

January/February 2008

# two million voices

## Heathrow special

the campaign against airport expansion

EALING, HAMMERSMITH AND FULHAM, HILLINGDON, HOUNSLOW, KENSINGTON AND CHELSEA, MERTON, RICHMOND, SLOUGH, SOUTH BUCKS, SPELTHORNE, WANDSWORTH, WINDSOR AND MAIDENHEAD



# A fair test for Heathrow?

**People affected by Heathrow expansion have until the end of February to respond to the latest Government plans.**

Ministers want to build a third runway to the north of the airport and add extra flights on the two existing runways. The proposal would

increase the number of flights in and out of the airport from the present limit of 480,000 to around 702,000 by 2030. This is equivalent to building a new airport the size of Gatwick

The Transport Department is not asking us if we want this expansion – that decision was taken in the 2003 airports white paper. Today's consultation is about whether an almost 50 per cent increase in flights can be achieved without adding to

the numbers of residents who suffer noise nuisance. It also looks at whether expansion on this scale will breach EU air quality limits.

The Government is telling us that a bigger airport can pass these key environmental tests. It has produced a 238-page document justifying its claim.

The 2M Group represents 2 million people in communities around the airport. We have published this special newsletter to draw attention to the Government's plans.

Like many campaigners we believe the Government and the aviation industry consistently understate the true environmental impact of airport growth. At the same time there is no truly independent assessment of the economic benefits of expansion.

The group is not anti-Heathrow. It just wants the Government to consider the effect from further expansion on people's quality of life.

[www.2MGroup.org.uk](http://www.2MGroup.org.uk)

This newsletter is published by the 2M Group of councils comprising the London Boroughs of Ealing, Hammersmith and Fulham, Hillingdon, Hounslow, Kensington and Chelsea, Merton, Richmond and Wandsworth. Authorities outside London include Slough, South Bucks, Spelthorne and Windsor and Maidenhead.

MAYOR OF LONDON



**2M**  
two million  
voices against  
Heathrow  
expansion

# Benefits overstated

## A bigger airport is routinely claimed to be good for the economy.

But there has never been a thorough, independent analysis of just what those benefits are and who gets them.

The economic studies which the Government relies on have in most cases been paid for by the aviation industry.

Expanding Heathrow is certainly good business for its owners BAA – especially as they are also allowed to own the capital's two other main airports – Gatwick and Stansted.

The 2M Group thinks Heathrow is big enough already. The business case for expansion, while superficially attractive, has simply not been tested with sufficient rigour.

It might suit BAA to expand at Heathrow. But that's not the same as being good for London's economy.



# Air quality fears

## More flights at Heathrow will mean more aircraft in the skies and more traffic on the ground.

The Government says that, despite this, noise and air pollution can be contained. Ministers are gambling on a new generation of aircraft that will be quieter and cleaner than current models. The consultation gives no details on what these aircraft might be.

They are also pinning their hopes on more people travelling to the airport by public transport. They also expect that cars and other road vehicles will produce fewer emissions in the future as a result of advances in engine design.

It might seem reasonable to assume aircraft and other vehicles will get cleaner - but if fleet mixes don't change as quickly as the Government predicts - or more people take to the roads than use the bus, rail or tube - then the forecasts could soon be undermined.

While the Transport Department spent many months sharing data with the private company that owns Heathrow (BAA), none of this information was made available to the local authorities. With so much secrecy it is very difficult to judge the credibility of the Government's conclusions.

# Who's flying at Heathrow?

**It's a misconception that every traveller at Heathrow is a businessperson – or indeed that every passenger is contributing to the local economy.**

One in three aircraft passengers never leave the airport – they are simply using Heathrow to switch to another flight.

The majority of passengers are making leisure trips – business travellers account for around 40 per cent only.

Putting a lid on Heathrow's growth would not stop people travelling. One in five flights are short-haul and could be made already by rail – more if the Government stepped up investment in new lines and removed the unequal subsidies which push up the cost of rail fares.

It's not even true that businesses are united in favour of expansion. A London Chamber of Commerce survey in 2006 showed 78 per cent of firms against.

# Counting the costs

**The Government says a third runway could bring economic benefits of up to £5 billion.**

Adding an extra 60,000 flights a year to the existing runways is even more valuable – up to £6 billion. But no attempt has been made to calculate the costs of aircraft noise nuisance.

Nor is the cost of tourism included – people travelling abroad spend £18 billion more than visitors to the UK.

There are also concerns that the true climate change costs have been understated. While the consultation document puts this at £5 billion, other government reports suggest a much higher figure of £13 billion.

A fairer assessment would also take into account the favourable tax regime enjoyed by the aviation industry – worth around £9 billion a year.

The 2M group wants the Government to order an independent study of the economic impact of Heathrow.

This would look at the effects on other sectors of the economy if people, who would otherwise have travelled to or from Heathrow, made their journeys by other routes – for example rail or even other London airports.



# Cranford - another broken promise

**For more than 50 years aircraft have generally been unable to take off to the east from the northern runway.**

This protects people in Cranford at the end of the runway from blistering take-off noise. Now the Government wants to tear up the ministerial commitment which dates back to 1952.

With the Cranford protection abolished aircraft will be free to land and take off in both directions on both runways. This is known as using the runways in 'mixed mode'.

And because runway alternation is also going, the noise from aircraft movements at each runway will last throughout the day without a break.

To the west of the airport it will mean a more even split in the number of arrivals to the two runways.

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## Sipson - a community destroyed

**The number of homes that will have to be demolished to make way for the new runway continues to rise.**

The Government says it now wants to build a sixth terminal to support the runway.

An estimated 700 properties will be demolished in Harmondsworth and Sipson. In the case of Sipson the entire community will be destroyed to meet the airport's needs for growth.

## Whose jobs?

**The Government forecasts an extra 10,000 jobs arising from expansion - 8,000 at the airport and 2,000 off site.**

But there is no assessment of who might benefit from these jobs and how far workers would have to travel.

New jobs are important but the Government must be clear about the social and environmental consequences of adding these in areas which already have relatively full employment.

It could just mean more people travelling much longer distances to work on already overcrowded roads and public transport services.



## The new, longer third runway

**The third runway is getting longer all the time.**

When it was first approved by the Government in 2003 it was fixed at 2000 metres – a short runway carrying lighter aircraft.

Wandsworth and Hillingdon councils, together with HACAN, obtained an assurance in the High Court that this would remain a short-length runway.

The current consultation says the runway will extend to 2500 metres of which 2200 metres will be used for take offs and landings.

This means the runway will be able to handle bigger aircraft serving long haul destinations.

The existing full length runways are around 4000 metres.

## The end of runway alternation

**People living under the existing flightpaths will know the relief they get when aircraft switch runways at 3pm.**

But ministers want to scrap runway alternation so they can squeeze in an extra 60,000 flights a year.

They say this will only be necessary as a stop gap until the third runway opens in 2020.

Many people fear that, once taken away, this benefit will be lost for ever – particularly if, as has happened in the past, the airport continues to increase its demands for new capacity.

Although no starting date is given the airport could begin to abandon runway alternation from as early as 2009.

Residents who value the current half-day respite will have the opportunity to highlight this in their response to the consultation.

# 20 Questions for Ruth Kelly

Many people have found the Government's eight-page consultation questionnaire intimidating. If you just want to say no to expansion you can write to the Secretary of State Ruth Kelly, along the lines suggested here. We've listed 20 possible questions covering all aspects of the consultation. You can include the ones you feel the most strongly about in your letter.

## Emissions

- 1 Have you assessed the climate change impact of the extra 3 million tonnes per annum of CO<sub>2</sub> emissions produced by the third runway alone?
- 2 Can you explain why the aviation industry, uniquely, can expect other industries to make its emissions reductions for it?
- 3 How do you reconcile the Government's stated objectives for achieving emissions reductions with its advocacy of further expansion at Heathrow?

## Noise

- 4 The latest noise attitudes survey (ANASE) showed that the same proportion of people previously annoyed by aircraft noise at 57 decibels were now affected at 50 decibels. Why was this calculation not included in the noise impact assessment and why is the old 57 decibel contour still being used to draw the boundaries of the areas which, you say, are affected by aircraft noise?
- 5 While you say that ANASE is flawed, is it not more robust than a study carried out 22 years ago (ANIS) which was never subjected to external review?
- 6 How can people sensibly comment on how the proposals will affect them when you are not yet telling them clearly where new or altered flightpaths would go?

## Economics

- 7 Why does your economic assessment not take into account the £9bn subsidy the aviation industry receives from not paying VAT and the £18bn tourism deficit where UK travellers overseas spend more than visitors to this country?
- 8 If the extra 222,000 flights weren't provided at Heathrow can you calculate the impact on the economy if these 'displaced' passengers a) made their overseas journey by rail, b) flew from another London airport or c) stayed in the UK?
- 9 Have you assessed the extra capacity that could be provided by high speed rail including the new link from St Pancras?

- 10 What benefit to the UK economy is provided by the 35 per cent of passengers at Heathrow who are simply changing planes?
- 11 Will you now commission an independent study of the economic impact of Heathrow?

## Aircraft Types

- 12 What new aircraft other than the A380 and 787 will be flying once the third runway opens?
- 13 Why was data on aircraft fleet mixes kept secret from local authorities while you were assessing the environmental impacts - yet freely shared with the owners of Heathrow (BAA) who stand to gain most from its expansion?
- 14 Has the data provided by BAA including types of aircraft, their noise and air pollution characteristics - and assumptions on airlines' purchasing intentions - been independently vetted?

## Public Transport and Roads

- 15 According to your projections the numbers of people taking public transport to the airport will double to around 38 million by 2030. Numbers travelling by road will also double to 53 million. What new transport schemes will be in place by 2030 and what will be average traffic speeds on the roads?

## Promises and Fair Play

- 16 Can you guarantee that once the third runway is operating the two existing runways will return to segregated mode and restore the relief offered by runway alternation?
- 17 Will you guarantee that the third runway - which is already longer than proposed in the Air Transport White Paper - will not be extended again in the future to accommodate larger aircraft?
- 18 Will you introduce a requirement to cut back on the number of flights if it becomes clear that air quality and noise limits are being exceeded?
- 19 Have you measured the increased risk of air accidents from so many extra flights over London?
- 20 Can you explain why you announced your support for the 'Adding Capacity at Heathrow' report to the Evening Standard six days before the consultation started?

# Send a letter to Ruth

*Letter to the Secretary of State for Transport*  
**Dear Ruth Kelly**

*I wish to register my opposition to any expansion at Heathrow. I am particularly concerned at the impact of...  
(ADD REASONS HERE)*

*I have tried to complete the very complex questionnaire in your document 'Adding Capacity at Heathrow Airport' but this is difficult when so much of the important environmental and economics information is either missing or unproven.*

*To aid my understanding of these issues, I would ask you to reply to me personally with answers to the following questions:  
(ELECT ANY COMBINATION)*

*You should accept this correspondence as my final response to the consultation  
Yours sincerely*



## Transport overload

**The Government says more people will be travelling to the airport by public transport in 2030. This assumes major new projects like Crossrail and Airtrack (a proposed link from Guildford and Waterloo) are built.**

If we accept this optimistic scenario the proportion of passengers using public transport will go up from 36.2 per cent currently to 41.2 per cent. But because so many extra people will be flying, the actual numbers taking the bus, tube or train will double to around 38.2 million. It is difficult to see how such a huge increase in passengers can be accommodated.

## How to respond

Many residents will have received a summary of the Government's proposals in the post.

The full consultation document 'Adding Capacity at Heathrow' is available online at [www.dft.gov.uk/heathrowconsultation](http://www.dft.gov.uk/heathrowconsultation).

You can also phone for a copy at 0845 600 4170.

The document invites views on 11 main questions which cover the main issues explained in the document.

**The closing date is February 27, 2008.**

You can email responses to [heathrowconsultation@dft.gsi.gov.uk](mailto:heathrowconsultation@dft.gsi.gov.uk) or write to

Freeport RRRR-TARL-ABJS,  
Adding Capacity at Heathrow,  
Research Services House, Elmgrove  
Road, Harrow, HA1 2QG.

## Gridlock on roads

**The forecast shift to public transport will still put incredible pressure on the roads around Heathrow.**

The consultation document concedes the extra flights could generate as many as 53.4 million road users by 2030 - twice the number we have now.

## T5- 'the last expansion'

**Terminal Five was meant to be the last expansion at Heathrow.**

As part of his recommendation to approve T5, the inquiry inspector Roy Vandermeer set a cap of 480,000 movements a year. He said further expansion would have 'intolerable environmental consequences.'

In the same year, 2001, BAA said the Government should rule out any additional runway.

The airport currently operates at around 477,000 flights a year.

The current consultation says the airport could grow to 702,000 movements by 2030. However in May 2007 the former transport secretary Gillian Merron told the House of Commons that the airport's capacity could go beyond 790,000. Even at the 'lower' level of growth, this is equivalent to building a new airport the size of Gatwick in the most densely populated part of the country.



# Noise for all

## a town-by-town guide

### The Government's plans to expand Heathrow will affect many parts of London and the South East.

Some areas which already suffer from aircraft noise will find things getting much worse. Other communities may experience the roar of a jumbo jet overhead for the first time.

The maps and the area guides on these pages try to forecast the impact of all these potential changes throughout the 2M area.

The information is drawn from the Government's

consultation document although this does not spell out the true impacts with any great clarity. It is not definitive and should be treated with caution.

For areas outside London the position is particularly uncertain. This is because the agency which plans airspace (NATS) has still to decide where to locate new holding stacks for arriving aircraft.

A separate consultation on flightpaths is expected later in 2008.

The 2M group thinks this is a major flaw in the consultation. It is difficult for people to comment on the impacts of expansion when the information on which communities will be overflowed is poorly presented and incomplete

## Where you live...

### how extra flights could affect you

#### EALING

##### Acton

- South Acton is under the flightpath to the third runway so aircraft coming in overhead throughout the day when the airport is operating on westerlies – up to one every 90 seconds.
- Noise from take-offs when the airport is operating on easterlies – many more than now.

##### Ealing

- Noise from take-offs when airport is operating on easterlies.
- Aircraft coming in for the first time over south Ealing.

##### Southall

- Close to the third runway flightpath so noise from arriving aircraft throughout the day when airport is operating on westerlies – up to one every 90 seconds during peak periods.
- Take-offs from third runway when the airport is operating on easterlies – one every 90 seconds during peak periods.
- Noise from take-offs from the existing north runway when the airport is operating on easterlies - as a result of ending the Cranford agreement restricting departures from this runway.

#### HAMMERSMITH AND FULHAM

##### Fulham

- The loss of runway alternation on the two existing runways would mean aircraft coming in overhead for a much bigger part of the day – there would be no changeover at 3pm. Aircraft may also join the new approach flightpath here for the third runway.
- Because of the reduced length of the third runway it is likely that most of the bigger, noisier planes will come in over Fulham using the existing full-length runways.

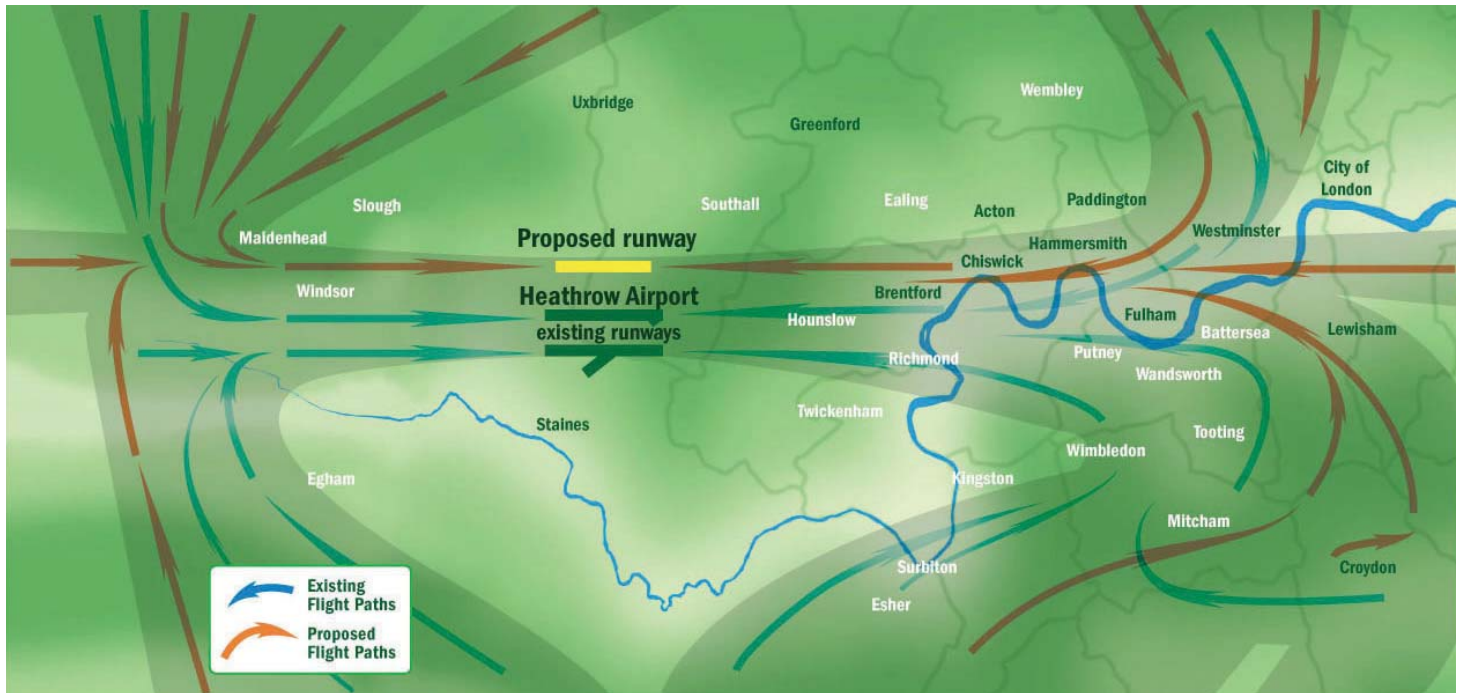
##### Hammersmith

- Under the flightpath to the third runway so aircraft will come in overhead throughout the day when airport is operating on westerlies – up to one every 90 seconds during peak periods.

##### Shepherds Bush

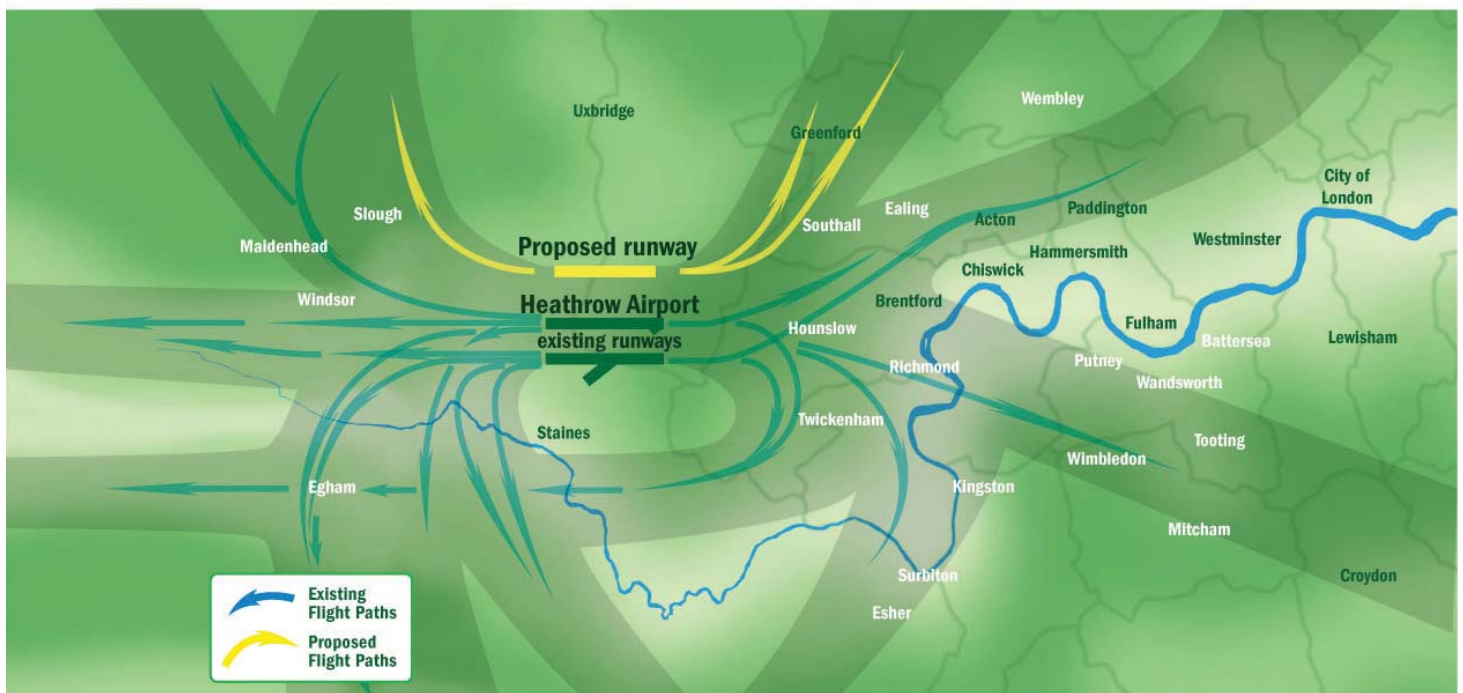
- Aircraft may fly overhead to join final approach before landing on the third runway when the airport is operating on westerlies.

# proposed arrivals



The arrival and departure routes shown on these maps would not all be used at the same time. For example, when the airport is operating on 'westerlies' aircraft land from the east and depart to the west. All flightpaths are indicative only. No liability can be accepted for any misinterpretation.

# proposed departures



# HILLINGDON

## Harlington

- Severe noise from landings and take-offs overhead at third runway.
- Noise from take-offs on the existing north runway when the airport is operating on easterlies as a result of ending the Cranford agreement restricting departures from this runway.

## Harmondsworth

- Demolition of homes to make way for third runway.
- Severe noise from landings and take-offs at third runway

## Longford

- Severe noise from aircraft on the ground getting ready to take off from the existing north runway to the east. Residents are currently protected from this activity by the Cranford agreement.
- The loss of runway alternation would mean aircraft taking off overhead on the north runway for a much bigger part of the day when the airport is operating on westerlies – there would be no changeover at 3pm.

## Ruislip, Northwood and Harefield

- The new third runway would mean more aircraft flying overhead on their approach when the airport is operating on easterlies.
- The loss of runway alternation on the two existing runways would lead to more aircraft overhead when the airport is operating on westerlies.

## Sipson

- Destruction of entire village to make way for third runway.

# HOUNSLOW

## Brentford

- Close to the third runway flightpath and therefore noise from arriving aircraft when the airport is operating on westerlies.
- The loss of runway alternation on the two existing runways would mean noise from arriving aircraft for a much bigger part of the day when the airport is operating on westerlies – there would be no changeover at 3pm.
- Because of the reduced length of the third runway it is likely that most of the bigger, noisier planes will come in over Brentford to the existing full-length runways.

## Chiswick

- Under the flightpath to the third runway so aircraft coming in overhead throughout the day when the airport is operating on westerlies – up to one every 90 seconds in peak periods.
- The loss of runway alternation would mean aircraft coming in to the north runway for a much bigger part of the day when the airport is operating on westerlies – there would be no changeover at 3pm

## Cranford

- Ending the Cranford agreement would mean aircraft taking off overhead from the existing north runway throughout the day when the airport is operating on easterlies. Aircraft are currently banned from doing this.
- The loss of runway alternation on the two existing runways would mean aircraft landing overhead for a much bigger part of the day when the airport is operating on westerlies – there would be no changeover at 3pm.
- Because of the reduced length of the third runway it is likely that most of the bigger, noisier planes will come in over Cranford to the existing full-length runways.

## Feltham

- Noise from take-offs when the airport is operating on easterlies – from existing runways.





## Heston

- Under the flightpath to the third runway so aircraft will land overhead throughout the day when airport is operating on westerlies – up to one every 90 seconds in peak periods.
- Noise from take-offs when the airport is operating on easterlies – from existing runways.

## Hounslow West

- The loss of runway alternation on the two existing runways would mean aircraft landing overhead for a much bigger part of the day when the airport is operating on westerlies – there would be no changeover at 3pm.
- Because of the reduced length of the third runway it is likely that most of the bigger, noisier planes will come in over Hounslow to the existing full-length runways.
- Noise from take-offs when the airport is operating on easterlies – from existing runways.

## Isleworth

- Aircraft coming in to existing north runway throughout the day when airport is operating on westerlies – up to one every 90 seconds in peak periods.
- The loss of runway alternation on the two existing runways would mean aircraft coming in overhead for a much bigger part of the day when the airport is operating on westerlies – there would be no changeover at 3pm.
- Because of the reduced length of the third runway it is likely that most of the bigger, noisier planes will come in over Isleworth to the existing full-length runways.

# KENSINGTON AND CHELSEA

## Chelsea

- The loss of runway alternation on the two existing runways would mean aircraft coming in overhead for a much bigger part of the day – there would be no changeover at 3pm. Aircraft may also join the new approach flightpath here for the third runway.
- Because of the reduced length of the third runway it is likely that most of the bigger, noisier planes will come in over Chelsea using the existing full-length runways.



## High Street Kensington/ Holland Park

- Under the flightpath to the third runway so aircraft will come in overhead throughout the day when airport is operating on westerlies – up to one every 90 seconds in peak periods.

# MERTON

## Wimbledon

- Noise from take offs when the airport is operating on easterlies – from existing runways.

# RICHMOND

## Barnes

- The loss of runway alternation on the two existing runways would mean aircraft coming in overhead for a much bigger part of the day when the airport is operating on westerlies – there would be no changeover at 3pm.
- Because of the reduced length of the third runway it is likely that most of the bigger, noisier planes will come in over Barnes to the existing full-length runways.

## Hampton Court

- Noise from take offs when the airport is operating on easterlies – from existing runways.

## Kew

- The loss of runway alternation on the two existing runways would mean aircraft coming in overhead for a much bigger part of the day when the airport is operating on westerlies – there would be no changeover at 3pm.
- Because of the reduced length of the third runway it is likely that most of the bigger, noisier planes will come in over Kew to the existing full-length runways.



## SOUTH BUCKS

### Fulmer, Gerrards Cross, Hedgerley, Iver, Stoke Poges, Wexham

- Departures from third runway when the airport is operating on westerlies

### Burnham, Dorney, Taplow

- Departures from existing runways on westerlies

## SPELTHORNE

### Staines

- Noise from take-offs from existing runways when the airport is operating on westerlies

### Sunbury

- Noise from take-offs from existing runways when the airport is operating on easterlies.

### Stanwell Moor

- The loss of runway alternation on the two existing runways would mean aircraft taking off overhead all day when the airport is operating on westerlies – there would be no changeover at 3pm

## WANDSWORTH

### Balham

- The loss of runway alternation on the two existing runways would mean aircraft coming in overhead for a much bigger part of the day when the airport is operating on westerlies – there would be no changeover at 3pm.
- Because of the reduced length of the third runway it is likely that most of the bigger, noisier planes will come in over Balham to the existing full-length runways.

### Battersea

- The loss of runway alternation on the two existing runways would mean aircraft coming in overhead for a much bigger part of the day when the airport is operating on westerlies – there would be no changeover at 3pm.
- Because of the reduced length of the third runway it is likely that most of the bigger, noisier planes will come in over Battersea to the existing full-length runways.

### Richmond

- The loss of runway alternation on the two existing runways would mean aircraft coming in overhead for a much bigger part of the day when the airport is operating on westerlies – there would be no changeover at 3pm.
- Because of the reduced length of the third runway it is likely that most of the bigger, noisier planes will come in over Richmond to the existing full-length runways.

### St Margarets

- The loss of runway alternation on the two existing runways would mean aircraft coming in overhead for a much bigger part of the day when the airport is operating on westerlies – there would be no changeover at 3pm.
- Because of the reduced length of the third runway it is likely that most of the bigger, noisier planes will come in over St Margarets to the existing full-length runways

### Teddington

- Noise from take-offs when the airport is operating on easterlies – from existing runways

### Twickenham

- Noise from take-offs when the airport is operating on easterlies – from existing runways.

## SLOUGH

### Slough

- Aircraft coming in overhead on all three runways when the airport is operating on easterlies – every 90 seconds.
- Under the flightpath for take-offs from the third runway when the airport is operating on westerlies.

These guides are based on information contained in the 2003 Airports White Paper, the preceding SERAS study and the Adding Capacity at Heathrow consultation. The information is intended as general guidance only and should not be relied upon in relation to individual circumstances. It is not a substitute for detailed advice on specific circumstances. [www.2MGroup.org.uk](http://www.2MGroup.org.uk)

## Clapham Common

- The loss of runway alternation on the two existing runways would mean aircraft coming in overhead for a much bigger part of the day when the airport is operating on westerlies – there would be no changeover at 3pm. Clapham Common will also get noise from aircraft heading for the third runway.
- Because of the reduced length of the third runway it is likely that most of the bigger, noisier planes will come in over Clapham Common to the existing full-length runways.

## Putney

- The loss of runway alternation on the two existing runways would mean aircraft coming in overhead for a much bigger part of the day when the airport is operating on westerlies – there would be no changeover at 3pm.
- Because of the reduced length of the third runway it is likely that most of the bigger, noisier planes will come in over Putney to the existing full-length runways.

## Tooting

- Noise from take-offs when the airport is operating on easterlies – from existing runways

## Wandsworth Town

- The loss of runway alternation on the two existing runways would mean aircraft coming in overhead for a much bigger part of the day when the airport is operating on westerlies – there would be no changeover at 3pm.

- Because of the reduced length of the third runway it is likely that most of the bigger, noisier planes will come in over Wandsworth Town to the existing full-length runways.

# WINDSOR AND MAIDENHEAD

## Maidenhead

- Aircraft coming in overhead on all three runways when the airport is operating on easterlies – every 90 seconds.

## Old Windsor

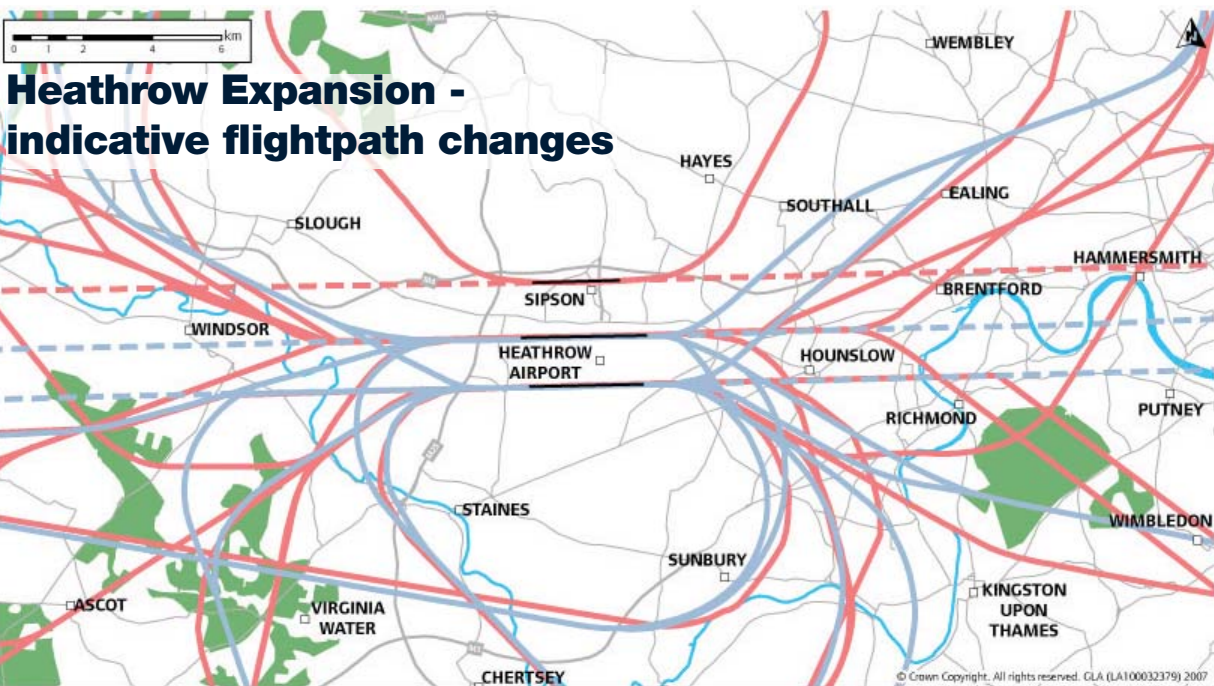
- Many more aircraft coming in overhead on southern runway when the airport is operating on easterlies. Currently only around 5 per cent of arrivals use this runway.

## Windsor

- Noise from take-offs from existing runways when the airport is operating on westerlies.
- More aircraft coming in overhead on all three runways when the airport is operating on easterlies. The current figure of 600 flights a day will increase substantially as the overall capacity of the airport grows.

## Wraysbury

- Noise from take-offs from existing runways when the airport is operating on westerlies.
- More aircraft will land regularly on the southern runway.



1. For legibility, this map shows nominal flightpath centre-lines. In practice, most aircraft would be within a swathe 1.5 kilometre either side of this line, and leave the departure routes when reaching 4000 feet altitude. 2. A new runway would involve entirely new arrival and departure routes. 3. More flights on the existing 2 runways through 'Mixed Mode' would mean changes to existing flightpaths. 4. There would also be changes to much wider approach paths before aircraft descend along the extended runway centre-lines. 5. The arrival and departure routes shown on this map would not all be used at the same time. For example, when aircraft land from the east, they depart to the west. For details of how different routes would be used at different times, see Department for Transport consultation: <http://www.dft.gov.uk/consultations/open/heathrowconsultation/technicalreports/futurenoiseestimates/> 6. All the flightpaths shown on the map are indicative only. They have been adapted from more complex maps published by the Department for Transport. No liability can be accepted for any misinterpretation.

This composite map provides a different way of looking at the information on page 7 and includes some extra local detail. Most aircraft would fly up to 1.5 kilometres either side of the centre-line shown.





# Noise test uses out of date research

**The current consultation claims that the area around the airport where average noise levels exceed 57 decibels will not get any bigger as a result of the extra flights.**

This means that broadly the same number of people will be affected as now.

The 57 decibel figure was found in the 1985 ANIS survey into attitudes to noise to be the level at which significant numbers of people start to get annoyed. The Government believes there will be a new generation of quieter aircraft which will make it possible to stay within the existing noise boundaries.

However the 57 decibel 'trigger' is itself now out of date. A new study shows that significant community annoyance now begins at much lower levels – around 50 decibels. If this is applied to the current proposals it would bring more than 2 million people into the area affected by noise at Heathrow – ten times the current number.

The new noise "footprint" would stretch from Slough and Maidenhead in the west to Battersea and Holland Park in the east.

The new study – known as ANASE – was ordered in 2001 by previous aviation minister Bob Ainsworth. He said the research would update the 1985 study and be used to 'underpin' future government policy on aircraft noise. ANASE took a team of international experts more than six years to complete. Yet when it was finally published in November 2007 current transport minister Jim Fitzpatrick decided the findings could not be relied on.

The current expansion proposals therefore continue to use 57 decibels as the yardstick for measuring noise impact changes. The 2M group believes the Government is wrong to rely on a 22-year old study to justify the imposition of 222,000 extra flights when the findings of a much more detailed and up-to-date study are now available.

# Climate change conflict

**It is difficult to see how the Government's objectives for achieving emissions reductions can be reconciled with its policy of further expansion at Heathrow.**

There is no assessment of the climate change impact of the extra three million tonnes of CO<sub>2</sub> emissions that will be produced by the third runway every year. This increase has been estimated by Greenpeace to be equivalent to the entire emissions output of Kenya.

**Other UK industries will be expected to reduce their own emissions so that aviation can continue expanding.**

**The aviation industry will be able to buy extra permits from other sectors**

**This system of 'emissions trading' will be restricted to flights within, starting or ending in the EU, which means its impact on climate change will be limited.**

## ONLINE HELP

You can find more information on the campaign to oppose Heathrow expansion at

**[www.stopheathrowexpansion.com](http://www.stopheathrowexpansion.com)**

You can also sign the online petition here.

The 2M website carries updates on the consultation at

**[www.2MGroup.org.uk](http://www.2MGroup.org.uk)**