

PHILPSTOUN NEWS

Philpstoun Community Council

Edinburgh Flight Path Consultation - time to make YOUR voice heard!

The airspace trial last summer saw 2,626 planes routed over communities including Philpstoun. It was stopped early due to public pressure, and now Edinburgh Airport has now launched a public consultation on new flight paths rather than proposing a single one. You may have seen the leaflet delivered through your door, or seen some of their advertising.

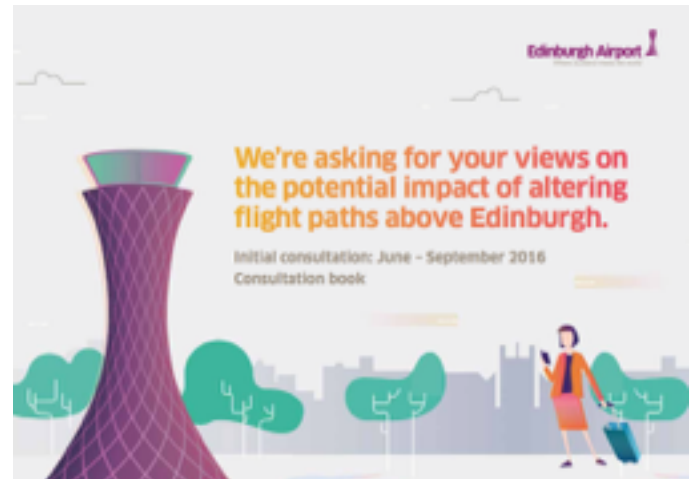
Philpstoun residents have experienced what the trial means to a small community under the route, and while we know some residents don't mind the intrusion, we know a lot of you really do!

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.letsgetfurther.com which has all the information about the new routes they are proposing. The TUTUR route, which was used by the trial is included, but this time as a wider envelope which includes Linlithgow, rather than a specific line on a map.



The consultation (at this stage) is not asking for feedback on specific routes, but asks those within the 'envelope':

"What local factors should be taken into account when determining the position of the route within the design envelope given the potential impacts, and why?"

The airport will then take all that feedback, come up with specific flight paths and consult again, before it tries to make the changes permanent. It is important that feedback only relates to this and not any wider issues, otherwise your response might be discounted.

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.

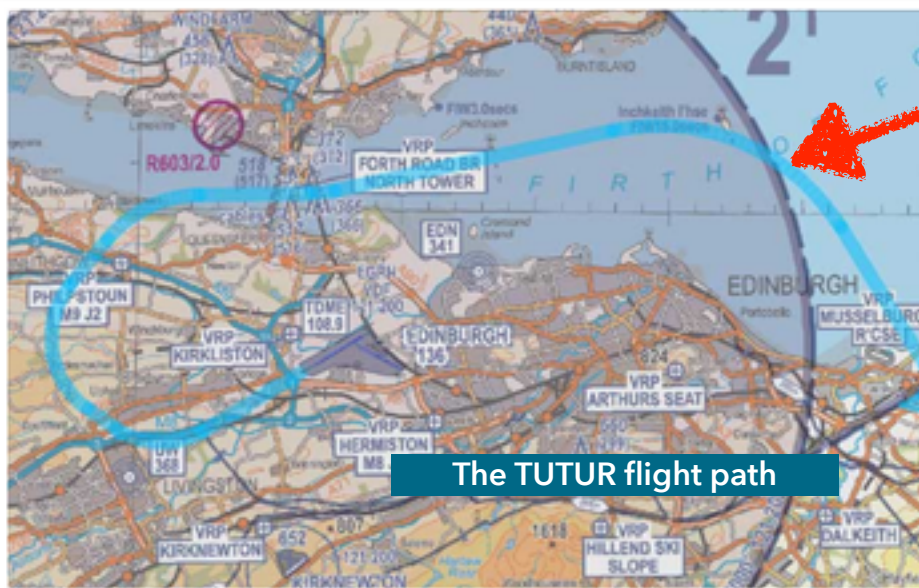
Did you see the leaflet that was delivered?



**It will only take 5 to 10 minutes to make your voice heard...
PLEASE RESPOND BY 12th SEPTEMBER!**

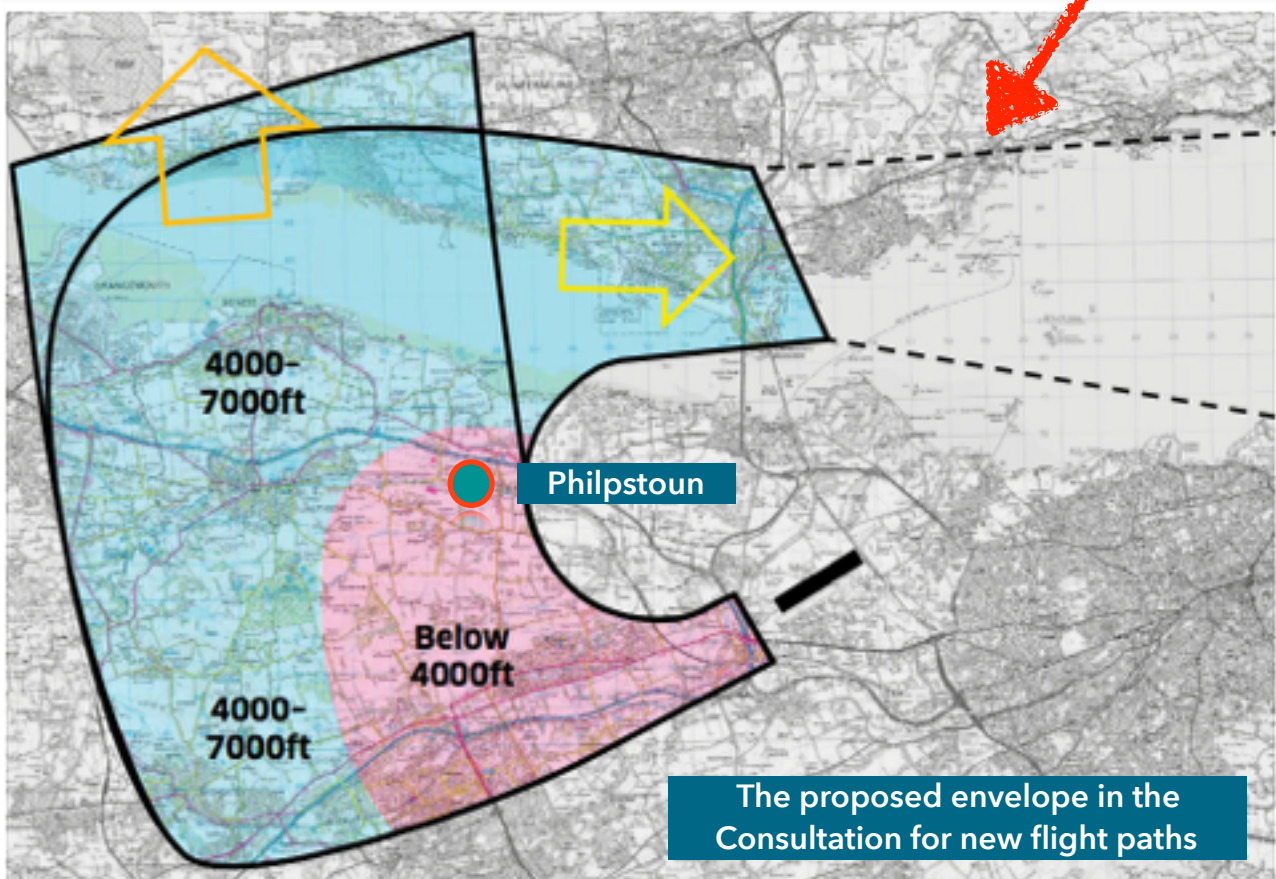


What are the proposed routes that will affect Philpstoun?



The TUTUR flight path was the one used for the trial last summer which we experienced.

The consultation is on the route envelope shown below which is much wider to the west and now includes Old Philpstoun to the east - This is referred to in the Consultation document as 'Departing Runway 24 - right turnout'. They estimate that it would be used for **289 days a year**.



The new envelope includes Philpstoun and its surroundings within the 'Below 4000ft' zone - this is similar to the TUTUR trial that we experienced last summer/autumn. It means planes will be closer to the ground in this area and subject to higher noise levels. The bigger the plane, the slower it gains height after takeoff.

So what is the likely impact to us and what should I write about?

Exactly what you experienced last year! Noise and disruption to the tranquility of the village and the loss of quality of life that will result of such intrusion. (Of course if you are in favour of a new flight path over Philpstoun, write about the potential benefits of that!)

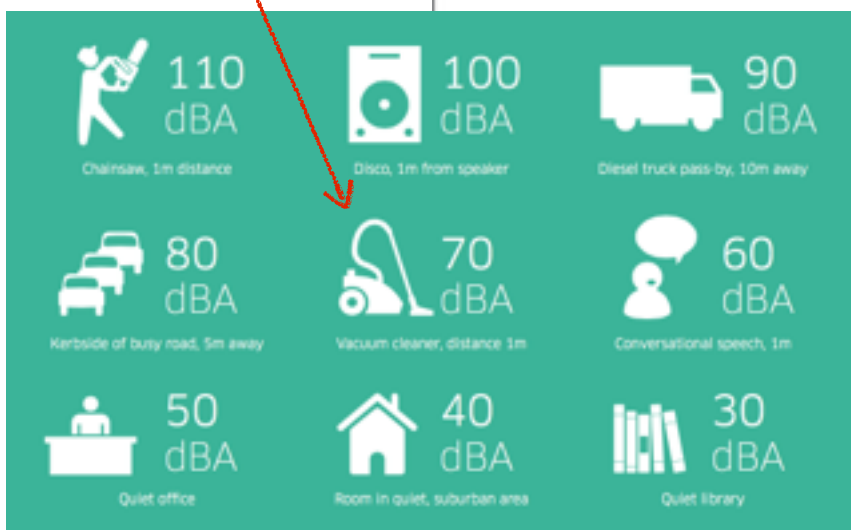
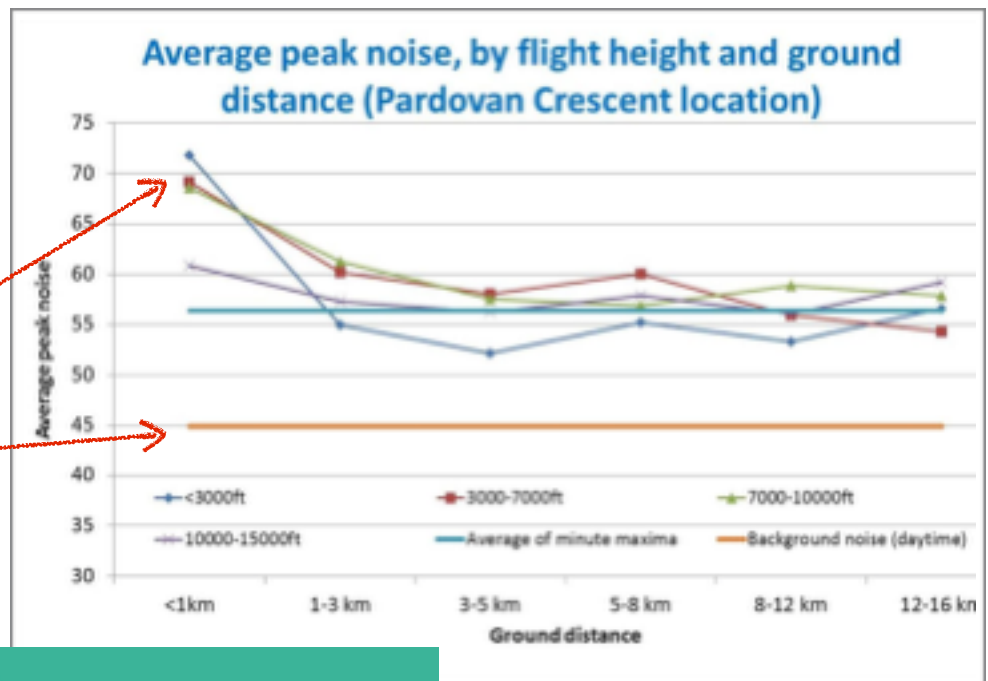
Edinburgh Airport installed a noise monitor in Pardovan Crescent which operated towards the end of the TUTUR trial (they took some time to install it!). The results from that noise monitor are shown in the graph below. The report that went with it noted that 'flights generated significant noise over and above background noise'

This graph shows noise recorded at the Pardovan Cres. noise monitor when aircraft were passing overhead on the trial route

Noise recorded when a flight passed overhead is around 70 decibels

Normal Background noise is 45 decibels

70 decibels is about the same noise level as a vacuum cleaner!



TUTUR TRIAL FACTS:

- 2,626 aircraft used the TUTUR route during the trial - about 32 a day when the route was in use
- 7,934 complaints were received - 5% from Philpstoun residents
- The flight path change saved 30 tonnes of CO2 emissions during the trial (sounds a lot but that it is about the same as one single flight from Edinburgh to London uses)

You might have seen larger planes such as the ETHIAD flights which were much closer to the ground and consequently much louder - as the capacity of the airport grows we suspect the number of larger planes will too.

Edinburgh Airport has 'peaky' flight numbers - lots at the start and end of the day - although the requirement to increase the number of flight paths is questionable, they certainly only need to be used for short periods at peak times - existing routes have easily enough capacity at all other times.



Remind me what flights used the 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

What can I do to help?

Lets be clear - 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.

The easiest way is to use the website. Go to www.letsgetfurther.com. Click on 'submit feedback', and fill in the simple online form. Try to keep your comments relevant to the question: "What local factors should be taken into account when determining the position of the route within the design envelope given the potential impacts, and why?"



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, Edinburgh Airport, PO Box 17473, Edinburgh, EH12 1ND.**

If you are interested in helping oppose the flight path, please contact: philpstouncommunitycouncil@gmail.com

Want some ideas about what to write? The text below might help:

- 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. The difference in noise between now and if a flight path is introduced should be a key factor considered.
- We have first hand experience of the noise nuisance that flight paths can bring that we experienced during the TUTUR trial.
- Flights should keep to **existing** routes for as much time as possible - these communities are used to the background noise and most people have chosen to live there.
- 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.
- Early morning flights are particularly disruptive - we experienced flights starting at 6am during the trial. At these times existing routes should only be used as this causes the most impact to rural communities.
- Should we be waking up an entire community to save a few minutes of taxi time for a flight going to Amsterdam every morning?
- Larger planes such as the ETHIAD ones used during the trial were far more intrusive as they had gained far less height when they passed over us, these should be confined to existing routes only