

**4 Dunmow Road,
Hatfield Broad Oak,
Bishop's Stortford,
CM22 7JJ**

01 / 09 2014

Dear sir,

I write in response to your proposals for changes to the Clacton and Dover routes from Stansted Airport.

You claim that the proposed changes would reduced CO₂ emissions, reduce flight delays and reduce the number of people regularly overflowed during the day. However, any actual benefits appear to be minimal. My understanding is that the reduction in CO₂ emissions has been estimated at less than 1%. Furthermore, the ATC delays in 2012 which were attributable to NATS were a mere 1.6 seconds per flight. It is difficult to see any evidence of real savings in these areas arising from these proposed changes.

I am most concerned about the impact upon people, like myself, who are overflowed. You argue that 1,470 fewer people would be overflowed by aircraft flying at below 4000ft and that this would reduce noise for those people. While this may be true, rather more people – 2,400 – would be overflowed more intensively thus greatly increasing the noise pollution for them. I live in Hatfield Broad Oak which is in one of the areas likely to be affected. Noise pollution is also a problem if aircraft are flying between 4,000 and 7,000 feet but you offer no clear data on this and it remains a matter of some concern, especially since I presume that continous climb operations are likely to increase noise levels near the airport. If your current proposals were implemented it would double the number of flights on the Clacton route compared to two years ago. If Stansted were to be allowed to expand to its full potential capacity, the number of flights could quadruple.

It seems to me that these proposals offer no real benefits overall and have the potential to seriously worsen the situation of those, like myself, who live close to the airport. Furthermore, there are many unknowns at the present time which could have wide impacts upon Stansted Airport and its environs. Any proposals made by you surely should be judged in the context of the LAMP programme for all London airports which could increase the number of flights over Essex. Also, the Airports Commission has proposed a new runway in the south east of England and its final report and recommendations will not be published until May 2015. This is likely to result in further changes to airspace use.

Finally, any NATS proposals should surely be considered in the context of other possible changes to operations at Stansted, for example the implementation of a Continuous Descent Approach for all arrivals to Stansted's easterly runway. Your current proposals also do not include any consideration of changes to night operations which are even more injurious to local residents' peace of mind.

Given the lack of evidence of real saving attributable to these proposals and the volatile state of future plans for the whole of the south east, I would ask that you agree to delay any decisions until these other matters have been clarified and an overall coherent decision can be made.

Yours faithfully

Prof David M. Smith