



## UTTLESFORD DISTRICT COUNCIL

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Andrew Haines  
Chief Executive  
CAA House  
45-59 Kingsway  
LONDON  
WC2B 6TE

12<sup>th</sup> August 2016

Your ref:

Our ref:

Please ask for Mr J G Pine on 01799 510460  
email: [jpine@uttlesford.gov.uk](mailto:jpine@uttlesford.gov.uk)

Dear Mr Haines

### **NATS DEPARTURE ROUTE PROPOSAL AT LONDON STANSTED AIRPORT**

I am writing to you following the regulatory approval that the CAA gave to this proposal in November of 2015, and which was subsequently implemented in February of this year. Implementation of the proposal has changed the frequency of use of four of the airport's Standard Instrument Departure routes. In particular, it has concentrated daytime departures onto CLN8R and CLN4S rather than onto DVR7R/DET1R and DVR5S/DET1S. From information provided by NATS and London Stansted Airport as part of the consultation, some parishes in the east and south east of the district are now experiencing over twice as much daytime overflying as they were prior to the change taking place.

The Council took part in the airspace change consultation in 2014. It had a number of concerns about the proposal and concluded that there was merit in the status quo pending consideration of the LAMP Phase 2 programme at a later date.

At the Full Council meeting on 26<sup>th</sup> July, two local residents exercised their right to speak on behalf of Felsted, High Easter and Stebbing Parish Councils. They highlighted what they consider to be the severe impact on local residents of noise from the increased daytime overflying. I share their concerns.

I am aware that there will be a formal review of the proposal one year after implementation in accordance with the CAA's standard airspace change process. In view of the residents' concerns, I strongly consider that the review should either look at reversing the change or consider introducing some form of relief using multiple paths. I am aware that since implementation, meetings have been held between London Stansted Airport and Felsted and High Easter Parish Councils in response to the concerns. I also know that two community noise monitoring exercises are being undertaken by London Stansted Airport for three months, and that the results will be published towards the end of the year and submitted as evidence to the review.

Our Leader and our new Chief Executive recently met with the Manchester Airports Group (M.A.G) which is the owner of the airport. I understand that M.A.G is happy to facilitate a meeting between itself, NATS, the CAA and the residents to discuss their concerns further. I think this meeting should take place as soon as possible after publication of the results of the noise monitoring exercises so that it too can feed into the review. I feel that the meeting would be in the spirit of increased openness of the airspace change process that the CAA is aiming to introduce following the Helios review.

I am seeking your support for this meeting, and an assurance that the residents' concerns will be taken into account in the review.

The residents' concerns are made more acute and understandable by their renewed concern and disquiet about the level of night flying that they are currently experiencing, particularly up to 2.00am. They also raised these concerns during the public speaking session. The Council will be making representations about the environmental effects of night flying during the forthcoming DfT consultation into a new night flights regime for Stansted.

I am sending a copy of this letter by Email to NATS and M.A.G as co-sponsors of the original airspace change proposal.

Yours sincerely

A handwritten signature in black ink that reads "Susan Barker". The signature is written in a cursive, flowing style.

Councillor Susan Barker  
Deputy Leader and Cabinet Member for Environmental Services