

## NATS Departure Route Proposal at London Stansted Airport - Consultation

### Appendix H: Population analysis for daytime overflights

This Appendix presents a population analysis for the areas affected by either a reduction or increase in overflights below 4,000ft. The areas analysed are based on the flight path patterns shown in Figures 5 and 6 in the main document. We have estimated the areas in which the proposal will eliminate regular daytime arrivals below 4,000ft (the Dover SID), and those areas which would consequently see an increase in flights below 4,000ft (the Clacton SID). In both cases we have not counted areas in which both the Dover and Clacton flights regularly fly.

Our population analysis has focussed on the areas in Figures 5 and 6 which experience more regular overflight; we have not sought to count the population in areas where there are currently fewer than 8 overflights per day. Maps showing the areas are overleaf, and the resultant population counts are shown in Table H1 below.

We have not undertaken the equivalent analysis for departures between 4,000ft and 7,000ft. The departure route slices shown in Appendix F illustrate how the Dover flights are both held lower for longer, and how they are spread over a wide area as a result of the congestion in the airspace to the south of Stansted Airport. A comparison of this area with the equivalent area for flights via Clacton would not be fair as the flights via Clacton tend to stay on the route more often; this comparison may be seen as an attempt to overstate the benefits.

This is not an issue below 4,000ft as low altitude flights are required to stay on the NPR for both routes.

	Area	Figure	Population	Households
<b>Runway 04 (30% of the time)</b>	Area in which regular daytime flights would be eliminated (current Dover SID)	Fig H1 (area bounded by blue line)	780	320
	Area in which daytime flights would increase (current Clacton SID)	Fig H1 (area bounded by pink line)	2,050	800
<b>Runway 22 (70% of the time)</b>	Area in which regular daytime flights would be eliminated (current Dover SID)	Fig H2 (area bounded by green line)	690	290
	Area in which daytime flights would increase (current Clacton SID)	Fig H2 (area bounded by pink line)	350	120

**Table H1: Population analysis for daytime overflights below 4,000ft**  
(Rounded to the nearest 10 people)

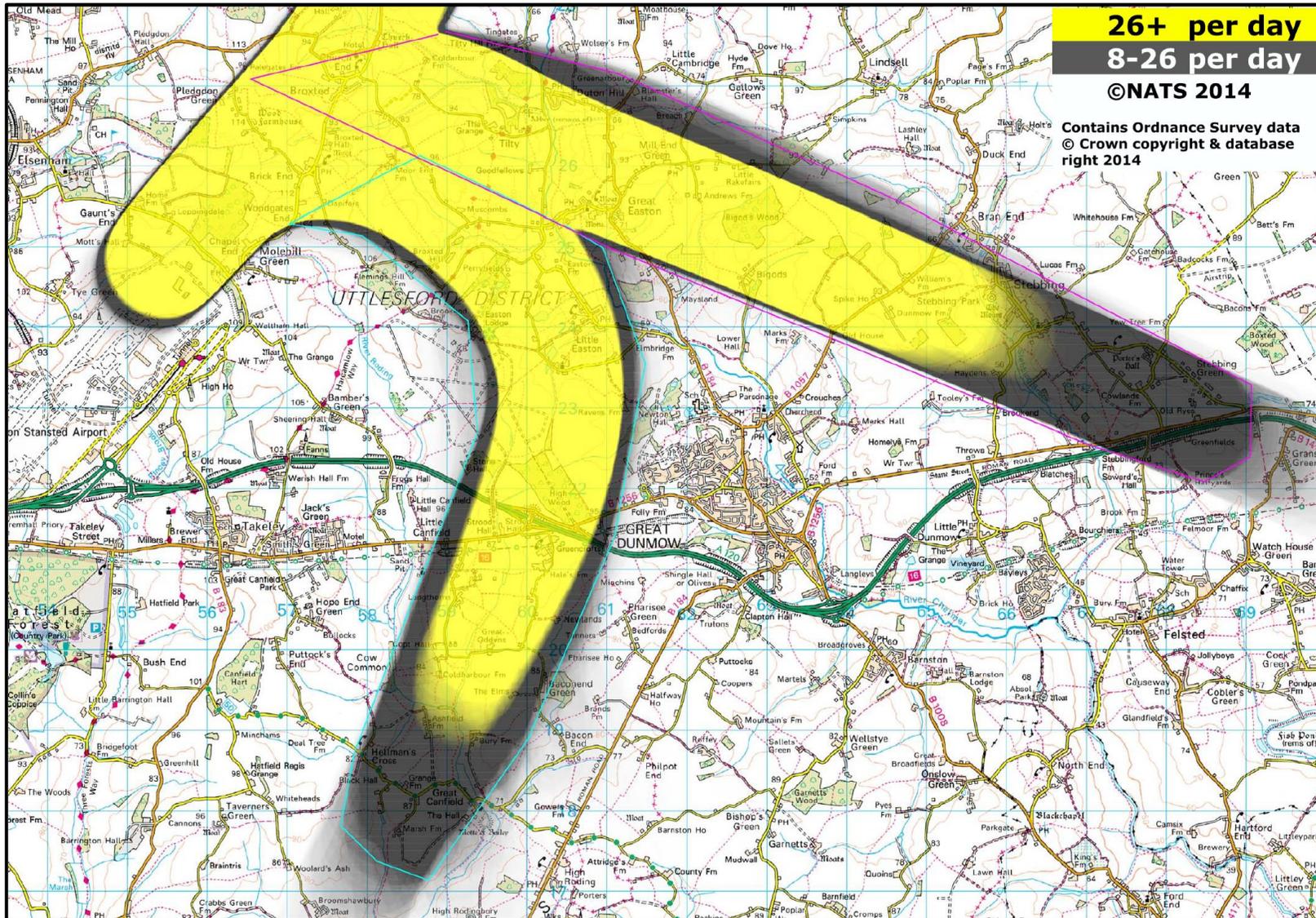
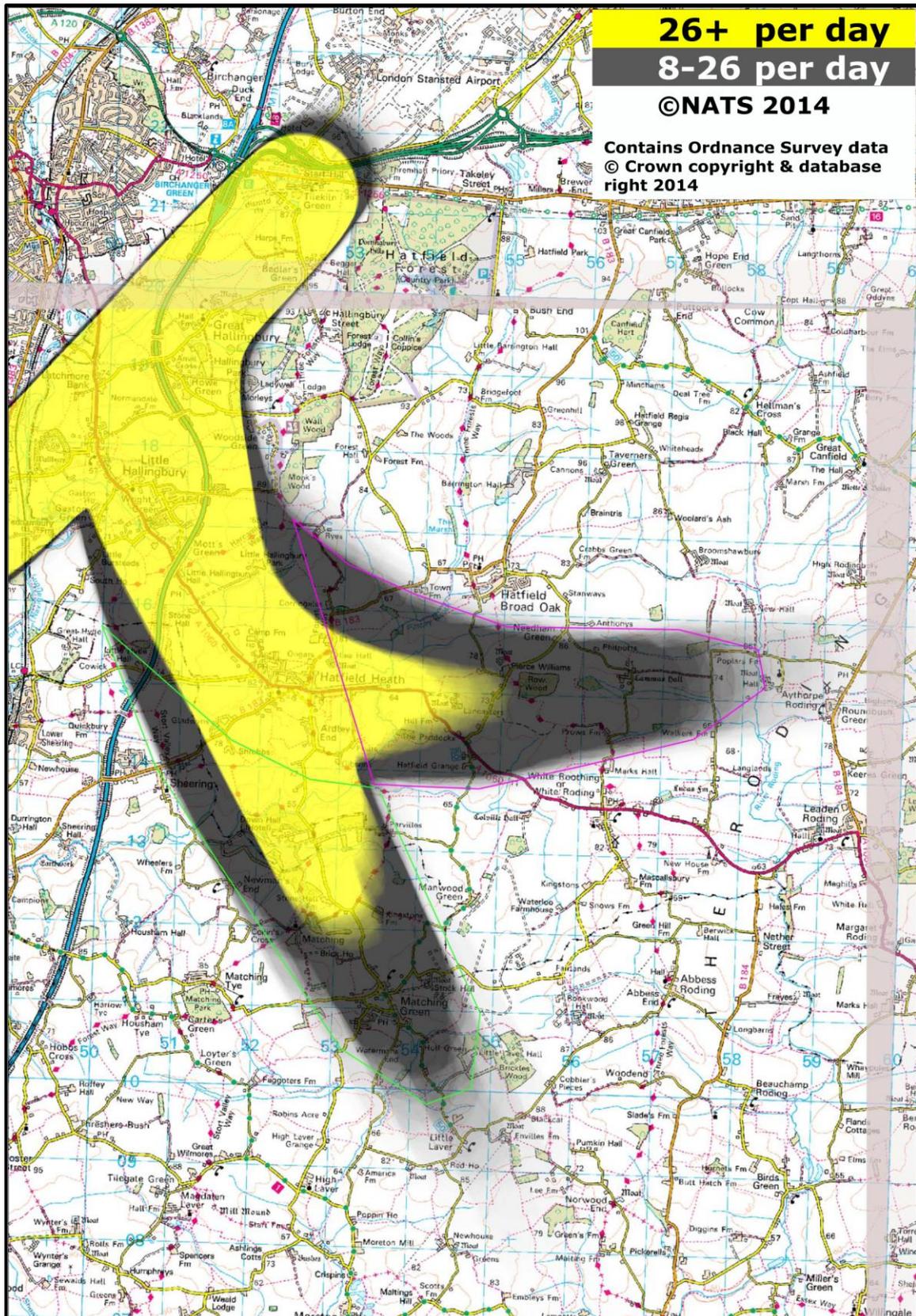


Figure H1: Runway 04 (Easterly) map of flights per day and population count areas



**Figure H2: Runway 22 (Westerly) map of flights per day and population count areas**