



# FELSTED PARISH COUNCIL

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**Mrs D M B SMITH**  
**Clerk to the Council**

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14 December 2017

Dear Mr Haines

**Re: Review of LAMP phase 1A, changes to Stansted Airport flightpaths made in February 2016**

I am writing to you on behalf of Felsted Parish Council regarding increased noise nuisance from Stansted Airport as a result of the changes made under LAMP 1A, which moved flights from the Detling/Dover NPRs onto the Clacton 04 and 22 NPRs.

The changes resulted in a doubling of aeroplanes using Clacton 04 and 22 NPRs, which pass over the Parish of Felsted, causing a dramatic increase in noise nuisance experienced by our parishoners.

Our understanding was that there would be a review of the changes beginning in February 2017, including an analysis of the impact on communities under the flightpaths, with the results of that review available towards the end of summer 2017. It is now December, and we are writing to you to request an update on the availability of the report.

As we are sure you are aware, noise complaints to Stansted via the Stop Stansted Expansion (SSE) website have increased by 20 fold when comparing 2015 to 2017. On behalf of our parishoners we continue to call for reversal of the flightpath changes and for noise mitigation measures to be introduced.

Felsted Parish enjoys a very low ambient noise level and so aircraft noise at the 4-7000ft height range has a much greater impact than when over a town or city. We understand that CAA and DfT do now appreciate the need to mitigate this type of noise nuisance in areas like Felsted.

We believe it was wrong to focus the noise down on the unlucky few, and to then claim it as a benefit to communities through a reduction in the 'total number of people impacted

by noise.' This is an erroneous measure that would seem to congratulate the airport for making a group of people's lives hell by focusing the maximum noise onto them. We are not NIMBYs, and we all make use of airports, all we seek is a fair and equitable share of the noise burden.

We have made our own suggestions for noise mitigation, including, for example, a laned approach to NPR usage. For example, some flights on Clacton 04 vector north as soon as released. They are not therefore flying their most efficient route. They first take an unwanted sharp easterly turn within the NPR and then a northerly turn to get back on their desired routing. This is both inefficient to operators and noisy to those under the flightpath. We have suggested allowing some aeroplanes to more closely follow the A120 east after passing Stebbing. This is within the current NPR. The existing A120 traffic noise would better mask the noise, and it would be more efficient for the aircraft, with gentler turns and more direct routing.

With Stansted airport now seeking approval to increase passenger numbers, and so add a further 90,000 flight movements, it is more important than ever that the noise nuisance to communities is more fairly viewed, and a solution to the 20 fold increase in complaints from LAMP 1A found, before more flights are allowed.

We would be happy to discuss with you the ways in which the noise burden on the people of Felsted could be reduced to levels pre-LAMP 1A and await your update regarding availability of the LAMP 1A report.

Yours sincerely

Diane Smith  
Clerk to Felsted Parish Council