

# STANSTED AIRPORT CONSULTATIVE COMMITTEE

Secretariat

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## AGENDA

STANSTED AIRPORT CONSULTATIVE  
COMMITTEE

Venue : Aerozone  
Stansted Airport

Wednesday 5 October 2016

Time 2.00pm

Secretary Frank Evans

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## AGENDA

### 1. New Members, Apologies and Deputising Attenders

i. To approve the appointment of Hayden Yates to the Committee as a replacement for David Burch.

### 2. Public Question Time

#### a. Clacton NPRs

##### i. Andy Bennett - Felsted Parish Council

*“ Felsted Parish Council asks STAAC to :*

*Call for consideration to be given to ways in which increases in noise disruption can be mitigated, whether this change is reversed or not, through a review of existing NPR and SID routings and the use of Performance Based Navigation to introduce respite for runways 22 and 4 on the Clacton NPRs.*

*Highlight the unconsidered impact of the change and call for its reversal until LAMP Phase 2, when significant airspace changes are expected to be proposed for Stansted, after the Government has made its decision on the Airports Commission's final report. This would enable this current Detling/Clacton route switch to be properly assessed in the context and knowledge of the whole airspace plan for Stansted.”*

### Background Statement by Felsted Parish Council

In Feb 2016 NATS implemented changes to Stansted flightpath usage, moving flights from the Detling/Dover NPRs onto Clacton NPRs, for both runways 22 and 4. The result has been a more than doubling of flights using the Clacton NPRs.

The impact on the people under and beyond the Clacton NPRs has been severe. Felsted, High Easter and Stebbing Parish Councils have been asked by our parishoners to make representations to object to this change, and its resulting increase in flights over our Parishes, and help secure its reversal. SSE has seen exponential growth in complaints from the villages adversely affected, being rural communities and currently enjoying low ambient or background noise levels against which each aircraft noise event is distinctly heard.

STACC's response to the original change consultation, like that of over 80% of responses, was to object to the change at this time.

There is a formal review of the Stansted flight change in February 2017, for which information is being collected now.

UDC has already written to the CAA supporting reversal of the change and dispersal of flights and we are asking STACC to also write, now, to the CAA, supporting the Parishes impacted by the change in flightpath usage from both runways 22 and 4.

### **ii. Andrea Davis - High Easter Parish Council**

***“High Easter Parish Council asks STACC for help to ensure the review considers alternative solutions, including views expressed at Parish Council meetings, for example, the impact of higher climb rates, reduced power after initial climb until beyond Clacton; such alternatives were missing from the original consultation. Furthermore, we ask STACC to use their influence to assist the Parish Councils, community groups and residents, to ensure that the review gives a full picture of the impact in terms that are clear and understandable to all. “***

### **Statement to STACC on behalf of High Easter Parish Council**

High Easter is both a village and large parish, with many outlying homes and businesses and has been an established settlement since before the Norman Conquest.

The Clacton route overflies the village entering at the north west and exiting at the east; its close proximity to the village centre means aircraft fly over the most populated areas. Since the implementation of the changes in departure routes the number of flights over the village has increased significantly. Aircraft are below 7,000ft over High Easter which adversely affects the tranquility of the village, both by reason of noise and visual intrusion. Being a rural area with low ambient noise, the impact of any aircraft noise is magnified. This was particularly felt during the summer months when open windows and outside space become more relevant for residents wishing to enjoy their gardens and the surrounding countryside, as well as for outside village events such as the open air Shakespeare evening in July which at times was inaudible due to the constant aircraft noise.

High Easter Parish Council strongly objected to the proposals in the 2014 NATS consultation on departure routes. Since the changes were introduced earlier this year the Parish Council has found itself inundated with resident's concerns and has taken various steps to help residents understand why the changes occurred and how to express their concerns. The 7 Parish Councillors who represent the community of High Easter find themselves thrust into a commercial world full of technical data, acronyms, flight measurements, diagrams and consultations way beyond their expertise and experience as well as becoming addicted to 'flightradar'! We are trying to keep up ..... We care passionately about the place we live in and wish to work with Stansted Airport and others to reduce the aircraft noise issues for all in High Easter.

We fully endorse the statements made by Felsted Parish Council and by Easter and Rodings Action Group against Stansted Noise.

### **iii. Dr Margaret Beer - Easter and Rodings Action Group against Stansted Noise**

***“ In addition to Councillor Bennett’s question we ask that STACC write to the CAA and the DfT requesting that night time and shoulder period flights should be reduced year on year in the short term and in the longer term there should be a total ban on night flights.”***

#### Statement to STACC by the Easter and Roding Action Group against Stansted Noise

My name is Dr Margaret Beer, a resident at High Easter for 20 years and representing the community of High Easter and EARAG (Easters and Rodings Action Group - against Stansted Noise).

Councillor Bennett of Felsted has outlined the problems arising from the recent CAA changes to Stansted flightpaths. I agree with his points. High Easter and the Rodings Communities suffer twice as much as the communities of Felsted and Stebbing. The prevailing wind direction means that High Easter gets 70% of the Clacton route traffic, which has now doubled due to the CAA changes.

We all HAVE complained loudly to NATS, MAG and the CAA but none take direct responsibility, maintaining planes are compliant with current rules.

There has been little point in complaining about noise pollution and the impact it has on us. The response is always the same and results in no change in behaviour even where simple actions such as vectoring could alleviate some of the problem.

No attempt has been made all summer by NATS or Stansted to mitigate what they must have known was to have a devastating effect on these communities. Clearly no plans had been put in place prior to the change and despite a tsunami of complaints none were introduced as the summer progressed. The communities here see this as a woeful dereliction of corporate responsibility; it is difficult to describe how angry our communities are over this issue.

#### **The “rules” clearly need amending!**

Noise Preferential Routes (NPR) were set in 1989 and these combined with the current policy of concentrating flight paths clearly discriminates against communities like High Easter and the Rodings. During the whole of this summer and in particular August, on any

given day, we were overflowed by some 150 flights resulting in almost continual disturbance.

We had understood that there was a commitment to engage with affected communities to provide respite periods. To date nothing has been forthcoming.

There are a number of remedies available to alleviate this problem; from the simple such as varying points at which planes vector, changing SID corridors and not solely aiming for a single beacon such as Clacton, and distributing the flights over a number of alternative paths; all within the current 'rules'.

In addition the NPR regime needs review and substantial change. These communities are rural in nature with extremely low ambient background noise. NPRs should make use of more noisy corridors such as major roads where the aircraft noise will not be noticed. For example if you stand on the Chelsea Embankment Heathrow traffic flying at below 3,000 feet is inaudible.

Our objective is to gain support in advocating such recommendations to the CAA and NATS. In this we will link with similar groups fighting the same issues at Heathrow and Gatwick.

We note that the European Convention of Human Rights states

*Everyone is entitled to the peaceful enjoyment of their possessions.*

*Also rights and freedom shall be secured without discrimination on any grounds.*

Clearly, living near an airport, the former is difficult to attain.

However where options exist to mitigate noise, (as they do) the policy of discriminating wholly against certain communities like High Easter is not acceptable and needs to be challenged and changed.

Despite the overwhelming level of opposition to the flight changes they went ahead; clearly a bad decision process and outcome as reported on by Helios.

HOWEVER irrespective of that outcome (which we maintain should be reversed) we believe that the CAA, NATS and MAG were further grossly negligent in not conducting an Environmental Impact Study on the effects of such a decision on local communities.

This must be the only major industry that could ignore such a requirement prior to the implementation of such a major decision which in this instance effectively introduced a new route; equivalent to turning an A road into a Motorway.

As such Stansted Airport and its Companion Operators has lost its 'license to operate' from local communities; yet another requirement other industries would not allow to happen.

We believe that in carrying on in this manner the CAA complicit with NATS and MAG have taken no account of section 70 of the Transport Act 2000 clause 2c and falls short in its general duty,

*to take account of the interests of any person (other than an operator or owner of an aircraft) in relation to the use of any particular airspace or the use of airspace generally;*

Finally but no less important there is a renewed level of concern and disquiet with regard to nighttime flights.

Stansted has twice the allowance of Heathrow.

Between the hours of 11:00pm and 07:00am there is clearly an increase in the number of late arriving, scheduled and cargo flights which is sufficient to perpetuate sleep disturbance /deprivation.

## **b. Takeley Parish Council**

### **Airport related parking**

***“Why does the Airport tolerate an illegal airport related parking operation on land adjacent to the airport at Mill End which clearly gives rise to a significant security threat?***

***Has the airport concluded work to block the unauthorised access points onto airport land from various points along Molehill Green Road; including at Mill End (Ivy Cottages)?”***

#### **Background statement**

The latest airport car parking and drop off/collection point strategy has resulted this Summer in Takeley being overrun with airport related parking and taxi's waiting to pick up/drop off at the airport. Our residents are regularly abused, as well as inconvenienced, by drivers of cars parking in our village or using various locations as a taxi rank. As your neighbour (in fact you share our parish) how will the Airport assist us to deal with this phenomenon

## **3. Minutes**

- i. To approve as a correct record the attached draft Minutes of the STACC Committee meeting held on 22 June 2016

## **4. Border Force**

The BF will update the Committee on recent developments.

## **5 Working Groups : Reports of meeting**

- i. To receive the Minutes and Notes of the following Working Group meetings since the June meeting

- i. Environmental Issues Group – 27 July 2016
- ii. User Experience Group – 7 September 2016.

## **6. Airport CEO's report**

To receive the attached report

**7. Infrastructure Strategy** - Update by STAL

**8. Customer Service Strategy** - Update by STAL

**9. Date of Next Meeting**

Members are invited to note that the next meeting of the Committee will be held on 25th January 2017

**Stansted Airport Consultative Committee  
September 2016**