North Essex Authorities: Shared Strategic (Section 1) Plan

Hearing Statement

Response on behalf of London Stansted Airport (STAL)

December 2019

1. Question 12- Does the ASA give adequate and appropriate consideration to:

a) effects of overflying aircraft to and from Stansted airport?

Current Situation

1.1. Stansted Airport lies 10 miles due east of the boundary of Braintree District and the West of Braintree Garden Community (WoBGC) lies, in part, underneath the noise preferential route (NPR) '04 Clacton'. WoBGC is some 7.4 NM due east of the runway.

1.2. All of Stansted's six departure routes are operational, and their use is governed by a range of factors including airspace and metrological conditions.

1.3. Aircraft noise has been appropriately assessed as part of the recent Stansted Airport planning application to 43million passengers per annum (mppa) (Uttlesford District Council reference UTT/18/0460/FUL). The NOAEL (No Observed Adverse Effect Level) has been set at 51dB LAeq,16h for day noise and 45dB LAeq,8h for night noise and therefore based on Stansted's latest and predicted noise contours, the proposed West of Braintree garden community falls approximately 8 miles from the 51dB (day) and 45dB (night) noise contours.

1.4. For the avoidance of doubt, the current flight procedures and paths would be able to accommodate the upper limit of 274,000 aircraft movements associated with both the current (to 35mppa) and proposed operation (to 43mppa).

Future Situation

1.5. In 2017, the Government published Upgrading UK Airspace Strategic Rationale, which states:

> *"The investment required to upgrade the UK's airspace structure, introduce additional capacity and avoid these delays, cancellations and lost supply is almost entirely funded by the aviation industry. A range of organisations from across the aviation industry are working together on a joint programme to tackle the issues with today's airspace. The programme is known as the Future Airspace Strategy (FAS) Deployment Plan and aims to:*
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> - *Save passengers time and avoid delays and cancellations growing into lost supply;*
> - *Cut aviation emissions per flight and save fuel;*
> - *Reduce the noise impacts from aircraft overflying population centres; and*
> - *Further enhance aviation safety."*

1.6. Further the green paper Aviation 2050 identifies the Government's overall objective for Future Airspace for the whole of the UK. This states that:

"The overall objective for airspace modernisation is to deliver quicker, quieter and cleaner journeys and more capacity for the benefit of those who use and are affected by UK airspace. Over the coming years, Future Airspace will be reviewed to consider both the operational and environmental impacts, to be determined within the following parameters:

- *create sufficient airspace capacity to deliver safe and efficient growth of commercial aviation;*
- *progressively reduce the noise of individual flights, through quieter operating procedures and, in situations where planning decisions have enabled growth which may adversely affect noise, require that noise impacts are considered through the airspace design process and clearly communicated;*
- *use the minimum volume of controlled airspace consistent with safe and efficient air traffic operations;*
- *in aiming for a shared and integrated airspace, facilitate safe and ready access to airspace for all legitimate classes of airspace users, including commercial traffic, General Aviation and the military, and new entrants such as drones and spacecraft;*
- *not in conflict with national security requirements (temporary or permanent)."*

1.7. CAP 1616 'Airspace Design' sets out process in which all airports are to undertake airspace modernisation. A seven-stage airspace change process has been identified (see Appendix 1) providing a framework for the stages of the process and activities involved; these cover the conception of the need for a change to the airspace design, to consulting and engaging with those potentially impacted, assessing the impacts of different design options from a safety, operational and environmental perspective and ultimately regulatory decision.

1.8. Stansted Airport has started this process and has submitted a Statement of Need setting out the issues and/or opportunities it is seeking to address. At this point of the process, Stansted is at an early stage (Stage 1B) and therefore it is unclear as to what changes will occur and what implications may exist for housing allocation sites.

2. Question 12- Does the ASA give adequate and appropriate consideration to:

(b) impacts on operations at Andrewsfield airfield?

2.1 The '04 Clacton' noise preferential route (NPR) for easterly departing aircraft and the associated flight procedures describe the route and height that aircraft must take. Andrewsfield airfield is located to the north and outside of the 04 Clacton NPR and accordingly is not overflown by Stansted's departing aircraft. Andrewsfield airfield has its own flight procedures, and whilst these reflect its proximity to Stansted's controlled airspace, each aerodrome's flight procedures are separate.

Appendix 1: Overview of the airspace change process