



Phase One Discussion Sessions Feedback Report

Stage 2 Develop and Assess



LONDON STANSTED AIRPORT FUTURE AIRSPACE

Stage 2 – phase one Stansted discussion sessions feedback



Stakeholder mix

Aviation representatives	23
• Airline	8
• Airport	5
• Aviation representative	4
• NATMAC (the National Air Traffic Management Advisory Committee)	6
Business representatives	7
• Onsite business	4
• Offsite business	3
Community representatives	3
Elected representatives	25
• County Council	1
• District Council	6
• Town Council	1
• Parish Council	16
Environment and landscape group	4
• National organisation	2
• Regional organisation	2
Special interest (consultative committees)	2

Over 800 stakeholders were invited to attend the sessions, with regular reminders being sent leading up to the sessions. In total 72 attendees representing 64 organisations attend our engagement sessions.

Discussion sessions

14th June 2021 15th June 2021

16th June 2021 21st June 2021

13th July 2021

Airline discussion sessions

22nd June 2021 23rd June 2021

24th June 2021 29th June 2021

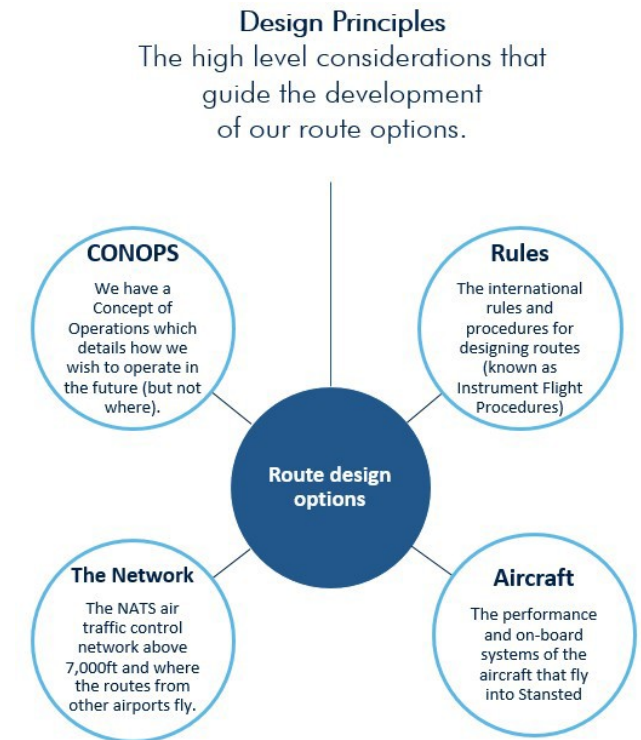
15th July 2021

Route design considerations – feedback

- Environment – options should provide environmental benefit
- NATS ACP – when will further detail be available?
- Engagement and consultation – who is included in these conversations?, what are the next steps?
- Airport growth – is this about capacity?
- Information requests – specific routes, noise contours, design principle alignment metrics, controlled airspace, overall route structure
- Effect of COVID-19 – is the airspace change still necessary?

“Do your routes aim to reduce contrail formation which contribute to global heating?” – Regional organisation

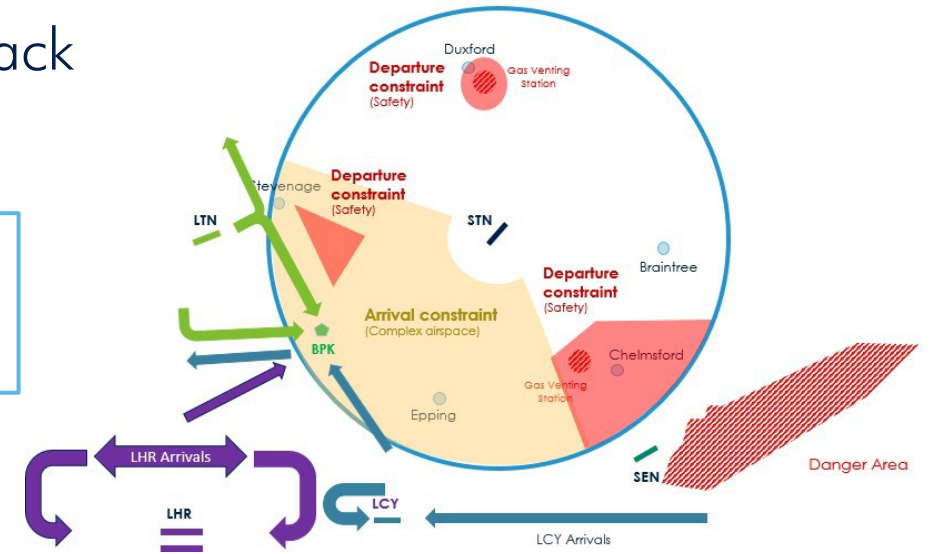
“Surely the pandemic’s impact is so profound, as well as the Government’s commitment to a carbon neutral position, that it is more appropriate to wait until the impact of Covid and the form recovery takes to be something known and measurable before committing to the new flight paths” – Elected Representative



Constraints and boundary for departures and arrivals - feedback

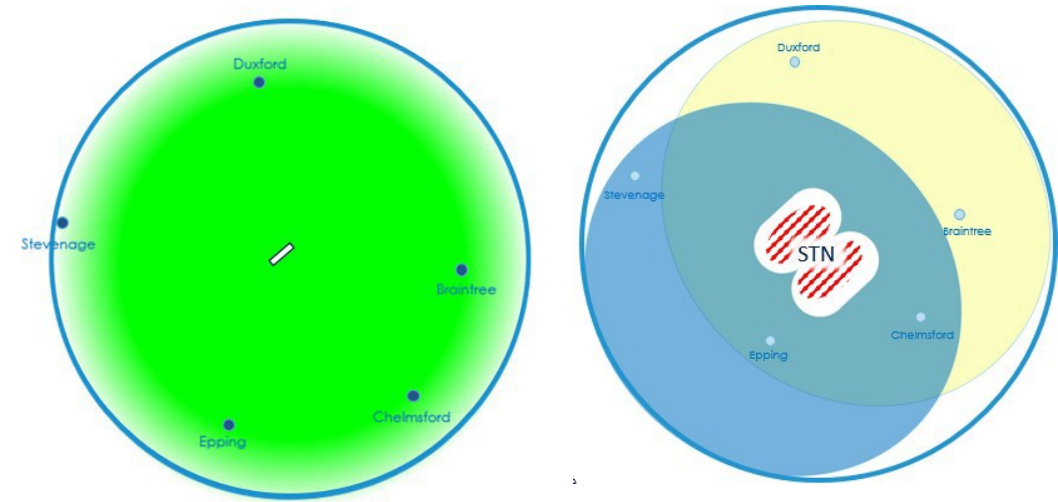
- Housing – have new developments and local plans been considered
- How will alignment with other ACPs be managed
- How will STN proposal affect other airspace users
- Overall most stakeholder understood the presented constraints
- However, some questioned if the identified constraints limited our approach.

*“Are you taking into account all the potential new housing developments around the area?
– Regional organisation*



*“Are you not being a bit limiting by using GVS (gas venting stations) and DAs (danger areas) as no go areas? GVS are fairly low-level restrictions (and probably below the climb profiles) and DAs are activated and deactivated by notam.
” – Elected representative*

“If Stansted design is constrained by NATS upper air structure, is there benefit in influencing that as part of the Airspace Modernisation process? Similarly, noting the area constraint imposed by Luton departures, would there be benefit in harmonising Luton and Stansted procedures to maximise efficiency at both?” – Aviation representative



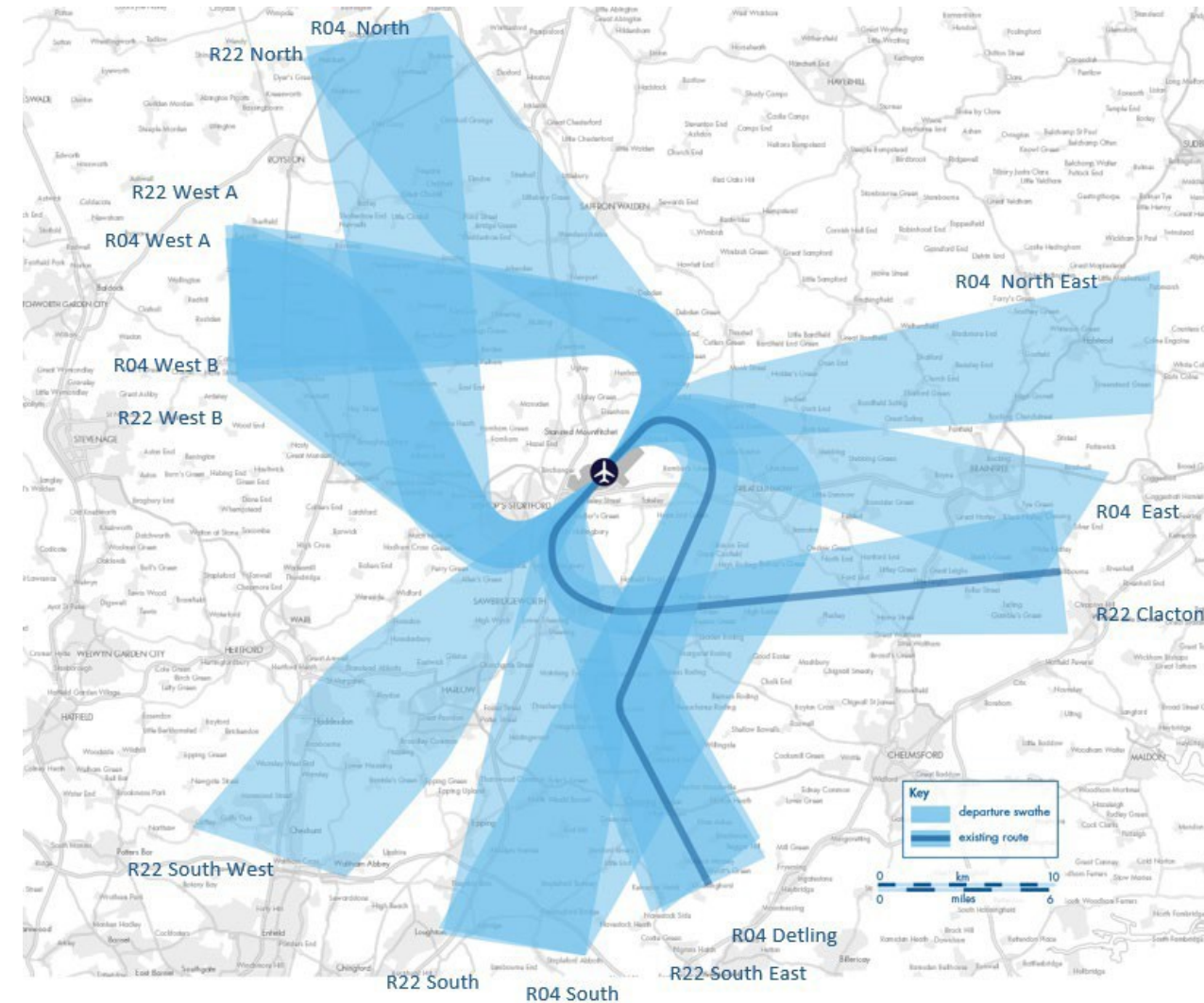
Departures options - feedback

- Support for options that create respite was the most common feedback theme from council and community stakeholders and was acknowledged as desirable by airline stakeholders
- Stakeholders, particularly airlines, support the introduction of the additional envelopes
- One aviation representative supported the 04 North East envelope but raised some concerns about R22 South West
- Mixed feedback on PBN from council and community stakeholders – linked to respite
- Support for increased climb gradients – albeit one questioned overall emissions impact of quicker climb
- One stakeholder requested consideration of an area outside of envelopes
- Limited feedback about the position of the existing R22 Clacton and 04 Detling routes.

"I think the southwest route, if you could make that happen, that would be a game changer." – Aviation Representative

"This southwest departure is perfect for us ..." – Aviation representative

"The only comments that Councillors have at this time is that they welcome the proposals to have alternate routes to allow for 'relief' of areas that are frequently overflowed." – Elected representative



Have we identified design envelopes for departures that align with the design principles?

- Those that responded explicitly to the question felt the envelopes did align with the design principles.
- Elected representatives and national organisations particularly queried whether environmental considerations had been captured.
- Other comments focussed primarily on the impacts on new and existing communities.



"Do the design principles address air quality impacts?" – National organisation

"I am sure the envelopes are in line with your principles but have you considered all elements such as noise at this stage. R22 would appear to fly straight over Sawbridgeworth which can't be acceptable". – Special interest representative

"Yes we think the right constraints have been considered and align with the design principles." – Aviation representative

Do minimum scenario feedback – departures

- Some limited support for the do minimum scenario
- In this scenario, many stakeholders raised the desire to make amends to reduce/ remove dependencies with adjacent airports and make improvements that would ease some of the current impacts.
- There were calls to fully consider the impact of any alterations on local communities in terms of noise and air quality
- Current 04 Detling route – suggestion that this could be amended so aircraft that can achieve a higher climb gradient could route South West at the turn rather than South East

“It would be good to design the Barkway, Utava and Nugbo SID’s to have the highest climb profile possible, if they were not going to move. This would mean the least interaction for our routes and also would allow us flexibility for our FASI-S ACP” – Aviation representative

“For the initial design envelopes for 22 and 04 departures, replication of current routes is preferred since the long term stability of routes is important for land use planning.” – Special Interest Representative

“The route to Clacton should be moved slightly to the south over the racecourse at Great Leighs to avoid aircraft cutting the corner over Great Notley” - Elected representative

Arrivals options - feedback

- Creating options for respite featured heavily in feedback
- Mixed feedback on all the options shown – dependent on stakeholder priority/location
- Most specific feedback focussed on the central options with feedback split on whether these were favourable, some aviation stakeholders were concerned about increased track miles while other stakeholders were split between seeing them as positive or negative due to concentration and the position over densely populated areas.
- Some stakeholders expressed support for the options that more closely resemble current arrivals
- 04 West - some aviation stakeholders query if CDA would be achievable for all aircraft
- Concern from community stakeholders that all options would lead to higher concentration of noise over one area than currently experienced.
- Changes to the upper network was again discussed, the need to integrate our proposals with these plans was understood and stakeholders were keen for more information on this topic.
- CDA – widespread support, particularly from aviation stakeholders

“For the initial design envelopes for 22 and 04 arrivals, the Centre West and Centre East are not supported since they introduce a considerable change to the current routes structure and are contrary to the need for long term stability for land use planning. It must be remembered that airspace planning and airspace changes are inextricably linked to long term land use planning by LGAs.” – Special interest representative

“It would be helpful to understand how any change in the holding area would affect these options and what steps have been taken to ensure that a final decision is coordinated between the two determinations.” – Elected representative

“For arrivals a joining point above the airport looks attractive but the implications of all arrivals following a constrained route in such a heavily populated area, whether N or S of the airport, would seem horrendous.” – Special interest representative

Have we identified design envelopes for arrivals that align with the design principles?

"We believe you have designed appropriate design envelopes. We do have some concern about the RWY22 options, as we would not want these to restrict the continuous climb for Luton aircraft. However through continual engagement between Stansted and Luton we believe this can be accommodated as we are likely to outclimb STN arrivals as they descend." – Aviation representative

"Have your design envelopes been constrained too much by existing operations and ways of working. Has sufficient account been taken of the of the other airports and NATS FASI-South plans to improve their own operations" – Aviation representative

"It's not altogether clear how the "persons overflowed to be minimised" objective is met (same for departures)? " – National organisation

- Like departures, those that responded to the specific question agreed that the principles had been met.
- Many stakeholders were looking for additional assurance that specific potential impacts had (or will be) formally assessed particularly relating to noise impacts on areas that would be newly impacted.
- Some concern about how noise design principles would be met with increased concentration

Do minimum scenario feedback – arrivals

- 'Do minimum' feedback came mostly from aviation stakeholders and again related to addressing any existing dependencies
- There is some wider support for 'do minimum' options from other stakeholders on the basis that it represents the least change and therefore minimises the amount of people newly affected

“Any improvements to current routes under a ‘do minimum’ scenario should consider how to reduce/remove dependencies with adjacent airports – Aviation representative

“If the arrivals remained in the LOREL stack it might be possible to raise the base of this hold, which may allow CDO from a higher altitude and may allow LLA to use airspace below hold. However this may have implications further down the route as these aircraft would be higher and may restrict the climb of Luton aircraft south-east of Stevenage.” – Aviation representative

Local factors – departures and arrivals



Local development

- Housing development – South of Bishop's Stortford, planned garden villages between Cambridge, Saffron Walden and Royston
- Energy sector development



Locations

- Towns and villages
- Schools, EY, Childcare, SEN facilities, care homes (noise threshold, 55db)
- IWM Duxford
- Newmarket racecourse
- Luton traffic (West)



Heritage

- Heritage assets
- Temporary relief for cultural events (theatre and concerts)
- Conservation areas – ie. listed buildings that can't be further noise insulated
- Roman villa (near Gestingthorpe)
- St Mary's Church (Gestingthorpe)



Environment

- Tranquil areas
- Hatfield Forest
- Part of Gestingthorpe (Special Landscape Area)
- Essex Green Infrastructure (SSSI's, AONB, RAMSAR, SAC, local wildlife sites)
- Farms

Key learnings

- Respite – share approach to different options for respite at phase two and collect feedback
- Environmental factors – share details of how environmental impact will be assessed
- Housing – share approach to how this will be considered
- Information – over 100 questions were answered throughout our sessions. Stakeholders are positive about the amount of detail shared.

Envelope specific feedback

- Potential for envelope amend – R04 East & North East
- Explore potential to amend position of 04 Detling as alternative for higher climb gradient
- Arrivals – explore options for respite