

NATS Presentation to STAAP 25 March 2008

STAAP Committee Issues for Consultation Response

Item	Issue
1	<p>It was described that the NATS consultation proposals have taken into account expansion at all London airports however only the period to 2015 is covered, i.e. to what would be the full use of the existing runway at Stansted.</p> <p>The proposals were considered inadequate as they would have to be redesigned for air traffic using a second Stansted runway.</p> <p>The committee queried the short term nature of the proposals and also questioned if the airspace in TCN had sufficient capacity for full expansion at Heathrow, Luton and Stansted.</p> <p>NATS advised that should a second runway go ahead then a new consultation be needed?</p>
2	<p>Is Stansted was to expand to Generation 2 routes to the West were said to be 'Gen 2 proof' (being necessary in any event), however routes to the East would have to be redesigned.</p> <p>(NATS said they "in general we believe this proposal would support that development in theory." Which was considered an unsatisfactory response and basis upon which to progress two runways at Stansted).</p>
3	<p>The proposals would increase noise disturbance to rural communities, where there is less ambient noise than in urban areas.</p> <p>Concern at increase in noise levels affecting more people; concern that noise at 7000' and 8000' will make a difference to those living in a rural area.</p>
4	<p>Upon questioning NATS stated that Lden had not been taken into account? This is unacceptable.</p> <p><i>Lden is the 24-hr Leq calculated for an annual period, but with a 5 dB weighting for evening and a 10 dB weighting for night. Directive 2002/49/EC requires EU Member States to produce noise maps in 2007 using the Lden noise metric.</i></p>
5	<p>Noise contours have been evaluated for 57 Leq, but the onset of annoyance can occur at 54 Leq as detailed by WHO and EU. The 54 Leq contours had not been produced.</p>
6	<p>Disappointment expressed that options not made available to public (Absence of options for people to comment on – how can the consultation be constructive?)</p>
7	<p>The previously issued version of BAA's Property Pack will have been relied upon by people moving into what they hoped would be areas of rural tranquillity, but which will now be adversely affected by aircraft noise.</p> <p>The committee were astonished that the lifespan of the proposal was only to 2015; that it does not take into account the second runway or even full use of existing runway. NATS was asked to give details of the designed ATM's for London airports and the region that the proposals could accommodate, and what further work was necessary to accommodate additional ATM's – what account has been taken of ATMs at Stansted?</p>

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8	This is busiest and most complex airspace in the world: concern expressed over existing levels of air traffic – how much more can this area take? It was suggested that from a design point of view Stansted was in the wrong place!
9	NATS stated it had very little influence on the level of intensity at which this airspace can be used, from the point of view of safety? This was a Government decision. The committee questioned this approach.
10	Did the proposal come about as a result of the Government's White Paper? (A: No)
11	Fuel efficiency criteria for aircraft routes – how is this determined? What would be the impact if in future more weight is to be attached to fuel efficiency?
12	It was noted that cargo planes were very noisy – if they have to make tighter turns as per the NATS consultation, how much extra noise would there be?
13	Can air traffic from Stansted be directed above air traffic from Heathrow? (A: not enough space)
14	There was concern from experience that the proposed NPR's around for example Saffron Walden were too close to the town as aircraft usually cut the corners of turns such as these. Concern that P-RNAV's may not be adhered to.
15	How high are easterly arrivals over Saffron Walden? (A: currently 6000'; would be at 7-8000')
16	The committee questioned why early convergence has been proposed for certain approaches but has been avoided for others? NATS advised this was a design judgment call)
17	Concern if major computer failure affects increased flights.
18	Concern was expressed at the increase in the number of holds and their base height or 7,000 ft.
19	The proposals were said to be emissions neutral, but ONLY for the current aircraft volumes. Any increase in traffic would result in an increase in emissions.
20	The proposal follows Government guidelines for reducing overflying of higher population densities, however this will mean greater relative disturbance to rural areas.
21	Concern was expressed at the lack of airspace for Luton departing traffic and that it had to be routed underneath Stansted departing aircraft on Westerly take offs.

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22	<p>The following schools will be under or close to the departure swaths for the first time</p> <p>Easterly departures : Wimbish Primary School, Radwinter Primary School and further out Chrishall Primary School Westerly Departures: Farnham Primary School and further out Manuden Primary School, Clavering Primary School, and Chrishall Primary School.</p> <p>Arrivals, if aircraft are keeping to the proposed arrivals routes (which appear for the first time and may or may not be kept to in less busy times dependant on the results of the consultation) they will affect some schools when operating on easterlies when the tracks will be over Great Easton Primary School, Bentfield Primary School, Manuden Primary School and Farnham Primary School.</p> <p>In all these cases the aircraft will be at a fair height and from our previous study I wouldn't expect any significant noise problems when compared to the BB93 standards, but that doesn't take into account the annoyance etc associated with seeing aircraft in places where they had not been previously seen or at lower heights and more frequently.</p>