

**Chief Executive's Office**

**Diane Smith**

Clerk to Felsted Parish Council  
URC Hall  
Stebbing Road  
Felsted  
Great Dunmow  
Essex  
CM6 3JD

25 April 2016

Dear Diane,

Thank you for your letter dated 11 April 2016 on behalf of Felsted Parish Council. The Council requested that we address a number of specific points associated with the recent LAMP 1A implementation and the characteristics of future LAMP development phases.

I would like to assure the Council that the concerns that it raised at the time of the consultation were taken into consideration during our regulatory decision-making activity and were considered alongside our other statutory obligations outlined in section 70 of the Transport Act 2000:

**70 General duty**

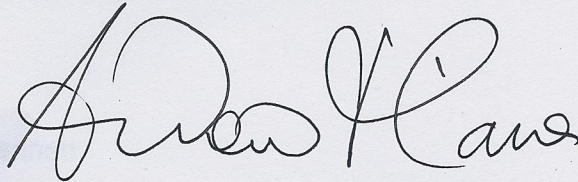
- (1) *The CAA must exercise its air navigation functions so as to maintain a high standard of safety in the provision of air traffic services; and that duty is to have priority over the application of subsections (2) and (3).*
- (2) *The CAA must exercise its air navigation functions in the manner it thinks best calculated—*
  - (a) *to secure the most efficient use of airspace consistent with the safe operation of aircraft and the expeditious flow of air traffic;*
  - (b) *to satisfy the requirements of operators and owners of all classes of aircraft;*
  - (c) *to take account of the interests of any person (other than an operator or owner of an aircraft) in relation to the use of any particular airspace or the use of airspace generally;*
  - (d) *to take account of any guidance on environmental objectives given to the CAA by the Secretary of State after the coming into force of this section;*
  - (e) *to facilitate the integrated operation of air traffic services provided by or on behalf of the armed forces of the Crown and other air traffic services;*
  - (f) *to take account of the interests of national security;*
  - (g) *to take account of any international obligations of the United Kingdom notified to the CAA by the Secretary of State (whatever the time or purpose of the notification).*
- (3) *If in a particular case there is a conflict in the application of the provisions of subsection (2), in relation to that case the CAA must apply them in the manner it thinks is reasonable having regard to them as a whole.*



The rationale behind our decision is published on the CAA website at [www.caa.co.uk/Commercial-industry/Airspace/Airspace-change/Decisions/Permanent-airspace-change-decisions/](http://www.caa.co.uk/Commercial-industry/Airspace/Airspace-change/Decisions/Permanent-airspace-change-decisions/).

As this change was progressed in accordance with the Airspace Change Process, there will be a Post Implementation Review of the proposal beginning 12 months after implementation. I must emphasise that the review is not aimed at revisiting our decision to approve the change, but seeks to assess and validate the success of an airspace change and to identify any operational issues or unintended consequences that may have arisen since its introduction. In relation to further phases of LAMP, the content of such proposals is a matter for NATS, as the primary sponsor, to decide. At this time, we do not have any details as to the content of these future proposals and my advice to the Council would be to direct its enquiry to NATS/Stansted Airport in the first instance.

Yours sincerely



Andrew Haines  
**CHIEF EXECUTIVE**