

Heathrow Consultation

Response from HACAN East

HACAN East gives a voice to residents under the London City and Heathrow flight paths. We cover areas in East, North East and South East London. We are the sister organisation of HACAN, which helped set us up. We now operate independently from HACAN. This response has been agreed by our Management Committee.

In our response will concentrate on the proposals and options as they may affect the geographical areas we cover.

1. Our area

Much of our area is overflowed by both Heathrow and London City aircraft.

The Heathrow aircraft are mainly arrivals.

They are at approximate heights of:

- 6,000ft over Walthamstow and Leytonstone
- 5,000ft over Greenwich
- 4,000ft over the Oval.

London City aircraft fly a lot lower, often held down by the Heathrow airspace above.

Some of the boroughs are amongst the most overflowed in London:

<u>The top 12</u>			
	No of aircraft per yr	Percentage of Heathrow flights	2009 ranking
1. Hounslow	239,000	100%	1
2. Richmond	200,400	100%	2
3. Waltham Forest	190,000	69%	3
4. Lambeth	189,900	90%	6
5. Southwark	187,900	89%	10
6. Wandsworth	178,400	100%	6
7. Newham	176,000	55%	4
8. Lewisham	172,500	88%	13
9. Greenwich	165,000	50%	8
10. Tower Hamlets	129,000	38%	7
11. Croydon	116,000	100%	11
12. Haringey	115,000	100%	15

Full report: <https://hacan.org.uk/wp-content/uploads/2013/06/Most-overflowed-boroughs-in-London-2016.pdf>

2. The Current Situation

A key factor which has worsened the noise climate in recent years:

Concentration of London City flight paths

London City concentrated all its flight paths in 2016. No respite was provided. The result has been that fewer people are overflowed than previously but, those who are, are much worse off.

A considerable number of people are impacted by the concentrated flight paths. A CAA report, released on 23rd October 2018, revealed these figures:

.Number of people overflowed by arrivals:

Under 4,000ft	331,000
4,000 – 7,000ft	72,000
Total under 7,000ft	403,000

Number of people overflowed by departures:

Under 4,000ft	416,300
4,000-7,000ft	115,100
Total under 7,000ft	531,400

There is a smaller number impacted by both arrivals and departures but the CAA has not done that calculation.

3. The Heathrow Proposals

3a. Respite

We welcome the potential respite from Heathrow aircraft which the proposals will bring. We have a number of suggestions to make it as effective as possible for residents:

- There should be several rotating routes;
- These routes should be as far apart from each other as possible;
- The respite routes should go out to at least 7,000ft;
- No areas should get overflowed by both Heathrow arrivals and departures.

3b. Westerly Preference

At present Westerly Preference is causing problems for SE London. On the days when Heathrow is operating on Westerly Preference (i.e. when there is a slight east wind) London City will have switched to easterly operations. It means that people under London City's concentrated flight paths in SE London are being overflowed by both Heathrow and London City aircraft; sometimes over 50 an hour.

Therefore, we would prefer to switch to **No Preference** (so Heathrow aircraft switch at the same time as City aircraft) or **Managed Preference** (where Heathrow has an element of flexibility to switch the direction of the aircraft if particular areas are getting badly hit).

3c. Night Flights

Our preference would have been for an 8 hour night. If it is to be a 6½ hours, our preference is for the pre-6am flights to land on one runway of the three runways for a week at a time, with no flights on the other two until at least 6am. The landing runway would then be rotated each week. This should ensure that for two weeks out of three each community does not get pre-6am flights. It could even be better than that for areas further from the airport if the new multiple flights are used creatively.

3d. Independent Parallel Approaches

IPA would require planes using new dedicated flight paths. There would be a number of these new flight paths from the holding stacks. Between 6am and 7am there would be a maximum of 25 flights on these new runways (total, not per runway). Between 7am and 11pm, Heathrow expects there will be no more than a total of 15 planes per day across all the new dedicated flight paths, with a maximum of 40. Except for the 6am-7am hour the numbers are relatively small but it is likely to mean yet more flight paths over our areas, already bursting with aircraft.

3e. Extra Flights

We are opposed to an extra 25,000 flights using the existing airport, even though it may be for just a limited period (from 2022 to about 2026, the expected date for the opening of any third runway).

4. Liaison with London City

We welcome the plans to continue to liaise with London City Airport. We would like to see cumulative noise contours produced covering the areas impacted by both Heathrow and London City aircraft.

We would welcome any pressure Heathrow could exert on London City to look again at its concentrated flight paths. They look increasingly out-of-place now that Heathrow is bringing in multiple flight paths to provide respite.

It would perhaps not be possible for every area to avoid being overflowed by aircraft from both airports but the number of those areas could be minimized if London City showed some flexibility over its flight paths.

5. Climate Change

We are concerned that the climate impacts of the proposed flight path changes have not been spelt out. For example, while we welcome the proposed ending of the current stacks which have become increasingly intrusive in parts of our area, we believe that the climate impacts of any plans to hold the planes at higher altitudes need to be carefully explored.

6. Third Runway

HACAN East remains opposed to a third runway. However, if it is built, we think it is important that the needs of residents are central to its plans. That is why we felt it important to respond to this consultation.