



No night flights

LAANC supports residents who continue to fight for a ban on night flights at Heathrow. Some 16 or so flights arrive every morning at Heathrow before 6am (over 60 before 7am). The last UK night noise study carried out in the early 1990s claimed that few people living around Heathrow Airport have their sleep disturbed by these flights. The tens of thousands of people living around the airport who have their sleep disrupted on a daily basis do not agree.

Everyone has a basic right to a decent night's sleep - a right denied to so many by the arrival of aircraft from 4.30am. LAANC is pressing the new government for a phased reduction in the numbers of night flights at Heathrow.

No further expansion

LAANC believes that Terminal 5 should remain the last major development at Heathrow. We believe the airport has now truly reached the limit of its expansion. The airlines and the airport operator successfully claimed during the T5 inquiry that they did not need more runways at Heathrow in order to secure its preeminent world wide status into the 21st century.

This was based upon their joint opinions that every generation of new jet would be bigger than the one it would replace. The new jets were also predicted to be significantly quieter than those flying in 1990s although they would be physically bigger.

LAANC believes that Heathrow Airport should deliver on its promises. Although the planning permission for Terminal 5 limits the numbers of Air Transport Movements (ATMS) to 480,000 a year there is no limit on the number of passengers that may pass through the airport in any 12 months. Currently Heathrow caters for just over 72 million passengers a year. BAA the then operator of Heathrow said at the T5 inquiry that the airport was capable of handling around 80 million passengers with Terminal 5. LAANC argued that a higher figure of around 120 million would be achievable based upon the airport operator's projected fleet mix.

LAANC opposes further expansion at Heathrow on the basis of the facts as they have been presented to date.

- Expansion will require the construction of a new terminal
- Expansion will mean the unacceptable destruction of homes
- Expansion will mean yet more aircraft noise and road congestion
- Expansion will increase the possibility of an air accident
- Expansion will cause a further deterioration in already poor local air quality around the airport

The anticipated airport and business growth of 120,000 additional employees could not be housed in region where severe housing stress and development restrictions already exist.

Continued ...



... Continued

Some Councils favour expansion but could not provide additional housing, putting even more stress and escalating purchase or rental costs on other Council areas and displacement of lower income families.

The necessary upgrades of all other aspects of the built and services infrastructure could not be provided due to prevailing congestion and lack of space for expansion, especially roads.

Lack of additional housing would necessitate far more commuting, exacerbating existing gridlock on motorways and other roads which would impair the viability of both new and existing business activity.