

## 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.

## **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 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 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 restricted 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.

## **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 landing 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.

## **South Bucks**

### **Beaconsfield**

- Aircraft coming in overhead on all three runways when the airport is operating on easterlies.
- Noise from take-offs from third runway when the airport is operating on westerlies.

### **Denham**

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

### **Gerrards Cross**

- Aircraft coming in overhead on all three runways when the airport is operating on easterlies.
- Noise from take offs from third runway when the airport is operating on westerlies

### **Iver**

- Aircraft coming in overhead on third runway when the airport is operating on easterlies.
- Noise from take-offs from third runway when the airport is operating on westerlies.

### **Stoke Poges**

- Aircraft coming in overhead on third runway when the airport is operating on easterlies.
- Noise from take offs from third runway when the airport is operating 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.

### **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 landing overhead on all three runways when the airport is operating on easterlies - every 90 seconds.

#### **Old Windsor**

- Many more aircraft landing 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 landing 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.

*This information was compiled on November 22, 2007 and represents the best available forecasts. It is based on information contained in the 2003 Airports White Paper, the preceding SERAS study and the Project Heathrow announcement of November 22. 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)

## Further noise impacts

### Kingston

Parts of the borough including the centre of Kingston are already affected by take-off noise from Heathrow when the airport is operating on easterlies. With a third runway most of the bigger, noisier planes will use the existing runways.

### Sutton

Already under the westerly arrivals routes and suffers particularly from a concentration of movements from 5am for on average 75 per cent of the year. The Government admits that its proposals are likely to see even more movements in the sensitive early morning period.

### Lambeth

Large parts of the borough are already badly affected by Heathrow arrival noise when the airport is on westerlies. Areas from Crystal Palace in the south to Clapham, Streatham, Brixton and Stockwell, Camberwell and Kennington in the north are all regularly overflowed by Heathrow arrivals. The noise is made worse at times by increasing traffic from London City which also passes over Kennington at the same time as Heathrow traffic.

### Southwark

Areas such as Bermondsey, Elephant and Castle Camberwell are affected when Heathrow is on westerly working. Communities as far out as Peckham complain about sleep being disrupted by arriving aircraft as early as 5am.

### Lewisham

Areas such as New Cross, Honor Oak and Lewisham town centre are already affected by Heathrow arrivals. Expansion at Heathrow will bring more movements with early morning arrivals being a particular problem.

### Greenwich

Greenwich and Blackheath are directly under the extended centre line to the existing southern runway at Heathrow – which currently takes most of the early morning long haul arrivals into Heathrow when it is operating on westerlies.

### Camden

Camden Town is already overflowed for about 75 per cent of the year by westerly Heathrow arrivals that approach from the North. Camden will suffer particularly from current proposal for a third runway which envisage most of the traffic for the new runway arriving and departing to the north. Hampstead village will be right under the flightpath of the third new runway when the airport is operating on easterlies -

### Islington

Islington will be affected by the new take-off path for the third runway when the airport is operating on easterlies.

Brent

Wembley will be affected by the new take-off path for the third runway when the airport is operating on easterlies.

Harrow

Harrow town will find itself directly under the take-off path of the new runway when the airport is operating on Easterlies

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