

AIRPORT FLIGHT PATH CHANGES UPDATE – 3rd April 2017 Public meeting summary

1. There is a new take-off route referred to as D. This will be used when the wind is from the west and aircraft will make a tight right turn soon after taking off and in the process fly over the Forth bridge and come close to the west end of Dalgety Bay before heading out over the Forth and turning south on the east side of Edinburgh. There are a number of variations to it but the one chosen as the preferred route is D0 and that brings the turn and climb closest to Dalgety Bay.

Typically this route will be used by 40 flights per day rising to 56 by 2023. That's almost 15,000 per year and rising annually. This information is in the consultation book and was confirmed last night.

2. For aircraft heading north when the wind is from the east they currently fly over Aberdour. This route is referred to as F. Again there are a number of variations to it but the one chosen as the preferred route is F2a that has its centre mid-way between Aberdour and Dalgety Bay. But there are some operational and performance conditions that would result in some flights being directly above Dalgety Bay.

This route typically will be used by 14 flights per day rising to 18 by 2023.

3. For some aircraft heading south when the wind is from the east they currently fly over from the east end of Dalgety Bay and then over Inverkeithing. This route is referred to as E. Again there are a number of variations to it but the one chosen as the preferred route is E6 that has its centre over the Forth bridges. This needs a tight left turn during the climb and so for some operational and performance conditions this would result in some flights being closer to Dalgety Bay.

4. The consultation response form is very easy to use by clicking on yes or no boxes. It steps through each route and asks if you agree or not with the preferred option. It also asks about the other options. **But** it doesn't include the options that were classed as non-compliant. So it's important to add a comment if you think any of these need to be re-considered.

1 - 3 above are the main changes to what we have currently. Where we have respite from overflying aircraft when the wind is mainly from the west this will now be negated if route D0 is adopted. Resulting in 40 - 50 aircraft flying close to or over Dalgety Bay every day.

This is your last chance to influence the end result so please take some time to respond. You can do this on line at letsgofurther.com and then scrolling down to **Submit your response**. Each page has the routes shown on a map so you don't really need to refer to the document unless it's for more detail.