

PHILPSTOUN NEWS

Philpstoun Community Council

Edinburgh Flight Path Consultation - Only a few days left to make your voice heard!

The airspace trial in the summer of 2015 saw 2,626 planes routed over communities including Philpstoun. It was stopped early due to public pressure, and after that Edinburgh Airport launched a public consultation on new flight paths rather than proposing a single one. This consultation is in two phases:

You might have responded to Phase 1 following our newsletters in Autumn last year, asking for our views on what was important to our community in terms of reviewing the flight paths. Edinburgh airport reviewed all that information and launched

Phase 2 - this has proposals of different route options based on feedback from Phase 1. It was launched at the end of January and **ends on 5 May** (it has been extended by a week from the original 30 April deadline), so there is only a few days left to make your voice heard.

As the consultation document is a whopping 160 pages long, we thought we would boil it down to what it means for us in Philpstoun in this newsletter.

Philpstoun residents have experienced what it is like to live under a flight path during the TUTUR trial - we know some residents don't mind the intrusion, but we know a lot of you really do!

If you want our voices to matter it is **VITAL** that you take a few minutes to respond to the consultation - if



we respond in low numbers that could be taken as our acceptance of a new flight path over our village

If you do want to respond - please read on for a simple how-to guide!

What is the consultation all about?

Edinburgh Airport have set up a website at www.letsstofurther.com which has all the information about the new routes they are proposing. The second phase of the consultation is asking:

"To what extent do you agree with our preferred flight path options? And to rate our viable flight path options."

Unfortunately Edinburgh Airport are effectively asking communities to 'fight it out' by ranking the suggested flight path routes which we think is a pretty poor way of operating, however we need to take part and we will let our MSPs take up the good fight about how the consultation is being run.

The Consultation website makes a great deal of the economic benefit of new routes, but at the end of the day Edinburgh Airport are a profit making company - so we'll let you decide on their real motives.

It will only take 5 to 10 minutes to make your voice heard...

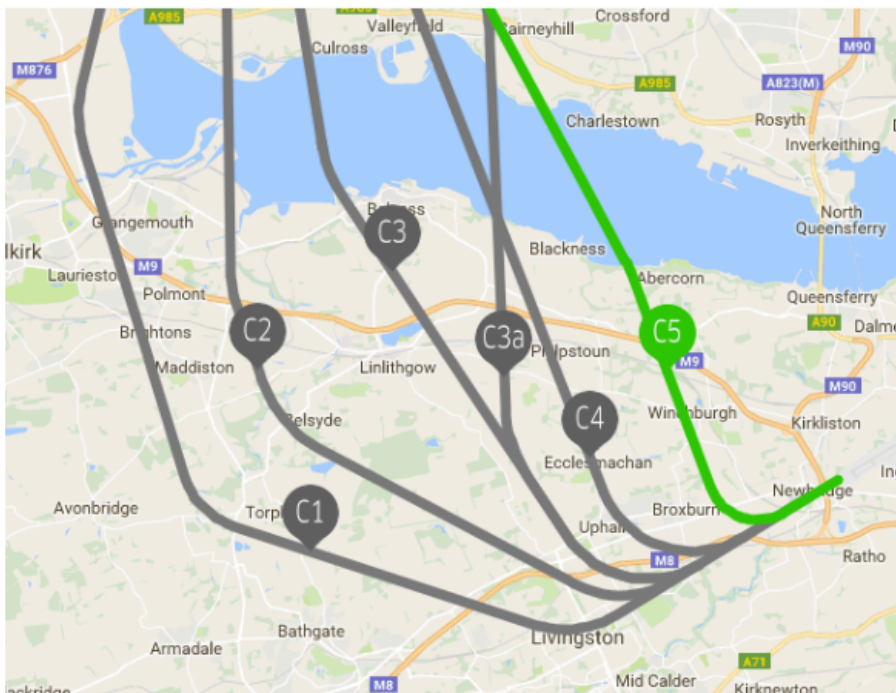
PLEASE RESPOND BY 5th MAY!

So what does it mean for Philpstoun?

So, to avoid you reading the 160 pages, this is what you need to know.... There are 6 route changes proposed, but only 2 really impact Philpstoun, these are Flight Path C and Flight Path D

Both of these routes could be used for 289 days per year as the prevailing wind direction means planes take off in this direction more frequently

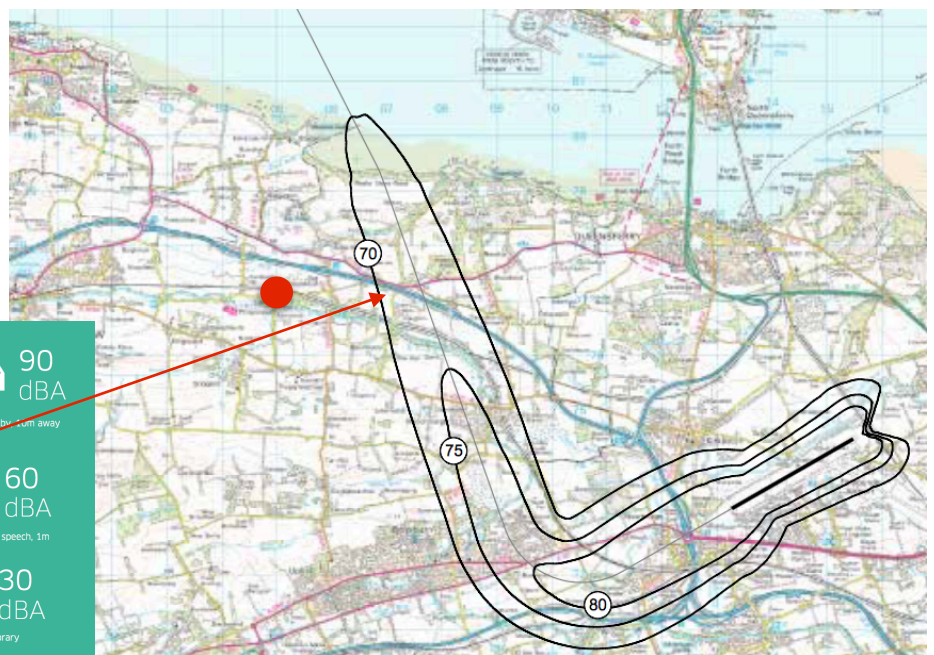
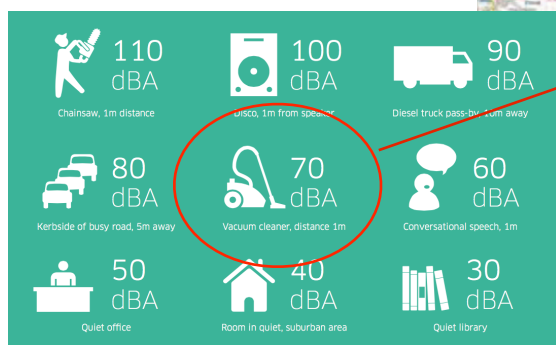
Flight Path C



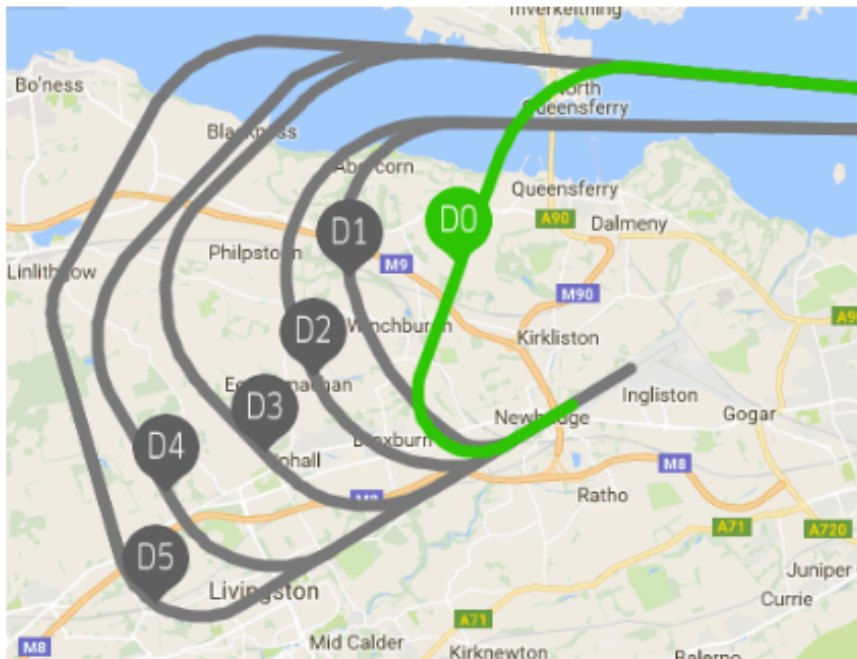
This flight path will be used for 6% of flights which is forecast to be 19 per day by 2023. There are 5 options for this route and Edinburgh Airport are recommending route **Option C5** (shown in green) although they state that faster planes may come further west than the line. This option means planes will be further away from us than the TUTUR route trial.

The diagram below shows how noisy this route might be. When the TUTUR route was operating the noise would have been around 70 db (the same as a vacuum cleaner).

The diagram shows the area where noise would be above 70db. Our village would be just outside of this area. Potentially we could still hear planes though if they were further west. If C3 or C4 were selected, this would be more intrusive for us. C1 and C2 would be least intrusive.



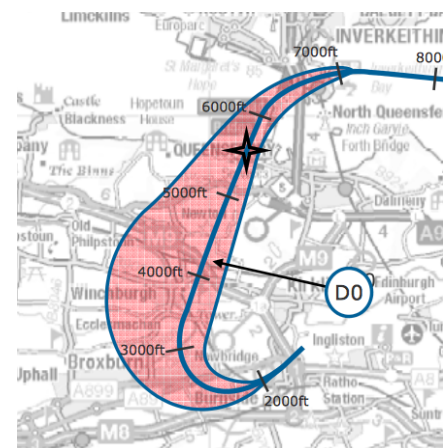
Flight Path D



This route is much more like the TUTUR route but further East. 17% of flights would use this route which Edinburgh Airport estimate to be 56 flights per day by 2023.

The recommended route option is **D0** (shown in green) and this option will result in a lower impact on Philpstoun than the TUTUR routes which were closer to D2 and D3.

Planes may travel further west than the green line as can be seen by the 'swathe' on the drawing below which shows they could begin to get nearer to Old Philpstoun.



The same drawing of noise to the left shows Philpstoun to be outside of the 70db zone, but if planes follow the outside of the 'swathe' then we could see some impact as the 70db zone would move west too.

Remember the planes that used TUTUR trial path? (example of 9th October 2015)

0603 - Amsterdam	0746 - Gothenburg	1256 - Cologne	1500 - Copenhagen	1752 - Amsterdam
0614 - Krakow	0836 - Amsterdam	1316 - Frankfurt	1503 - Doha	1808 - Frankfurt
0632 - Rome	0939 - Abu Dhabi	1331 - Hamburg	1509 - Zurich	1810 - Amsterdam
0643 - Venice	1042 - Amsterdam	1334 - Amsterdam	1521 - Copenhagen	1821 - Munich
0655 - Corfu	1113 - Amsterdam	1347 - Budapest	1619 - Amsterdam	1823 - Bremen
0744 - Prague	1216 - Istanbul	1420 - Brussels	1636 - Istanbul	1842 - Kaunas

So what should I do?

It is up to every INDIVIDUAL to make their voice heard - EACH person in a household can and should respond. It will only take a few minutes and could make a massive difference. We would ask that as many individuals as possible respond.

Use the website to respond if you have internet:

Go to letsstofurther.com and click the 'Submit Response' button at the top.

If you don't have access to the internet (or you can't ask someone else to do it for you) you can write to Edinburgh Airport:

The Consultation Co-ordinator, FREEPOST Lets Go Further.



I'm on the website, what do I enter?

You will be taken through each of the flight path options and asked to state your preference. Although you are free to comment as you please, we would suggest that:

The only routes really affecting Philpstoun are C and D and therefore the others are not applicable (N/A)

Routes away from the village are likely to offer the least impact on us. We think the recommended route C5 and D0 offer a reasonable solution for Philpstoun but options C2 and D5 are furthest away... but they go over more populated areas and so may be resisted by other communities.

If you agree, you can opt for the recommended route C5 and D0 (or C2 and D5), but do please review the routes for yourself and add some supporting comments from the suggestions below:

Leave some comments?

We do feel the consultation is treating the changes like a foregone conclusion - there is no 'I don't want any change' option and therefore we would recommend that you use the comments box on the last page to note any objection to the changes that you wish to make. Some of the below text might be helpful ...

- Our community is a rural one. We live here because we enjoy the countryside and tranquility it brings. The impact of a new flight path on current quality of life is an important factor.
- The impact on a quiet community such as ours will be far greater than one where there is already a good deal of background noise such as more urban areas. The differential change in noise levels could have a big impact on us.
- We have first hand experience of the noise nuisance that flight paths can bring that we experienced during the TUTUR trial.
- As demand for new routes is **only** driven by peak requirements at the airport, new flight paths should **only** be used at **specific times** to relieve congestion and not when there is capacity in current routes thus minimising any impact on communities which do not have this noise nuisance currently.

What's all the noise about?

Edinburgh Airport installed a noise monitor in Pardovan Crescent which operated towards the end of the TUTUR trial. The results from that noise monitor showed that the noise generated by aircraft was over 70db (the same as a vacuum cleaner). The report that went with it noted that 'flights generated significant noise over and above background noise'. 70db is the same noise level 'contour' used in the maps for Flight path C and D.

