

**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:

- 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 **X – Wokingham Borough Council select option B**
- 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:

As a Local Authority near Heathrow, we consider that there is a finite possible routes and that these should basically follow existing flight paths to minimise complaints from people who perceive that they are being newly overflown. For example, there is a very limited variety of route available on glide paths prior to landing and the main nuisance is on easterly operations. Aircraft taking off at are higher altitudes by the time they fly over the Borough and are less of a problem.

**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:

- 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 **X – Wokingham Borough Council select option B**

Please provide any comments you have on overflight of urban or rural areas:

Where practical we suggest that aircraft should be routed over rural areas to minimise the number of residents affected by aircraft noise.

**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:

- 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 **X – Wokingham Borough Council select option B**

Please provide any comments you have on parks and open spaces in urban areas:

Where practical we consider that aircraft should be routed over parks and open spaces to minimise noise nuisance in residential areas.

**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:

- a) Design flight paths that prioritise the reduction of aircraft noise for local communities over those that reduce fuel burn and emissions\* **X – Wokingham Borough Council select option A**
- 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\*:

We consider that aircraft should minimise noise over local communities even if that entails a marginally longer route

**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:

We consider that Heathrow should be encouraging the use of the most modern aircraft at that airport, by differential landing charges if necessary, to ensure all aircraft using Heathrow are equipped with the latest navigational technology. In addition, such modern aircraft will be less noisy than even their immediate predecessors and more fuel efficient resulting in fewer emissions.

**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).

We agree with Heathrow that the optimum 6 ½ hour period for a ban on scheduled flights should run from 11pm to 5.30am.

As far as principles are concerned, we consider the following:

- Insist on punctual operation. We accept that it may be a finely balanced argument as to whether a late running aircraft is allowed to depart after 11pm and the judgment may be that the least disruption will be caused by allowing that departure. But Heathrow will know which operators try to turn round aircraft on small margins and who are persistent offenders.

The same principles should apply to aircraft presenting themselves early for landing and early landings should only be allowed in extreme circumstance.

**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:**

No comment.

\*Note that emissions refer to those impacting climate change, not health.