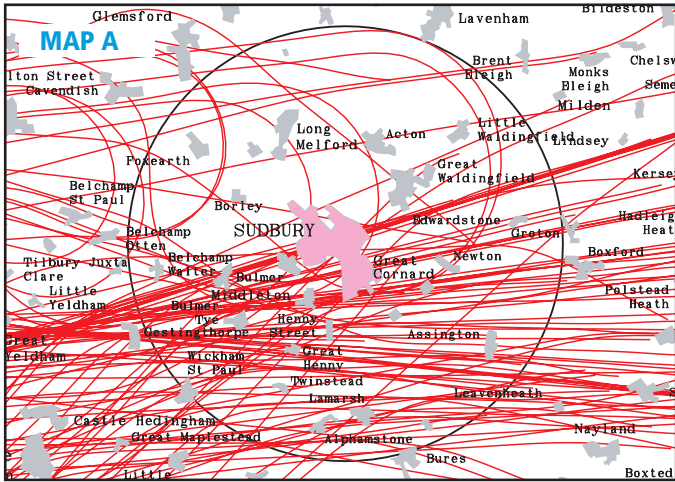


→ PATTERNS OF ARRIVING AIRCRAFT – SUDBURY

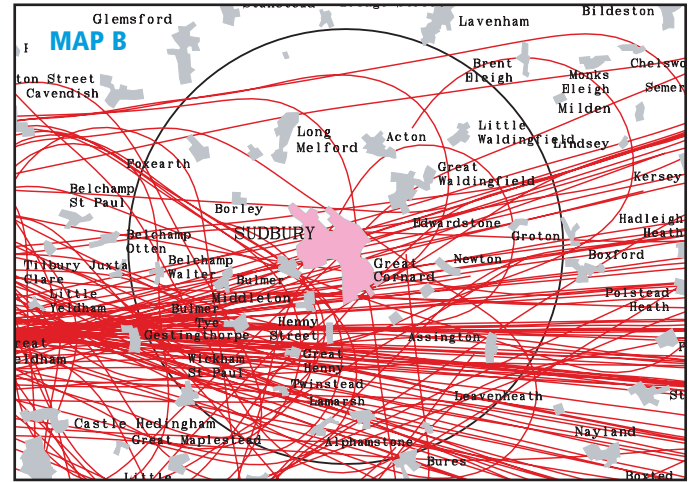


Map A shows all arrivals to runway 05 (i.e. landing towards the north east) that have flown within 4 nautical miles (nm) of the centre of Sudbury within a recent 24 hour period. The circle depicts a radius of 4nm around the town. Each red line depicts a single aircraft track.

Sudbury and the surrounding areas are overflowed by arrivals when runway 05 is in use. Sudbury also lies below a holding stack called ABBOT. This is used by both Luton and Stansted traffic which will be around 7,000ft. Air Traffic Control direct the aircraft from the east to position them onto the instrument landing system at the south west end of the runway, which guides them into the airport. Heights ranged from 6,500 to 10,000ft. Across all arrivals to runway 05, 34% of aircraft flew within 4nm of the town.

Date: 27 July 2005

Number of flights to runway 05 within 4nm radius:  
100 out of 295 flights (34%)



Map B shows all arrivals to runway 23 (i.e. landing towards the south west) that have flown within 4 nautical miles (nm) of the centre of Sudbury within a recent 24 hour period. The circle depicts a radius of 4nm around the town. Each red line depicts a single aircraft track. Where the aircraft track ends, the flight has reached 10,000ft.

Sudbury and the surrounding areas are overflowed by arrivals when runway 23 is in use. Air Traffic Control direct the aircraft from the east to position them onto the instrument landing system at the north east end of the runway, which guides them into the airport. Heights ranged from 6,000 to 10,000ft. Across all arrivals to runway 23, 36% of aircraft flew within 4nm of the town. Sudbury lies below a holding stack called ABBOT. This is used by both Luton and Stansted traffic which will be around 7,000ft.

Date: 29 July 2005

Number of flights to runway 23 within 4nm radius:  
106 out of 292 total (36%)