

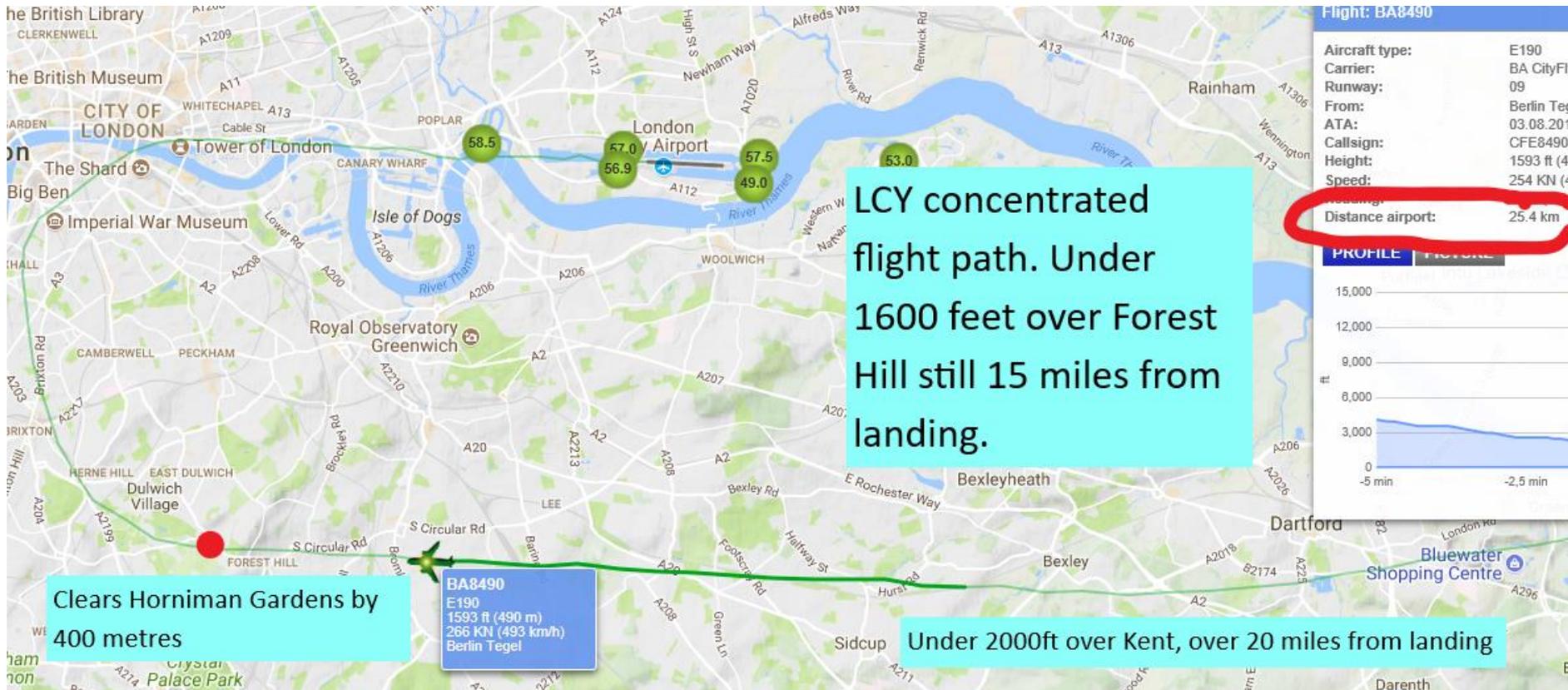
South East London - No Respite from aircraft noise

How aircraft from London City and Heathrow airports combine to
create community noise blackspots in south east London



Tim Walker, Forest Hill, London SE23

London City Airport – easterly wind, low altitude arrivals on concentrated route

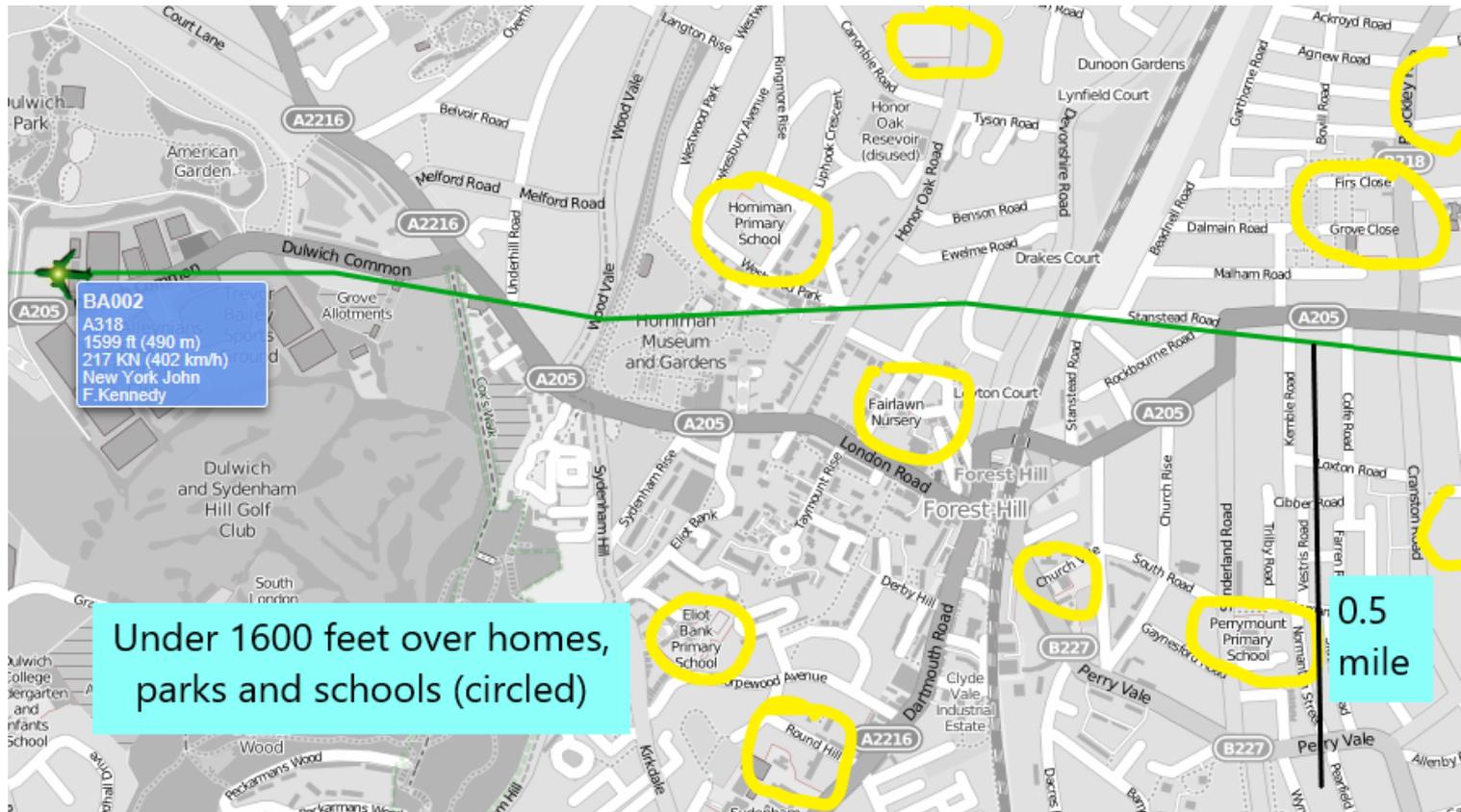


- On east wind operations LCY fly up to 150 flights low over South London.
- In June/July 2018 this was on 18/31 days = 58% of days
- average quoted by LCY is 30% of days

South East London – No Respite From Aircraft Noise. Tim Walker (Forest Hill Society). Heathrow Noise Community Forum 19/09/2018.

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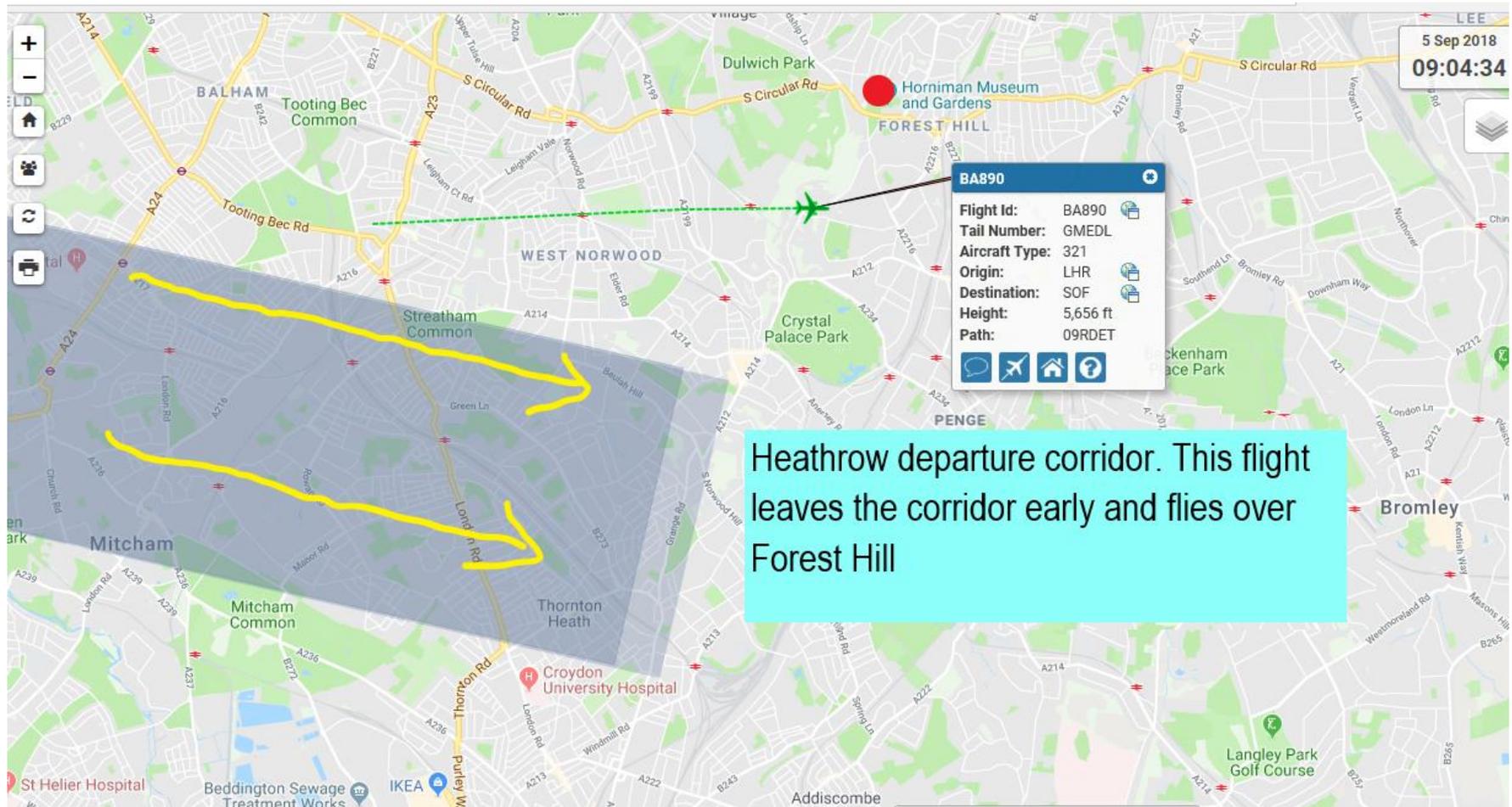
Easterly wind, low altitude, concentrated route



- Same route, same homes, same people every time
- Up to 15 London City - bound aircraft per hour
- 60 - 70 db, disturbance about 30 sec per overflight

This is what RNAV 'increased number of overflights for those directly below the flight paths' looks like. An acceptable position socially?

Easterly wind, a Heathrow takeoff route is to the south

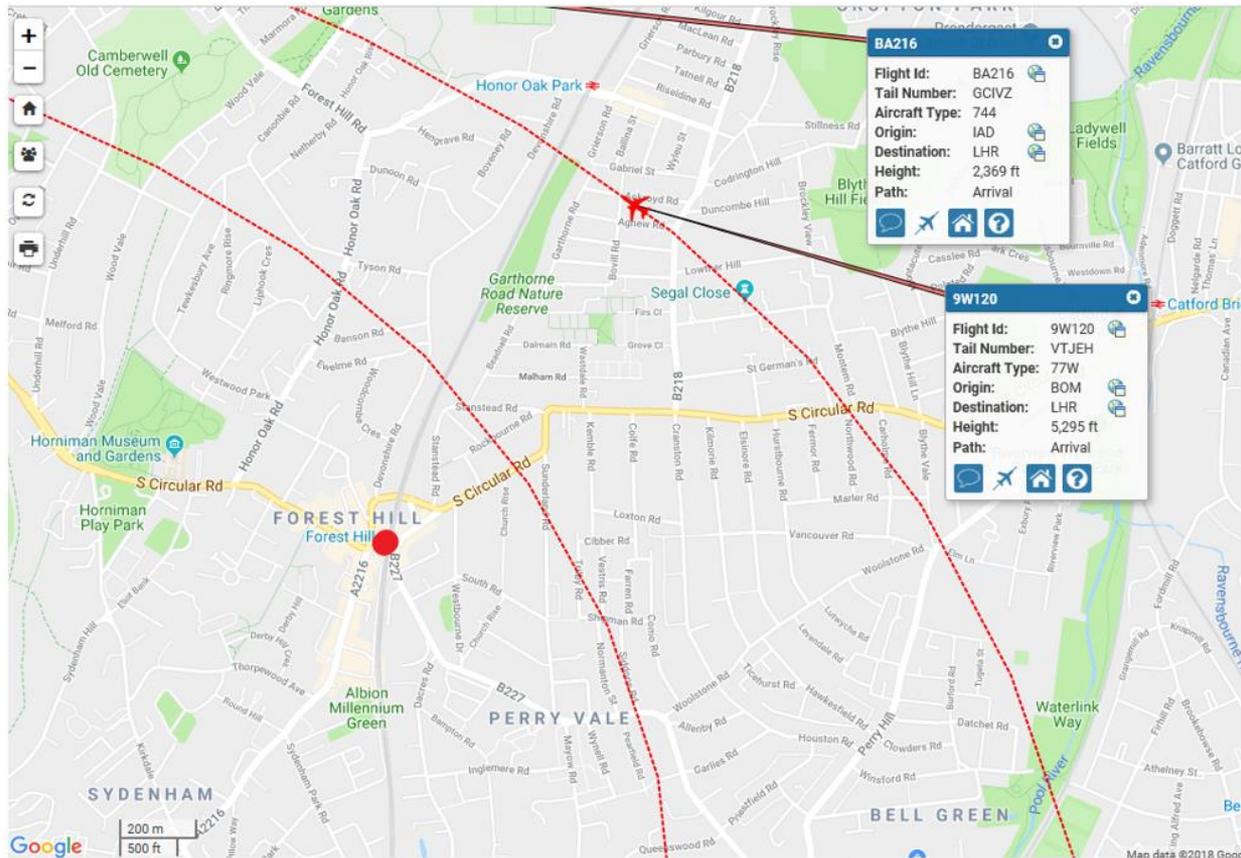


- While this happens, a proportion of easterly operations Heathrow departures climb nearby, to the south
- With London City arrivals the combined noise effect is some 300 planes per day

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Heathrow westerly wind operations

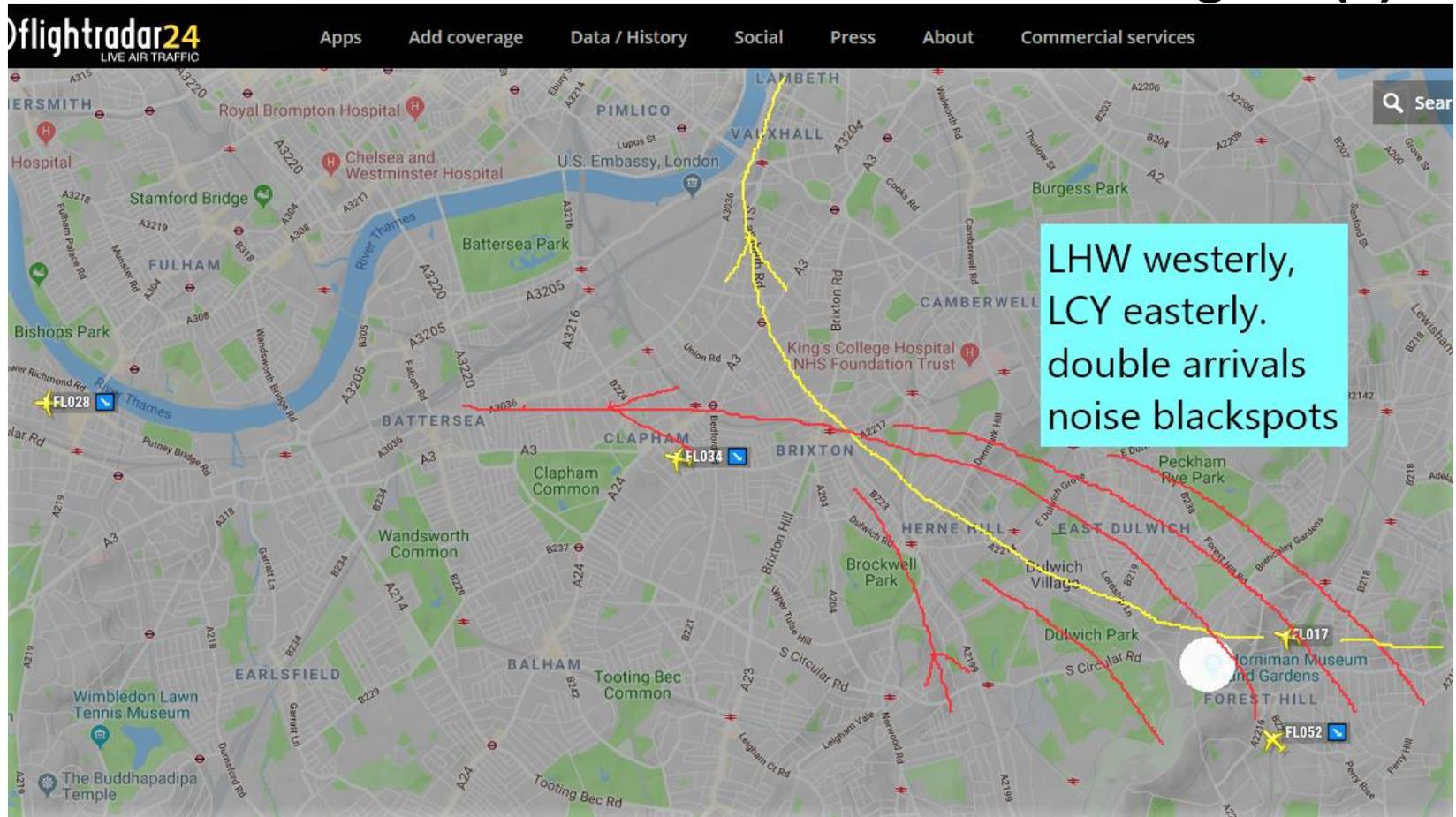


- No London City flights here on west wind days, but Heathrow arrivals from 5am to 11.30pm
- A more dispersed pattern, but over many of the same homes
- around 160 per day within 1 mile of Forest Hill, on around 70% of days

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LHW and LCY simultaneous arrival overflights (1)

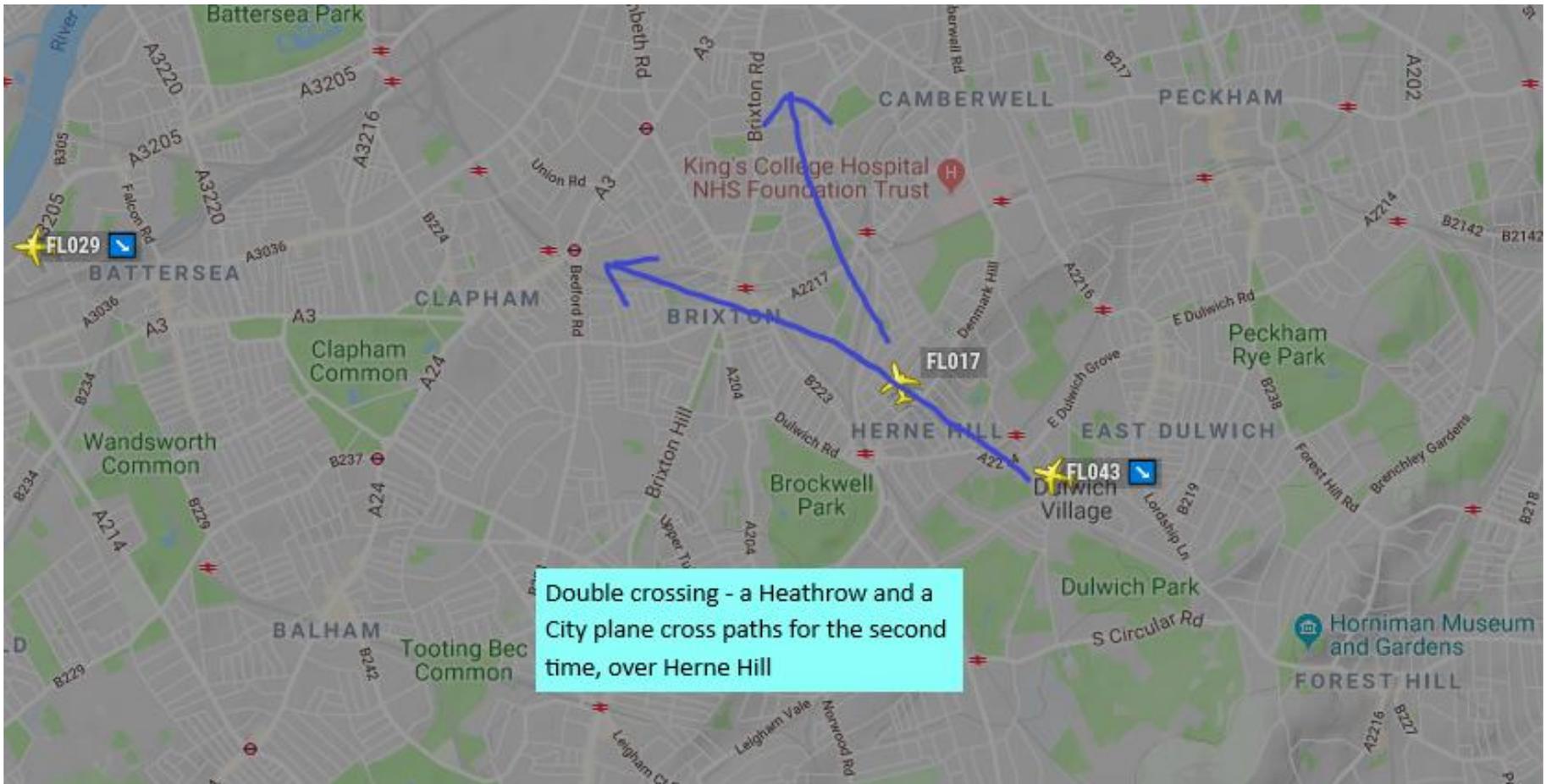


- a Heathrow arrival crosses over a London City aircraft for the first time, over Forest Hill
- June/July on 7 of 31 = 23% of days
- Joint total arrivals overflights - around 300 per day in range of Forest Hill station

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LHW and LCY simultaneous arrival overflights (2)



- At 1700 and 4300 ft, these two aircraft cross paths for the second time in a couple of minutes, overflying densely populated areas.

LHW and LCY simultaneous arrival overflights (3)



London City plane
turns north over
Forest Hill at 1600 ft

.....while a Heathrow
arrival has just
turned west above
its path at 3400 ft

- These two planes cross paths twice over south London

LHW and LCY simultaneous arrival overflights (4)



- City flights continue north at 1700 feet
 - Meanwhile a Heathrow flight arrives from north east, at 4000 ft creating a further crossing point, around Stockwell/Camberwell
- Forest Hill, Herne Hill, Stockwell, three double flight path noise blackspots**

South East London - No Respite from aircraft noise

so many questions....

DfT, CAA, NATS, London City and Heathrow airports

- There is no residential noise respite in South London. Airport flight paths cross and planes fly at low altitude over the same homes. How will you work together to prioritise and address the noise impact of this?

DfT, CAA

- When lowering of legal flying height by 500 feet in 2005, was it intended that 150 commercial flights in a day would be allowed to fly in a procession just over 1000 feet over a park and schools in residential South London?

NATS

- How can you improve on the crossing of Heathrow and London City flight paths low over urban London?

South East London - No Respite from aircraft noise

so many questions....

London City Airport/NATS

- CAA tell me your corridor is 1500 to 2500 feet. So why consistently fly aircraft at 1600 feet over urban London?
- Concentrated flight paths used like this are not a socially acceptable solution to your business problems. Think again.

Heathrow and London City airports

- Quieter but more frequent aircraft? Why fly them so low over London, when technology allows higher flying for longer and steeper approaches?
- How can you focus as much on measuring and reducing arrivals noise as on departures noise?
- Where is the joint planning of noise respite over London?

- How can you end double flight path noise blackspots over London?

South East London - No Respite from aircraft noise

in everything you do, what about the people on the ground?

“.....some form of re-organisation which will enable aircraft to maintain a higher altitude over the area and minimise disturbance caused by the noise of the aircraft in the normal course of flying. That is one suggestion, keeping the aircraft at a higher altitude....”

....We shall have to go to the root cause, the noise. We must lessen and, eventually, eliminate the noise of aircraft engines. Modern airliners offer silent travel for passengers. Something must be done for the people on the ground.”

Wing Commander Eric Bullus (Wembley, North)
Parliamentary debate on aircraft noise, 1952