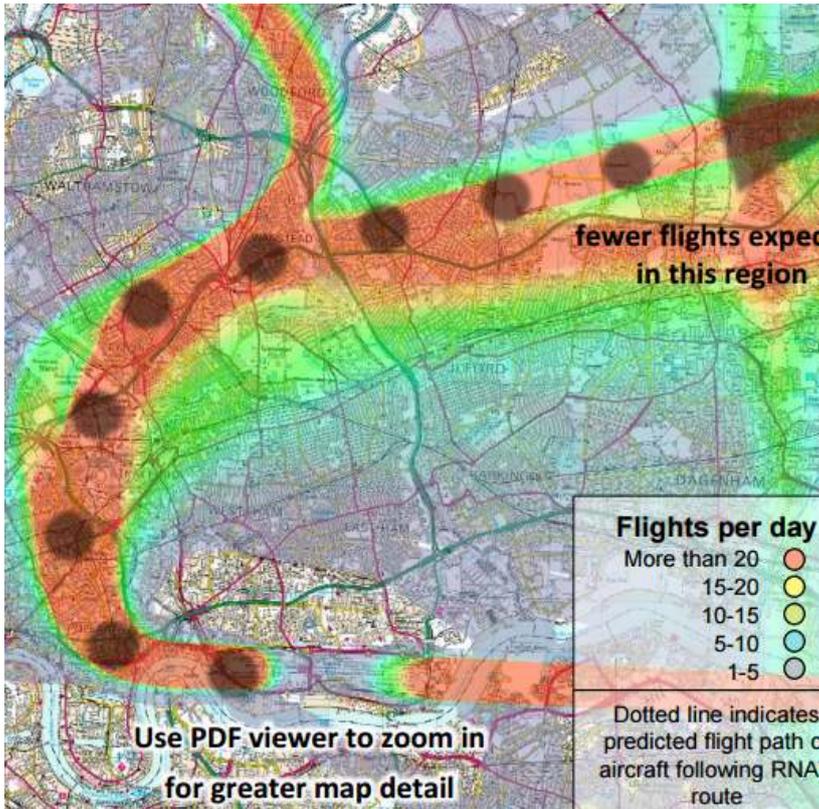
THE IMPACT OF LONDON CITY'S NEW CONCENTRATED FLIGHT PATHS



"We have gone from having little or no flights to one every 3 minutes. Some of us have spent a lifetime trying to get on the housing ladder only for this to happen."

"I moved to Dagenham from Kingsland Road, Hackney in 2014, because my family & I wanted more peace and quiet; now it's noisier than living on Kingsland Road in Hackney; we are heart-broken."

Residents speak out



London City Airport concentrated its flights paths in February 2016. It had argued that people would notice very little difference. It was wrong. This short report reveals, using residents' own words, just what an impact it has had. HACAN East, who compiled the report, met with the airport in the summer where it made clear that it has not closed its mind to looking again at the flight paths with a view to introducing an element of respite in order to give the overflown communities relief from the noise. But that it unlikely to happen before 2017. London City recently got permission to expand the airport: to build a new taxiway and larger parking bays and to extend the terminal. The cap of 111,000 annual movements was not lifted but the expansion will allow the airport to accommodate larger planes (which it maintains will be quieter).

4.7 Runway 09 RNAV Arrivals (average 127-151 flights per day for 99 days per year)

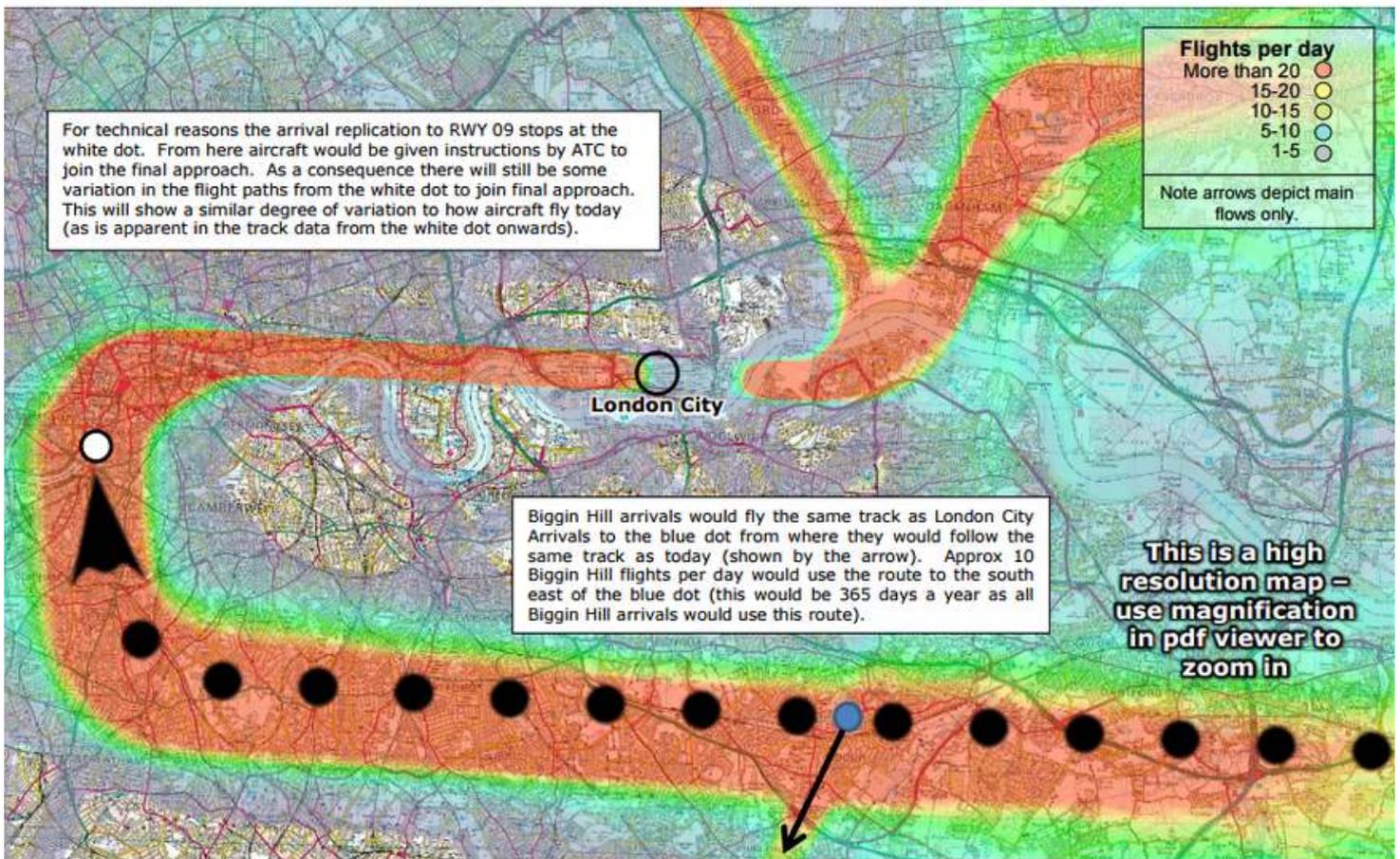


Figure 23: Arrivals to RWY09 (Dotted line shows the area where most flights would be concentrated)

HOW WILL THIS AFFECT YOU?

AREAS AFFECTED:

Westerly departures: Bow, Leyton, Leytonstone, Wanstead, Redbridge, Barkingside, Collier Row, Harold Hill

Easterly departures: Barking Riverside, Dagenham, Elm Park, Hornchurch

Easterly arrivals: Bexley, Sidcup, New Eltham, Mottingham, Catford, Dulwich Village, Herne Hill, Brixton, Stockwell, Vauxhall



A little bit of history.....

For the first 20 years of London City Airport's existence, flight paths remained much the same. But then things changed in 2008/9. At least there were changes for certain areas. The original owners of the airport had been given permission to build on the condition that only small planes used it, given the fact it was so close to residential areas. But over the years that permission was overturned.

By 2008 the jets using the airport could not take-off at such a tight angle as the smaller planes. So, with little meaningful consultation, aircraft were given permission to take-off in a wider arc, bringing a significant number of planes to places like Leyton, Leytonstone and Wanstead for the first time.

When the airport wanted to concentrate its flight paths in 2014/15, it argued that it did not need to consult widely because the flight paths would not be that different from those introduced in 2008/9. Residents argued that they were *very different* from the flight paths many of them had grown up with prior to 2008.

In South London the difference was even greater. Prior to the introduction of the concentrated flight paths London City aircraft did not cause real problems in most of South London as the flights were pretty dispersed.

London City Airport came under sustained criticism for the quality of its consultation on the concentrated flight paths. It simply put a technical document on its website and informed the Airport Consultative Committee in what appears to have been a private session. It held no public meetings in the areas that would be affected; nor did it leaflet them.

It argued that it was simply following the consultation procedure set out by the Civil Aviation Authority (CAA). Lawyers consulted by HACAN East said that might have been correct; certainly it would be costly to challenge. However, shortly after the CAA gave City Airport permission to concentrate its flight paths, an independent report commissioned by the CAA from Helios slated the CAA's procedures. As a result, the CAA is looking to introduce new procedures.

London City's changed flight paths are part of a worldwide programme to make more effective use of airspace. New technology enables aircraft to be guided more precisely. It saves on airline's fuel costs and can enable airports to operate more efficiently. All airports in Europe are expected to introduce this new technology – Performance Based Navigation (PBN) – by 2024. Gatwick and London City were the first to do so in the UK. In practice, it means the introduction of concentrated routes. But the Department for Transport has made clear that concentration with respite (i.e. more than one concentrated route) is acceptable. It is expected to confirm this when it consults on its airspace change policy later this year.

What residents are saying

These are some of the emails received by HACAN East in a period of just one month.....

Vauxhall

We have really noticed the impact of the new concentrated flight path over our flat on Black Prince Road, SE11. The arrivals for London City have become pretty much a constant feature over our flat. Before the biggest problem was the Heathrow planes but now it's City Airport. We are looking to move home now as my husband works in sound for film and tv and the noise makes it extremely difficult. We loved SE11 but the noise has really added to my anxiety as there is now almost no respite from the noise.

East London

My understanding is that the CAA approved London City's concentration of its flight path directly over my house in East London. As a result of the decision to do this, my family's quality of life has been significantly disrupted.

Not only does the noise disrupt our lives (we cannot have conversations in our garden or open our windows), I am hugely concerned about the health impact the rise in pollution will have on, in particular, our new born baby.

We bought our house 8 months before the new flight path came into being. If there had been any reasonable consultation and we had known of it coming, we would not have bought. We cannot afford to move and now feel trapped.

Leyton

My family and I live in Leyton E10. Since February we have have been subjected to and impacted by the aircraft noise because of the advent of the RNAV concentrated flight paths from City Airport departures on westerly

operations. Before the implementation of the RNAV flight paths I won't say everything was rosy, flights would be around and would be noticeable and at times intrusive but this was ameliorated by the fact that the noise was spread and we had some respite, now however flights fly directly over our house all the time - I wonder if you can imagine what that is like?

Eltham

I live in New Eltham, South East London. I am writing to express my utmost concern at the noise levels being emitted from planes flying over my house as they approach City Airport for landing. We have lived here for 28 years and found the aircraft noise levels in recent years totally unacceptable but now they are intolerable. We are woken up at 6.30am when the first planes come over. If we have the doors open to our garden the noise from the planes now drown out the sounds of the tv. It's now getting to the point where I have to consider whether I can suffer the noise any longer and may have to consider moving as I am unable to cope with the constant noise from the planes.

Leyton

I live in Leyton E10 and have noticed the vast increase in planes going over our house lately. At times it seems to be non stop. I understand that the number of flights have increased recently and flights have been concentrated over a particular corridor which appears to be over our house.

The noise level is definitely a lot louder and longer than a year ago, so much so that I have been swearing at the planes overhead much to the dismay of my neighbours.

Dagenham

I live in Rush Green, Dagenham, under one of LCA's newly created concentrated flight paths. Other residents in my area and my family are suffering a sudden increase of planes flying extremely low morning to night, with no respite. We weren't consulted about the new concentrated flight paths now blighting our once peaceful area. Why was this? The flights should be more spread out and shared, like they were before.

My family moved to this area from Kingsland Road, Hackney in 2014, because we wanted more peace and quiet; now it's noisier than living on Kingsland Road in Hackney; we are heart-broken. We would not have brought our house had we known LCA would concentrate a flight path over it. Once we could sit in our garden and enjoy the birds singing, not anymore, all we hear are jets roaring over head, one after the other, spewing out pollution. I live with a disabled cancer patient, and the stress of this constant barrage of plane noise is having a detrimental affect on his health.

We have a lot of elderly people in our community. They have limited or no access to the Internet and a majority don't use computers. I'm disgusted that the LCA buried the concentrated flight path consultation plans on their website and did not make any attempt or effort to properly consult the residents and local communities affected. How can this be right when LCA operate in such a high density population? How were the local people affected by this meant to know about LCA's new flight path plans, and have their say?

It's certainly NOT the case that the new flight paths have little significant affect on the residents living underneath. Also, the new routes are not replicating the previously used flight paths. Before we hardly noticed planes flying over us; now it is a constant noise. We can't have our windows open due to the frequent noise from planes. When the weather's hot, this is awful, we can't escape the noise. The planes wake us up early in the morning. Why can't LCA introduce multiple flight paths so that the noise and pollution is more equally shared, rather than condemning communities to living in noise ghettos?

Lee, SE12

We have gone from having little or no flights above our property to one every 3 minutes at peak time - how did this happen? What consideration was given to how this might affect individuals and property owners living under this new flight path?

The concentrated flight path enacted by City Airport has dramatically affected the quality of our lives. The tranquility of our garden has been shattered and where once we used to spend summer evenings in the garden we now spend more time indoors sheltering from the noise and the low flying aircraft.

We should have been consulted about the changes. Some of us have spent a lifetime trying to get on the housing ladder only for this to happen.

Collier Row

The airport was originally built to provide business travel using short take-off whisper jets and should stick with that. If larger planes are required they already fly from other London airports to most parts of the world.

We are told a plane will go over every 5 mins but I live in Collier Row and counted 5 planes in 14 minutes the other morning, without any expansion! I believe we are also under the Heathrow stacking path.

I don't expect the flight path to be 'moved' which would just inconvenience residents in other areas, but it would be nice if the pollution could be 'shared' to a wider area, giving us some peace.

Barking

We live on Thames View Estate, Barking, a short distance from London City Airport. It is only this summer that we have been especially aware of the amount of planes leaving the airport and flying very low over our homes, creating tremendous noise. It seems to be far worse this year than ever before.

Wanstead

We have noticed heavily increased air traffic over our house recently. I found out that a new flight path had been introduced to City airport which concentrated flights and may be the reason for what I'm seeing and hearing.

Leytonstone

I'm a resident in Leytonstone and have recently found the plane noise unbearable. After digging about on the internet, thinking to myself that the plane noise seems to have got worse recently, I've discovered that the flight path was recently changed. I'm obviously outraged that this has been allowed to happen and we weren't even consulted. Even if we weren't consulted, they didn't even have the common decency to inform us. What was a relatively quiet area when we moved in 3 years ago is now barraged with constant airplane noise. It's driving me mad and I want to help to do something about it!

Dagenham

I live with my husband in Dagenham. We are fed up to the back teeth of being forced indoors All day due to the horrendous noise of the constant flights. It is so bad we cannot hold a conversation. We wait all year for some decent weather, but am unable to enjoy it. We are both pensioners, don't drive and have no escape, the aircraft fly directly over our house. It is driving us mad. Is there anything we can do?

Barkingside

I am writing to ask why it is ok to make the flight path for the aircraft to/from City Airport narrower which impacts greatly on our quality of life. We first noticed the difference when the warm weather started this year. At busy times we are subjected to planes departing every couple of minutes. We have never been notified of this action of narrowing the flight path and would like to know why we were not informed.

What can be done?

These are just a sample of the complaints that have come in from far and wide. Barking Reach, Stockwell, Catford....the list goes on. Not one email has called for the flight path to be moved elsewhere. This is not a NIMBY protest. What people are wanting is a little bit of fairness.

We are pleased that London City Airport may be willing to introduce some respite. The airport told HACAN East that it will assess the current flight paths by February 2017. The CAA will comment on that assessment by May 2017. By then it should also be clear what Government policy is on concentrated flight paths and respite. After that City Airport has indicated that the door could be open to some sort of respite solution.

Heathrow Airport has commissioned a major report into what meaningful respite would look like. It is expected to be published in spring 2017. After that Heathrow will begin to draw up and consult on new flight paths of which respite is expected to be an integral part. This will happen whether or not Heathrow is given the green light for a third runway.

HACAN, our sister organisation, has engaged closely with Heathrow in promoting a respite-based solution for the airport. HACAN East is working closely with local authorities, MPs and other key decision-makers to build up support for a similar solution at London City.

The commonsense solution would be for Heathrow and London City to work out a London-wide respite solution covering both airports.

Compiled by HACAN East, which aims to give a voice to residents under the London City and Heathrow flight paths. You can contact us by email johnstewart2@btconnect.com or call 020 7737 6641 www.hacaneast.org.uk

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