

# **Teddington and Twickenham Analysis**

## **Overall summary**

- Aircraft have reverted to using the departure routes used before the airspace trials in 2014.
- No new areas are being overflown.
- Over the analysis period (2011-2015) there have been changes in the number, type, altitude and concentration of aircraft within the existing departure routes which may impact people's experience of noise.

## **Numbers**

- The numbers of aircraft per day using two of the three routes flying over the area have remained consistent over the past 4 years. Because of changes to flight schedules and destinations, since the winter season 2014/15 there has been an increase of traffic on the Dover route with up to 30 aircraft more per day compared to 2011, an average increase of around 2 flights per hour.

## **Aircraft types**

- The number of large 'heavy' aircraft has increased on the Dover route and remained consistent on the other two. For example, A380s are up from 4 per day in 2011 to between 11 and 14 per day in 2015.

## **Altitude**

- Across the three routes, the lowest aircraft within the noise preferential routes are getting lower by around 200-300 feet (i.e. around 10% lower than in 2011).

## **Concentration**

- Across the three routes, aircraft are more concentrated in particular parts of the noise preferential route and the corridors in which aircraft fly within those noise preferential routes have generally become narrower. This follows a trend that has been seen over time with advances in navigational technology.