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PLANE HELL ACTION

Campaigning for Relief from Plane Hell over South East London

Plane Hell Action Presentation. Maureen Korda (Plane Hell Action). Heathrow Community Noise Forum 19/09/2018.

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“I agree (with her) that we need to do all we can,
to mitigate the
impacts of aircraft noise and, with this in mind it is
our policy (is) to limit and, where possible, reduce
the number of people affected by it in the UK”

Baroness Sugg September 2018

This sentiment and the use of the term “affected” are just wrong

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5 days ago ...

The concentrated flight path creates unbearable, loud, continual noise interruption, preventing basic quiet enjoyment of our home and garden and preventing us from sleeping more than 5 hours a night.

This noise infliction over SE London, at an average of 15 NM from LHR is not acceptable Baroness!

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How can this be happening to us in SE London?

PPR = Permanent and Planned Redistribution (of traffic)

“there is a **permanent change to the number of flights using an existing flight path**, and “aircraft operational changes to airspace usage” which covers shifts over time in the distribution of flights over particular routes.

From your description of your circumstances and your recent joint report with HACAN, I believe you may be experiencing one of these situations.”

DfT

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7 days ago ...

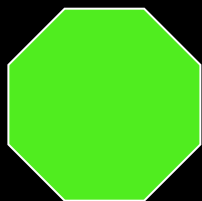
I am woken at 4.35 with the reverberating noise of the first plane going overhead, there is not more than a few minutes peace from this time until late into the night. I no longer want to sit in my garden, I work and study from home, the droning accompanies me on my dog walk, it is incessant. How is this level of noise and disturbance acceptable?

Can we really tell him that it is because of PPR and least number of people affected policy?

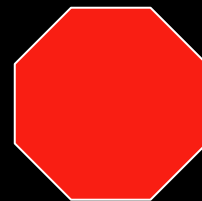
CAA Air Navigation Guidance 2017

Yet another consultation that

- Enables DfT to ring-fence red-zones of aviation noise in SE London
- Had *only* 113 responses
- Was not *really* publicised



*A green light to red zoning
after only 113 responses?*



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2 weeks ago ...

Where is this balance btw aviation & the environment?

There isn't any is there.

Huge expansion is planned at many airports.

I'm over 20 miles from LHR outside the noise contour map[Wallington] but plane noise invades every sq/ft of my home from 4.30am till 11.30pm every day on westerly ops, approx 75% of the year.

It is infuriating that every morning I'm awoken at 4.20am & can't go to sleep till past 11.30pm. By the time i nod off that's just 4 hours sleep a night.

Enough is enough, you are destroying people's quality of life.

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- 113 Air Navigation Guidance responses from where exactly?
- 928 Plane Hell Action petition signatures from SE London.

“We are undertaking further work on PPRs to ensure that any new arrangements are **suitable and reflect the need to be proportionate** in addressing those permanent and planned redistribution of air traffic events which have a significant noise impact and not to cover the very large number of air traffic control operational changes which take place each year and may have no such impact. We anticipate that new policy in this area would take effect in 2019.”

DfT

BAFFLED ? Petition signees can speak plainly

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May 2018 ...

I'm signing because I want to achieve at least 7 hours sleep, the minimum recommended by WHO (World Health Organisation) for good health, and ban all flights between 11pm - 6am (better still 7am) under all circumstances apart from mayday emergencies.

To ensure any remaining night routes avoid populated areas to mitigate the impact of aircraft noise.

Noise mitigation should be the key issue up to at least 7000 feet for any plane flying below this.

To keep aircraft higher for longer by utilising Continuous Descent For approaches which reduce noise because they require less engine thrust and keep planes above 6000 feet.

To stop aircraft concentrating over residential areas and adopt multiple routes to avoid concentration of planes over particular communities.

To stop the impact on mental and physical health caused by aircraft noise and aircraft pollution flying low over residential areas and keep planes above 6000 feet.
To take the whine out of arriving aircraft.

THE POLICY PARADOX

**QUIET(ER) PLANES =>
OVERFLIGHT CAN BE PART OF OUR LIVES =>
POLICY OF LEAST NUMBER OF (NEW) PEOPLE OVERFLOWN IS
IRRELEVANT.**

V

**LEAST NUMBER OF (NEW) PEOPLE OVERFLOWN IS RELEVANT
=>
PLANES ARE NOT QUIET(ER).**

FLAWED & FALSE POLICIES THAT SELF CONTRADICT

May 2018 ...

QUALITY OF LIFE

Jan 2018

When money is your God you will sell your soul & the health & well being of Joe Public for 30 pieces of Judas Silver.

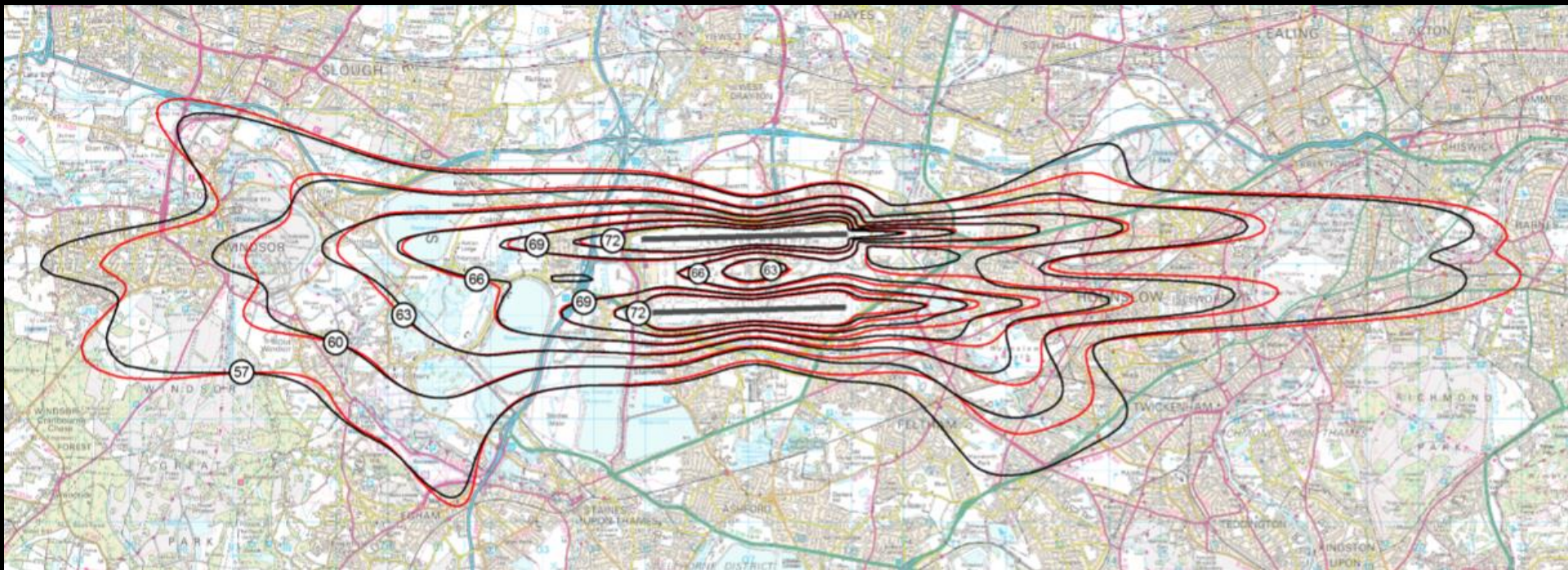
1 year ago

I live in Peckham and I have difficulty sleeping. The planes start at 4am in the summer.

At weekends it is **unbearable** to sit in the garden because the planes are flying so low and make so much noise.

The air quality in London is very poor. Flying planes over densely populated areas should be **banned**.

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Date	Time	dB at ground level	aircraft	airline	height, ft	position	Overview	Airline codes	Airline
Tue 13/03/2018	04.27	67	388				Hr 4.5 - 10 ops up to Hr 5	AA	American Airlines
	04.34	62	744				Hr 5 - 25 ops	AC	Air Canada
	04.36	62	744				Hr 6 - 55 ops	BA	British Airways
	04.38	63	772				Hr 7 - 79 ops	BI	Brunei
	04.40	?	77W					CX	Cathay Pacific
	04.41	61	789					JU	Air Serbia
	04.46	64	772					LH	Lufthansa
	04.50	62	77W					SN	Brussels Airlines
	04.53	66	388					SQ	Singapore Airlines
									SV
Wed 21/03/2018	12.26	80	319	JU	3937	in bed w flu all day - no chance to sleep with constant arrivals		TK	Turkish Airlines
								TP	Portugal
								VS	Virgin Atlantic
Mon 26/03/2018	05.36	64	388	BA	3700	Ruskin Park	Hr 4 - 4 ops	WY	Oman
	05.35	64	77W			Ruskin Park	Hr 5 - 20 ops		
	05.37	62	77W	BA		appr. Ruskin Park	Hr 6 - 55 ops		
	05.41		789	VS		quiet, Ruskin Park			
	05.44		789						
	05.57	60	772	BA		appr monitor			
	05.58	63	744	BA	3957	02 Academy, Brixton			
	05.59	58	722	BA	4281	monitor			