



F E L S T E D

P A R I S H C O U N C I L

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Mrs D M B SMITH
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18 April 2016

Dear Mr Haines

Re: Increased aircraft noise over the Parish of Felsted

I am writing to you at the request of the residents of Felsted Parish, and on behalf of Felsted Parish Council, to express concern regarding the adverse effect on our Parish from the moving of Stansted daytime flights from the Dover SID to the Clacton SID, which took effect in February of this year under LAMP Phase 1A.

It was with dismay that, despite the overwhelming case for rejection of the proposal presented by residents, Local and County councils, and the criticism the CAA then received in respect to its consultation and decision making process, the NATS proposal was approved.

Given the impact the resulting increase in flights over Felsted Parish and surrounding areas has had, we are writing to you in respect to the following specific points.

- To ensure that there is no misguided belief within the CAA, NATS, or Stansted Airport Management, that this change has passed without significant adverse impact.
- To seek confirmation that there will be a review at the 12 month point to examine the reality of the claims made in support of the change, with the opportunity to reverse the changes should the claims be found exaggerated or unfounded.
- To understand the process to be followed under further phases of the LAMP process, specifically:
 - Whether there will be further proposals for changes to Stansted routings?
 - Whether there will be an opportunity to consider the precise routing of Stansted Clacton NPR, perhaps to more closely map major roads at the end of the NPR, where aircraft noise is masked by existing background traffic noise?
 - With the technology available to more accurately control the precise routing of planes within the width of the NPR, whether, once the initial turn has been completed, consideration be given to a 'multi-laned', rather than

centralised, approach to the use of the remainder of the NPR? This would lessen the often steep banking and resulting higher noise levels experienced under, and just beyond, the NPR, as planes reach 4000 feet and move off to their destination routing. This is of particular note given the extensive house building that has taken place in recent years in the 4000-7000 ft. flight area from the end of the Clacton SID controlled zone through to Great Notley. This would also help with the previous point to route planes over major roads.

We await your response to the specific items listed above.

Yours sincerely



Diane Smith
Clerk to Felsted Parish Council

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