

Airspace Principles Consultation: Copy of your online response

Thank you for submitting your response to the consultation.
This email contains a copy of your response for your records.
The Ipsos MORI Consultation Team

Are you responding on your own behalf or on behalf of an organisation or group?

Please select one box only

- Providing my own response
- Providing a response on behalf of an organisation or group

Please confirm that you have the authorisation to respond to the consultation on behalf of this organisation by checking this box.

If you do not have authority to respond on behalf of your organisation, please select the "back" button and select "providing my own response".

- I have the authorisation to respond to the consultation on behalf of this organisation

Please specify the organisation in the box below

Bray Parish Council

Are you currently overflown by aircraft flying to or from Heathrow?

Please select one box only

- Yes
- No
- Don't know

At Heathrow, the majority of flights take place during the daytime and evening and for this reason most of the questions (Questions 1-5) relate to flights between 7am and 11pm. Question 6 in this form relates specifically to flights between 11pm and 7am, which is classified by Government as the night period. While there are significantly fewer flights during this period, we know that they can be particularly disruptive to local residents.

Q1. Principle 1: Flight Paths

Please read pages 12 and 13 of the Airspace Consultation Document before answering this question. Please select one of the options a-c, and provide any comments in the box below. A trade-off exists between these three principles and we would like to understand which principle you prefer.

When designing airspace, Heathrow should:

Please select one box only

- a) Minimise the **total number** of people overflown, with flight paths designed to impact as few people as possible
- b) Minimise the number of people **newly** overflown, keeping flight paths close to where they are today, where possible
- c) Share flight paths over a wider area, which might increase the total number of people overflown but would reduce the number of people **most** affected by the flight paths as the noise will be shared more equally

Please provide any comments you have on flight paths in the box below

Insufficient information has been provided for us to adequately respond to this consultation

Q2. Principle 2: Urban and rural areas

Please read page 14 of the Airspace Consultation Document before answering this question. Please select one of the options a-b and provide any comments in the box below.

When designing airspace, Heathrow should:

Please select one box only

- a) Prioritise routing aircraft over urban areas, recognising that urban areas have higher general noise levels
- b) Prioritise routing aircraft over rural areas where fewer people live

Please provide any comments you have on overflight of urban or rural areas in the box below

Insufficient information has been provided for us to adequately respond to this consultation

Q3. Principle 3: Urban areas

Please read page 15 of the Airspace Consultation Document before answering this question. Please select one of the options a-b and provide any comments in the box below.

When designing airspace in urban areas, Heathrow should:

Please select one box only

- a) Prioritise routing aircraft over parks and open spaces rather than residential areas
- b) Prioritise routing aircraft over residential areas, avoiding aircraft overflight of parks and open spaces

Please provide any comments you have on parks and open spaces in urban areas in the box below

Insufficient information has been provided for us to adequately respond to this consultation

Q4. Principle 4: Noise and emissions

Please read page 16 of the Airspace Consultation Document before answering this question. Please select one of the options a-b and provide any comments in the box below.

When designing airspace, Heathrow should:

Please select one box only

- a) Design flight paths that prioritise the reduction of aircraft noise for local communities over those that reduce fuel burn and emissions*
- b) Design flight paths that prioritise a reduction in fuel burn and emissions* over those that reduce noise for local communities

Please provide any comments you have on noise and emissions:*

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Q5. Principle 5: Technology and innovation

Please read page 17 of the Airspace Consultation Document before providing any comments on the statement below.

In order to deliver any of these design principles, all aircraft will need to be equipped with the latest technology. We will not design flight paths to accommodate aircraft with older navigation technologies and there may be parts of the design where aircraft with the highest specification of navigation technology have an advantage.

Please provide any comments you have on technology and innovation in the box below

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Q6. Principle 6: Night flights

Please read page 18 of the Airspace Consultation Document before providing your response to the question below.

Heathrow has made good progress over the last few years in reducing the number of late running flights that operate from the airport and, with expansion, we have committed to a six and a half hour ban on scheduled flights in the night period (sometime between 11pm and 7am).

However, some aircraft will need to use Heathrow late at night or early in the morning: what key principles should we apply to the design of flight paths for arrivals and departures during these times? (You may like to consider the design principle options set out in Questions 1-5).

Please provide any comments in the box below

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Q7. Please provide any other comments you would like to make about our approach to airspace change, and let us know if there are any other design principles we should consider.

Please provide any comments in the box below

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