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14<sup>th</sup> October 2014

The Rt Hon John Redwood MP  
House of Commons  
London  
SW1A 0AA

Dear Mr Redwood

Thank you for your letter dated 6<sup>th</sup> October. I am grateful for your support for Heathrow. Your aspirations for the airport mirror my own.

The trials are part of the government's "Future Airspace Strategy". The modernisation of airspace presents real opportunities to improve the situation for communities around the airport, as well as improving passenger service at the airport. Potential benefits include:

- the end of routine aircraft stacking which, as you point out, is inefficient and bad for the environment;
- the ability to more accurately control the times when planes will be flying overhead, by flying on more precise routes on different days. Feedback from residents tell us that they value this "respite" very highly;
- aircraft reaching their maximum cruising height more quickly on take-off, which will reduce noise impact.

I will shortly publish a series of measures aimed to reduce the impact of noise on local communities, including a trial of landing aircraft at steeper approach angles; this will keep aircraft higher for longer, reducing their impact on those living underneath.

We incentivise airlines to send their quietest planes to Heathrow, by charging more for noisier planes and less for quieter, cleaner planes. As a result, the fleet at Heathrow is quieter than the global average.

We have received a number of complaints about the current airspace trials and I'm sorry for the impact they may be having on some of your constituents. The routes being used are to test operating procedures and are not necessarily indicative of what future routes will be. Any permanent changes to airspace will be subject to public consultation and will require Government approval.

These trials are affecting some of the departure routes out of Heathrow, and I enclose a map showing how the flight tracks before and during the trial, so that you can get a sense for how the trial might affect your constituents. The trial has been effective in collecting the information we need and we are able to end it earlier than originally planned, on 12<sup>th</sup> November, after which flight paths will return to normal.

As a separate note, planes land into the wind, so with a prevailing West wind Heathrow usually operates with arrivals from the East. During September, we have had predominantly Easterly winds, so your constituents will have experienced more planes coming in to land from the West than usual (53% of flights were on "easterlies" in September, compared to only 12% in August). You'll see how your area is affected by easterly operations from the third map.

Thank you again for your support. I would be happy to meet up with you to discuss these matters if you felt it would be helpful.

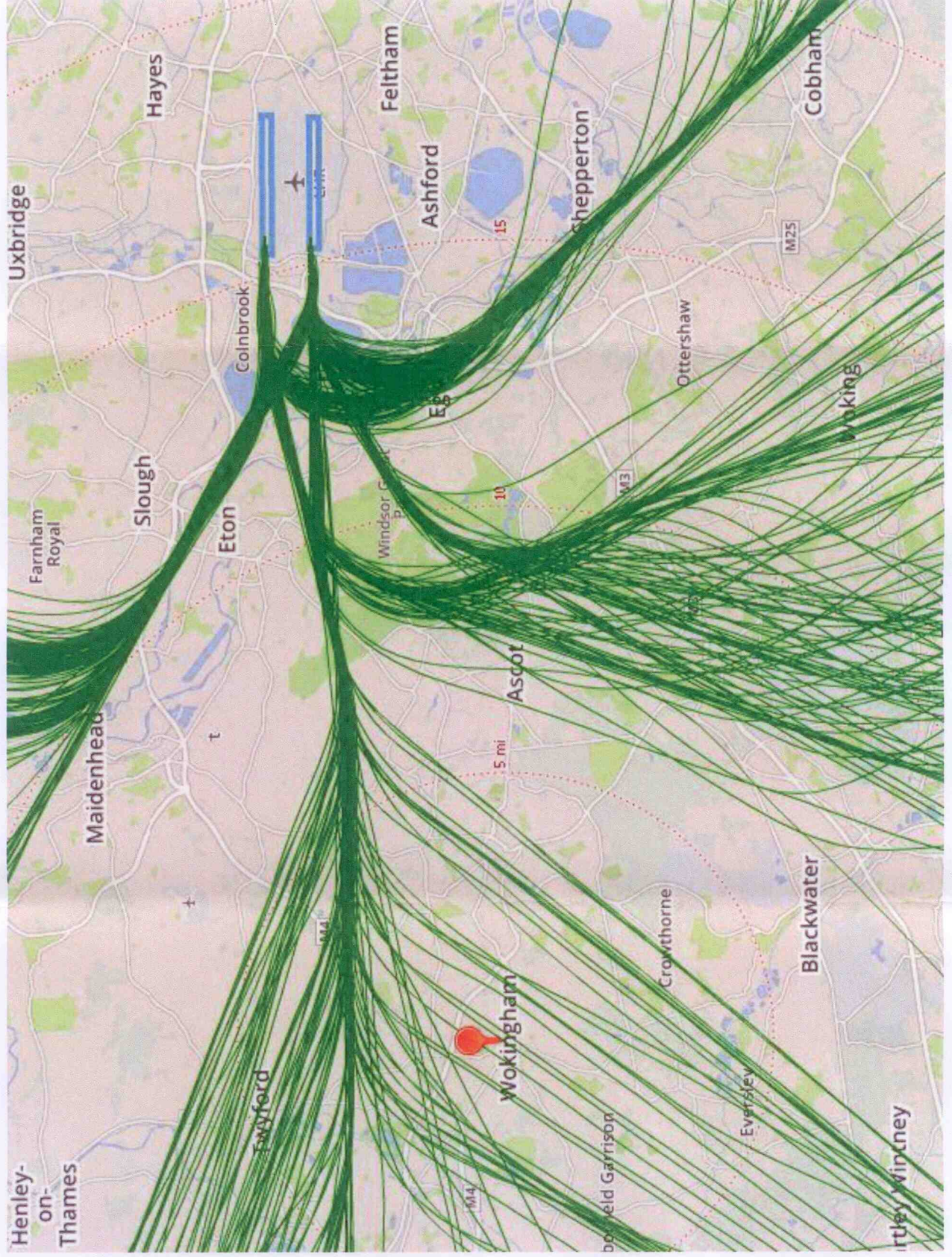
Yours sincerely



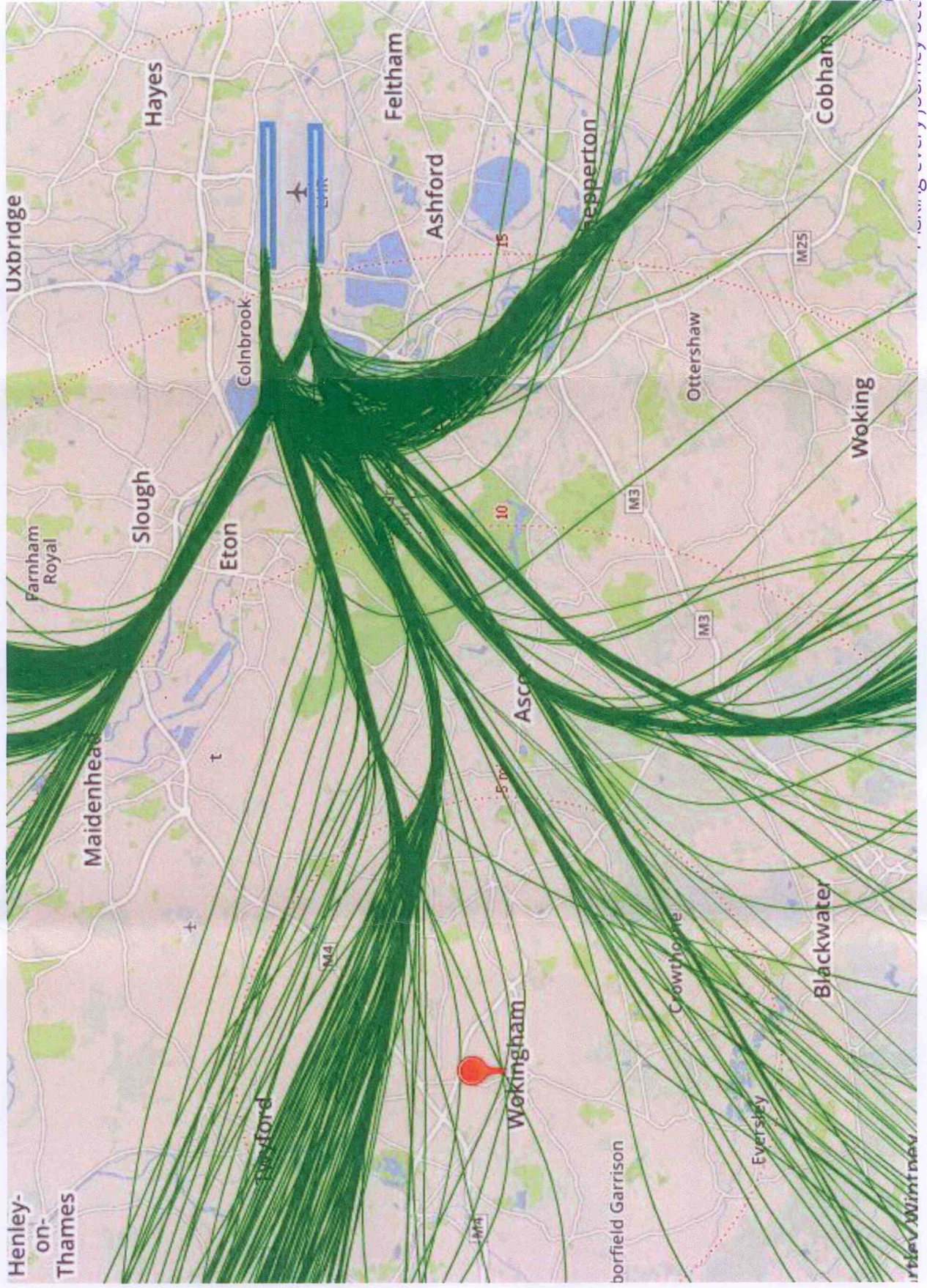
John Holland-Kaye  
Chief Executive Officer

Encl

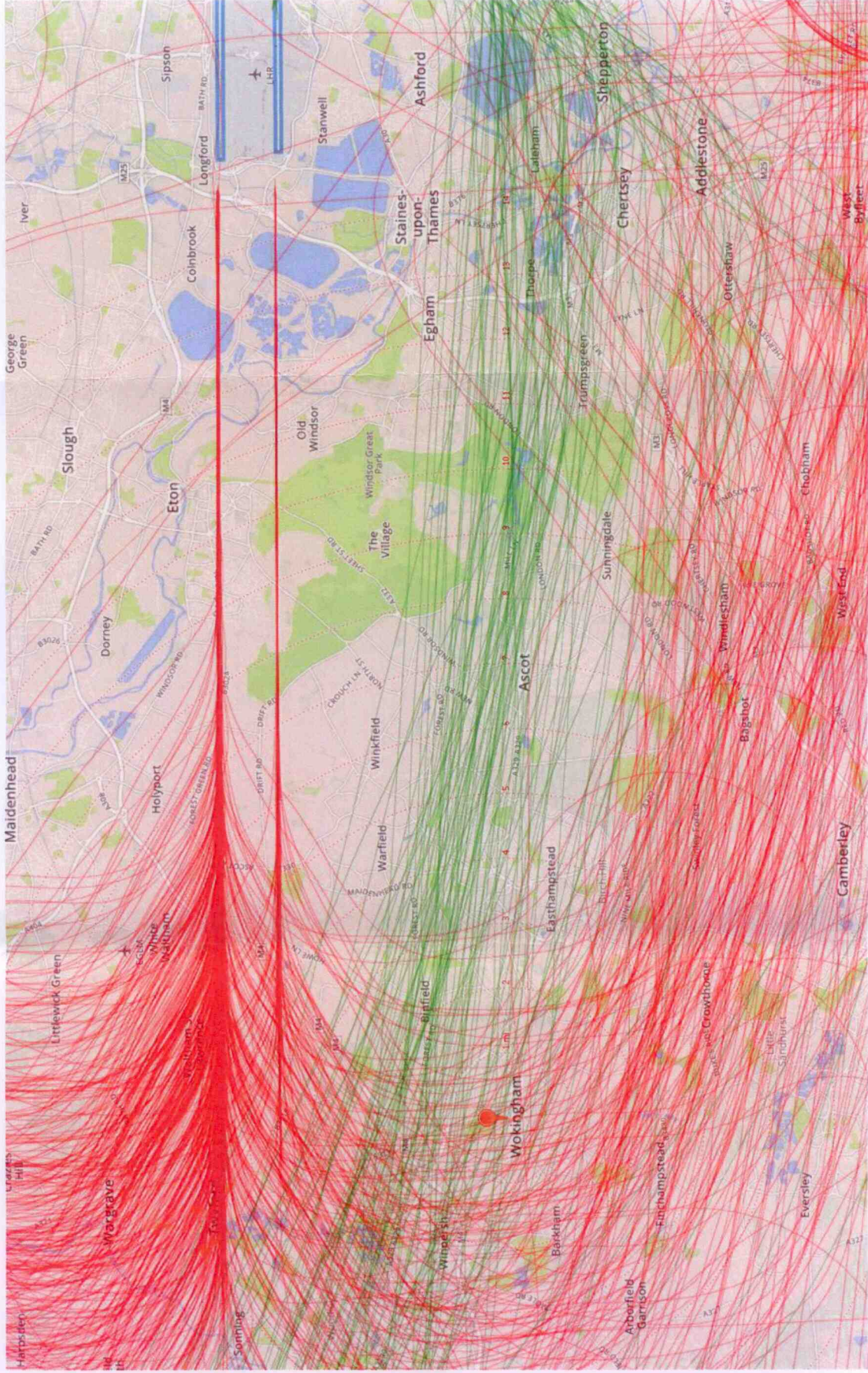
# Typical day of departure tracks – pre-trial



# Typical day of departure tracks – during the trial



# Typical departure tracks – easterly operations (red = arrivals, green = departures)



**Heathrow**  
Making every journey better