

SSE GUIDANCE FOR STANSTED AIRPORT DEPARTURE ROUTE TRIALS CONSULTATION

INTRODUCTION

This guidance is primarily prepared for communities close to Stansted Airport and in particular for residents living under two departure flight paths, known as Noise Preferential Routes. These two routes are 22 Clacton and 04 Detling (previously called 04 Dover).

Trials have been carried out on both these routes by a certain number of participating aircraft and have demonstrated that aircraft can consistently follow a more precise course. In so doing, aircraft are able to fly the existing flight path more accurately. The 3km wide Noise Preferential Routes are not altered. The result is that it enables flight paths to be better profiled to avoid over-flying village centres as far as possible and as a result fewer people would be overflown than at present.

Stansted Airport says that by following the more precise flight paths on the 22 Clacton and 04 Detling trial routes, the participating aircraft directly overflew 85% fewer people compared to existing departure procedures.

There are six departure routes at Stansted Airport* and the four other routes have not been trialled. Arrival routes are not affected by these trials and remain the same.

Stansted Airport is now seeking views from the local community on the impact of these trials and SSE is urging residents and local councils to respond to the consultation.

The consultation closes on Friday 27 November 2015 after which Stansted Airport proposes to submit a consultation feedback report to the Civil Aviation Authority followed by an airspace change proposal with the aim of adopting the trial procedures permanently.

BACKGROUND INFORMATION

The Government's policy is to limit, and where possible reduce, the number of people in the UK significantly affected by aircraft noise. While the trials will not reduce the amount of noise emitted by each aircraft, they have shown that it is possible to reduce the width of the swathe in which aircraft depart from the airport. The Government's guidance to the Civil Aviation Authority is that the priority for airspace up to 4,000ft should be to minimise the noise impact of aircraft and the number of people on the ground significantly affected by it.

THE CONSULTATION DOCUMENTS

The consultation documents can be found at www.stanstedairport.com/consultation.

Apart from the consultation documents there is a short video which features the villages most affected by this trial. These are Little Hallingbury, Hatfield Heath and Hatfield Broad Oak for the 22 Clacton departure route and the Eastons and Great Dunmow for the 04 Detling departure route. Maps are provided which show "before" and "after" flight tracks for the trials and a detailed technical report for the technologies used, procedures followed and results obtained.

IMPACTS OF THE PROPOSED CHANGES

The primary environmental consequences of more precise flight paths are noise disturbance and visual intrusion. The consultation documents show the trial routes and say that, below 4,000ft, the comparative numbers of people directly overflown are:

Number Of People Directly Overflown	22 Clacton	04 Detling
Existing departure procedures	3,800	1,200
Trial departure procedures	500	200

SSE POSITION ON THE DEPARTURE ROUTE TRIALS

SSE's position on any proposed change to flight paths is that there must be clear and compelling overall benefits for local residents before any changes are implemented. Furthermore, SSE cautions that when flight paths are changed there will inevitably be winners and losers. However SSE supports efforts that reduce the number of residents suffering from aircraft noise annoyance, provided this does not give rise to a disproportionate and unbearable noise impact upon the minority of 'losers'.

Furthermore, SSE supports the introduction of satellite-based precision navigational aids which enable more efficient flight operations with associated benefits to communities living around airports and under flight paths. Aircraft are now capable of improved flight profiles and track keeping and this gives opportunities to tailor flight paths to reduce the numbers of people overflown and associated noise nuisance. Depending on the location, the local community and the environmental circumstances, routes and flight profiles could be tailored for minimum noise disturbance. SSE's view is that concentration should be the preferred solution within existing Noise Preferential Routes at Stansted.

HOW TO RESPOND

Via email to: consultation@stanstedairport.com

Or by post to: Airspace Consultation Team
Airfield Operations
3rd Floor
Enterprise House
Stansted Airport
CM24 1QW

Indicating:

- Your name and postcode
- If you are commenting on behalf of an organisation
- Whether or not you support adopting the technology used in the trial
- If you do not wish your name, or any other personal details to be included in the consultation feedback report

All consultation responses will be submitted to the Civil Aviation Authority.

*Departure routes at Stansted Airport

From each of the two runway directions - the south westerly 22 and the north easterly 04, there are three departure routes. These are the 22 Buzad, 22 Clacton and 22 Detling and the 04 Buzad, 04 Clacton and 04 Detling. The long term 20 year average use of the 22 and 04 runway directions is 71% and 29% respectively.