

Our advice is just to say ‘No’, but if you want to say more, here are some suggested points you can make:

- Aviation is the fastest-growing contributor to **climate change**. There is a major inconsistency between what the Government is saying on climate change and the aviation policy it is pursuing.
- There is no hard evidence to back up the Government’s ‘mantra’ that expansion at Heathrow is essential to the UK **economy**.

The number of **properties** which will need to be demolished to make way for a third runway is likely to be well in excess of the 700 admitted as the current proposals would mean that many homes left standing in Harlington and Harmondsworth would be uninhabitable.

- The Government can only get away with claiming that these proposals will not increase **noise levels** because it excludes most of the areas that will be affected. It only applies the noise test to areas within the 57 decibel contour. That is the area where aircraft noise averages out over the year at 57 decibels or less. Its own recently-published noise report, the ANASE Report, said that 50 decibels would be a more realistic figure. But, if the Government did that, noise levels would soar across London and the Home Counties as a result of these proposals.
- It is quite absurd that the Government has just sent **consultation response forms** to, and is only holding **official exhibitions** in, the areas within the 57 decibel contour.
- The **consultation response forms** are, in any case, full of unnecessary and seemingly loaded questions. People who didn’t get them have been spared a bureaucratic nightmare!
- The **maps** indicating the **flight paths** if expansion went ahead are a disgrace.
- The Government has failed to co-ordinate this consultation with one that is being conducted by National Air Traffic Control (NATS) into flight paths across the South East next year. Thus, the Government says it can only provide ‘**indicative**’ **flight paths** in this consultation. That is simply not good enough.
- It is simply not good enough for the Government to imply, but not confirm, that **new areas** will be under **landing and take-off routes**. And to hide the information in obscure and difficult-to-read maps:
 - **Under new landing flight path for a third runway (probably):** High St Kensington; Holland Park; Hammersmith; Chiswick; Southall; and Heston. From the west, Maidenhead and Slough.
 - **Under a new take-off flight path for a third runway (probably):** Southall, Northolt, Harrow; Twickenham, Richmond, Hammersmith; Merton and Morden.
 - **Under a new take-flight path, with mixed-mode in place (robably):** Mortlake, Richmond, Richmond Hill, Roehampton, Merton.
- The Government claims that, once a third runway is up and running, mixed-mode will end and runway alternation will be restored on the existing runways. Given the **history of broken promises** at Heathrow, this needs to be taken with a pinch of salt. If both mixed-mode and a third runway go ahead, there could be 800,000 flights using Heathrow.

