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TCN Consultation
NATS
Freepost NAT22750
Reading RG1 4BR

Dear Sirs

Consultation for Terminal Control North (TCN) Airspace Change Proposals

We shall be responding to this important consultation as soon as we have a clearer understanding of exactly what is being proposed, the full implications of the proposals, and why the proposals that have been put forward by NATS were chosen above other alternatives.

We attach a list of our detailed questions almost all of which were put to your representatives when they presented the TCN proposals to the Stansted Airport Consultative Committee on 9 April 2008. Our representative at that meeting, Mr Peachey, was given an undertaking by your representative Mr Lee Boulton that answers would be provided to his outstanding questions. However, no firm date was given for a full reply. We hope this can be provided within the next seven days.

We are concerned to ensure that answers are provided to our questions sufficiently in advance of the closing date for the consultation so that we have an adequate opportunity to consider the answers before preparing our response. In addition, many of our members and others members of the public who are taking an interest in this consultation are also keen to have our further advice on a number of the issues covered by the attached list of questions. This adds to the urgency, given that we are now only five weeks away from the closing date.

In addition to the attached list of specific questions, one of our main concerns is that NATS has said very little about other options considered or the methodology used for assessing the options (including the scoring basis for ranking each of the main considerations – e.g. emissions, noise, avoidance of delays etc). We are keen to have a clearer understanding of this, not least so that we can see why offshore stacking options were discounted.

We would be grateful to receive your answers to the above points and the attached by 28 April at the latest.

Yours faithfully

Carol Barbone
Campaign Director

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NATS TCN CONSULTATION QUESTIONS FROM STOP STANSTED EXPANSION

1. What is the average daily and total yearly number of air traffic movements in TCN airspace and what is NATS' forecast of respective numbers in 2014?
2. What is the percentage of TCN movements that originate or terminate at UK airports/airfields?
3. What is the justification for route changes? No airport in the south east has permission to expand.
4. How are the population counts under the new holds calculated?
5. How are the population counts under the new NPR routes calculated?
6. How are reductions in population counts overflown calculated for holds and NPRs?
7. What are the population counts overflown for the new departure (after NPR) and arrival routes?
8. Do the population counts take account of the 470,000 new houses in the East of England Plan?
9. Does it take account of the new proposed large settlements, for instance Harlow North and Elsenham Eco town?
10. Why aren't 3dB interval Leq noise contours provided as required by CAP 725?
11. Why aren't END Lden noise contours provided as required by the END?
12. Why aren't areas and population counts included in the SEL noise contours?
13. How have the Lmax noise values been calculated?
14. Was 'fast' or 'slow' time response used for Lmax noise values?
15. What are the Leq night noise contours?
16. Why can't greater than 3 degree glideslope be used for final approach – say 5.5 degrees?
17. What is the noise reduction achieved by introducing CDA for Stansted runway 05 for a typical modern aircraft such as the 319 and 737-800/900?
18. Why aren't arriving aircraft being sequenced by European CFMU to obviate holds?
19. Why aren't arriving aircraft being 'streamed' in TCN to obviate holds?
20. Why aren't new holds for arriving aircraft from the east put offshore?
21. In which direction do aircraft fly in the new holds?

22. Why has the bottom of the new Stansted holds been lowered to 7,000ft from the current Sudbury (Abbot) 8,000ft?
23. What is the resultant impact on arrival routes from this lower hold level?
24. Why is the lower boundary of airspace east of Sudbury being lowered by 2,000ft?
25. What is the figure for track accuracy using P-RNAV; the percentage likelihood that route centre line track keeping is achieved?
26. What is the actual and percentage increases in route mileage – overall and for each of the five regions?
27. What is the increase in noise emissions from aircraft sources for these increased routes in each of the five regions?
28. What are the details of the NATS model for estimating emissions?
29. What is NATS address for questions and clarifications (as distinct from responses) as required by CAP 725?
30. What are the current figures for ATC delays in the TCN system and what is NATS forecast of the respective figure in 2014
31. How is this proposal linked to the Future Airspace Study out to 2030 which has been scoped by DfT and CAA to align with the Air Transport White Paper?
32. What future Controller Tools will be employed to reduce controller workload and improve efficiency and what are the environmental benefits that are gained?
33. Has vectoring above 4,000ft been considered for departing traffic on NPRs? What would be the impact at Stansted Airport if vectoring started at 5,000ft
34. Why is Stansted departing traffic on the two proposed new NPRs not going under the Luton departing traffic to the east?
35. With modern onboard avionics (such as P-RNAV) can aircraft fly more accurately and consistently within the 3km NPR swathe? Will this enable an aircraft to fly on one edge or the other of the swathe as well as on the centreline? Hence providing dispersion or indeed concentration?