



FELSTED

PARISH COUNCIL

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Dear Mr Haines

RE: 12 MONTH REVIEW OF LAMP PHASE 1A AND NOISE NUISANCE FROM STANSTED AIRPORT OVER THE PARISH OF FELSTED

I am writing to you on behalf of Felsted Parish Council to reiterate our objection to the flightpath changes made at Stansted Airport in February 2016, under LAMP Phase 1A.

We believe that the 12 month review of the changes should take notice of the unforeseen outcomes, reverse the changes and, with Stansted expected to apply for an expansion of flight numbers, also call for a review of noise mitigation through dispersal of departing flights across the SID.

We somewhat regretfully recognise that the airspace change process is massively weighted in favour of the establishment seeking the changes. From allowing NATS to present one option, with vague claimed benefits, to the review process where it will be relatively easy to assert some success against those 'benefits', or demonstrate success soon to be achieved.

We however, remain certain that the changes were wrong and believe the following unforeseen outcomes should be considered in the forthcoming review:

- Complaints recorded on the Stop Stansted Expansion noise complaints system have increased more than 10 fold since the change was introduced. The review of the numbers of complaints made direct to Stansted must also take into consideration the fact that their noise complaints phone line was switched off for the first 6 months of the year.
- A central statement within the change documentation was that fewer people would be regularly overflown. The result of which was a concentration of more noise on the unfortunate minority. Given that, the soon to be released, UK Airspace Policy is widely expected to call for the adoption of dispersal rather than concentration of flights, then these changes made under LAMP 1A must be considered to be against emerging Government policy and reversed.
- Stansted is operating at half capacity and is expected to submit a planning application in 2017 to double passenger levels. This was known at the time of the flightpath change process, but was not included in the impact analysis of the change, with only a 40% increase considered. This is a fundamental flaw in the analysis, against an inadequate CAP725

process, and must be considered as a part of the February 2017 Review.

- The impact on the people of Felsted was massively underestimated. Stansted Airport held a drop in session in Felsted in November 2016. This was the third of 3 similar sessions held in communities impacted by the change. Within 90 minutes of the start of the 4 hour event, the comment forms had run out. This was before the 'after work' rush of attendees began. This demonstrates that, despite the experience of 2 other local events to estimate attendee numbers, the numbers of people impacted by and concerned about noise nuisance was significantly underestimated.
- In summer 2016, noise monitoring was carried out in the Parish of Felsted for Runway 4. This was alongside similar monitoring in High Easter for Runway 22. The reports failed to consider background noise and were flawed in a number of other areas. We are still awaiting sight of the full data and see it as a major failing that this has not been made available in time for this Review.
- Finally, there appears to be a wall of 'reasonableness' that NATS/CAA/Stansted are now hiding behind. Responses to potential change or reversal, all refer to the need to consult with 'all communities', to 'take all views into consideration' and to 'respect the opinions and impact on all' before any changes can be considered. This is hypocrisy at its worst. 86% of responses to the February 2016 change said 'NO' but were ignored. Now it is simply a convenient mechanism to introduce lethargy into the system, to appear community conscious and to avoid considering reversal or any further changes.

In summary, we submit that the changes made to Stansted flightpaths in February 2016 under LAMP Phase 1A should be reversed. Furthermore, a review of noise mitigation options should be initiated, to ensure that Stansted is not seen to be out of line with emerging national policy for airspace management.

Yours sincerely

Diane Smith
Clerk to Felsted Parish Council

Copy: Sir Alan Haselhurst MP
Andrew Harrison – Divisional CEO Stansted Airport Limited
Martin Rolfe - Chief Executive Officer NATS
Stewart Ashurst - Chairman STACC
Martin Peachey - SSE