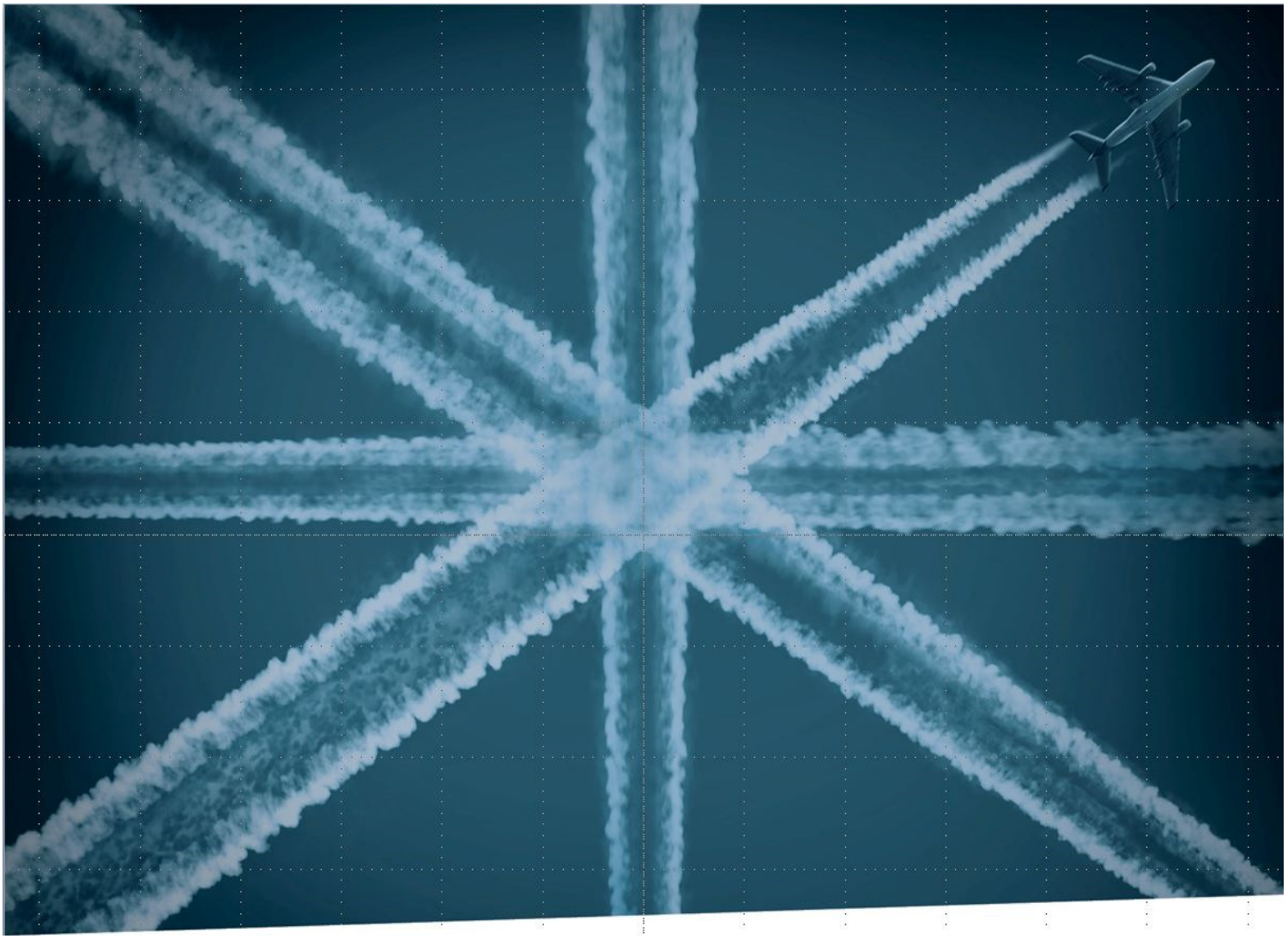
LAMP Phase 1A Post Implementation Review

Data from London Stansted Airport -

April 2017



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1. Background

NATS consulted on a number of airspace changes as part of the London Airspace Management Programme during 2014, of which one part related to the use of airspace surrounding London Stansted Airport.

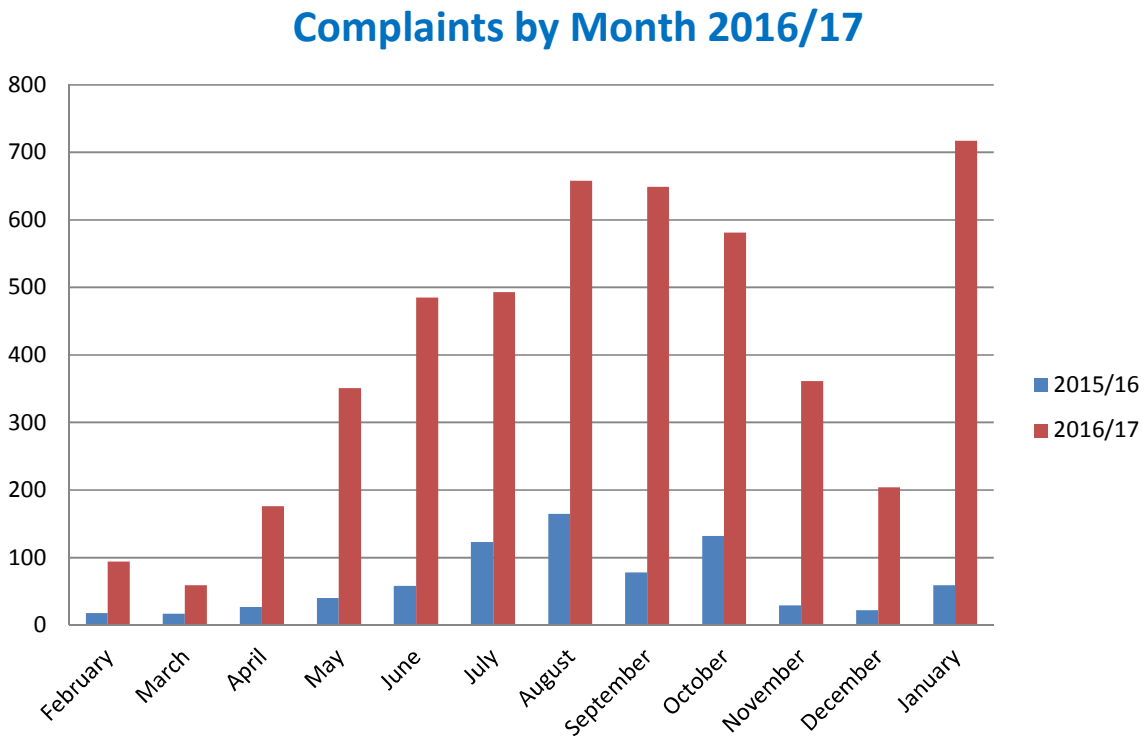
The CAA (DAP) approved the proposal submitted by NATS termed 'LAMP Phase 1A' in November 2015.

The changes were proposed, approved and subsequently implemented on the 4th February 2016 at London Stansted were to move the daytime southerly Detling departures onto the existing easterly Clacton departure route. This was to help deconflict these departures with Heathrow and London City inbound aircraft, enabling Continuous Climb and free flow departures. Those departures previously on a southerly Detling departure route, but now on a Clacton departure route would then be able fly back down to the Detling/Dover area by means of an additional air route which was also implemented. The conventional Detling/Dover SID would be available during 23:00 to 06:00 local time.

There are 14 SIDs at London Stansted which are encompassed by 6 x Noise Preferential Routes. This document relates to the Noise Preferential Routes rather than the individual SIDs and is intended to provide the CAA and NATS with data specific to these changes as part of the post implementation review process and feedback on the impacts of this airspace change relating to London Stansted Airport.

2. Complaint Numbers

The images and numbers below are based on the first year since LAMP Phase 1A was implemented, 4th February 2016.



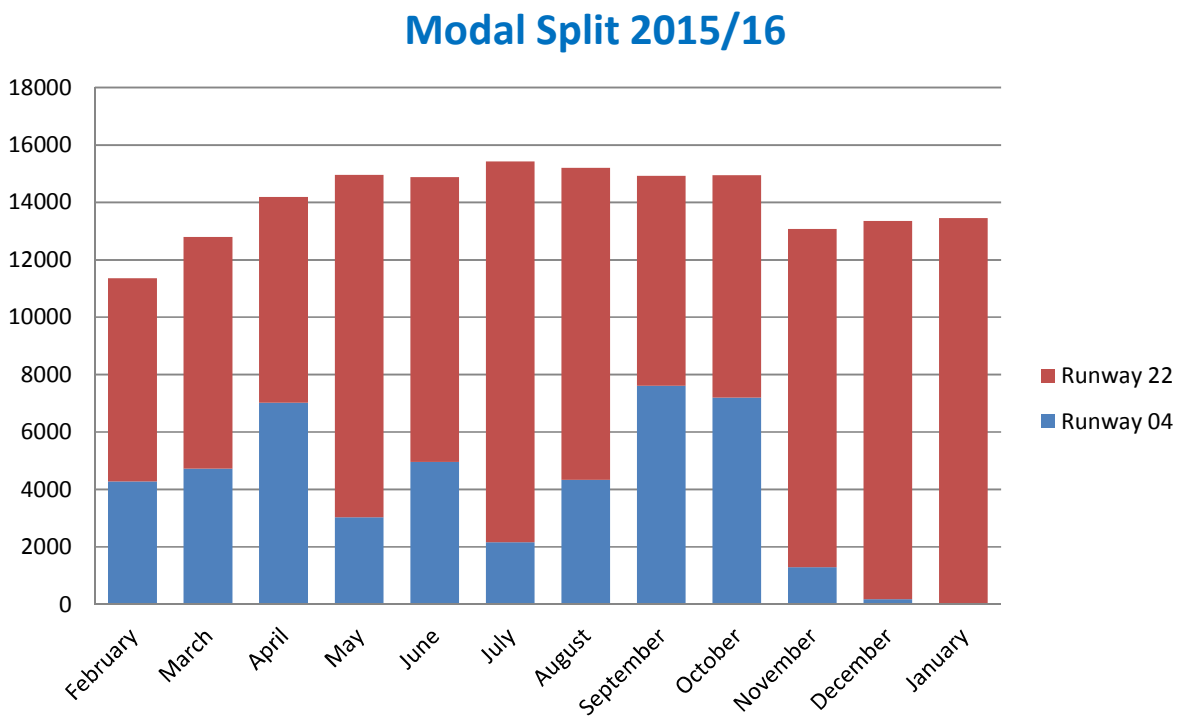
Month	2015/16	2016/17	% increase	Complainants 2015	Complainants 2016
February	18	94	422	16	22
March	17	59	247	11	15
April	27	176	548	19	20
May	40	351	557	34	131
June	58	485	836	38	118
July	123	493	401	47	117
August	165	658	398	38	141
September	78	649	832	31	142
October	132	581	440	60	131
November	29	361	1244	19	57
December	22	204	927	15	30
January	59	717	1215	15	77
Total	768	4828	628		

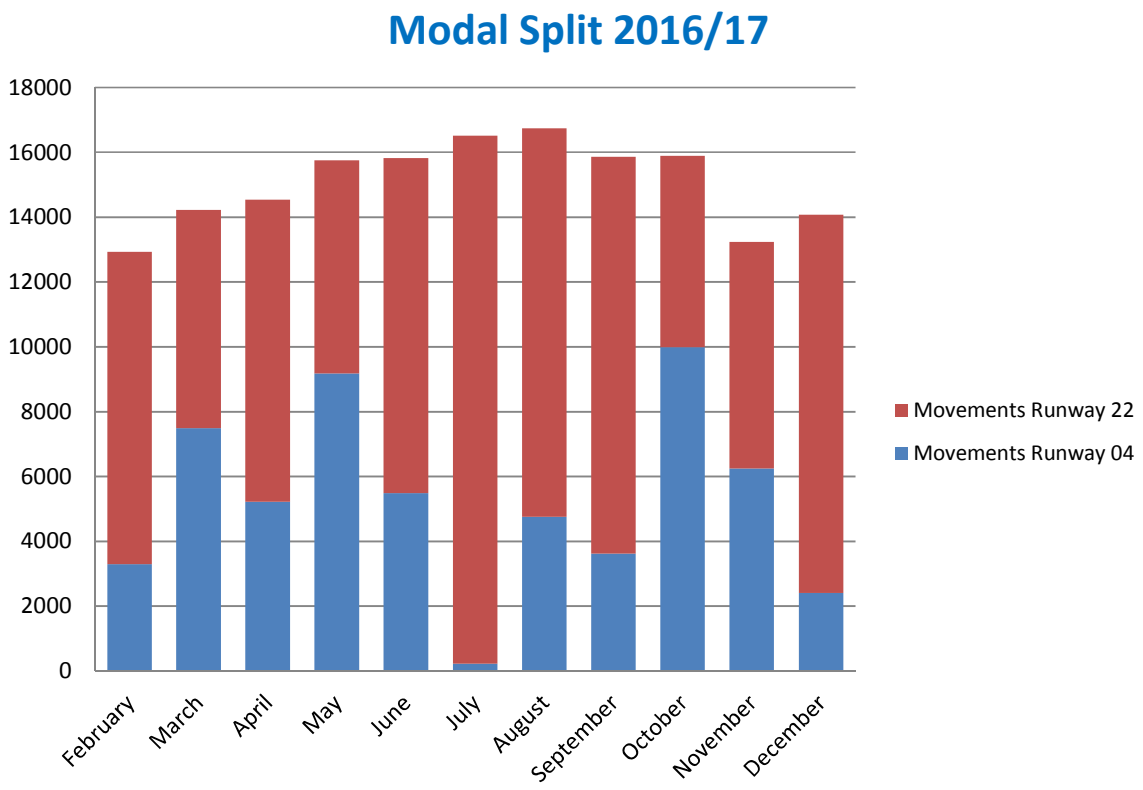
As shown in the graph above, we have received a significant uplift in complaints during the first year that LAMP Phase 1A has been implemented. However, not all those increases are directly related to LAMP Phase 1A. As well as those reported in the initial submission the airport made in June 2016, there have been a significant number of complaints from the Harlow area (runway 04 arrivals), Thaxted (runway 22 arrivals) and Birchanger (VRF Traffic).

Within the 2016 complaint figures, annualised, there are 10 complainants that account for 2,468 of the 4,170 complaints. Of the 2,468 multiple complaints, one individual totalled 1,232 of these complaints and has always been one of the highest complainants to the airport in recent years. Seven of the highest multiple complainers can be directly attributed to LAMP Phase1A implementation. For example, 236 of the January 2017 complaints relate to one individual who has concners relating to runway 04 arrivals.

Modal Split

During 2016 there was a predominance of runway 22 operations during the summer months which is reflected in the noise contours later in this report. Also, the mild winter of 2016/17 saw months of almost entirely runway 22 (westerly) operations.



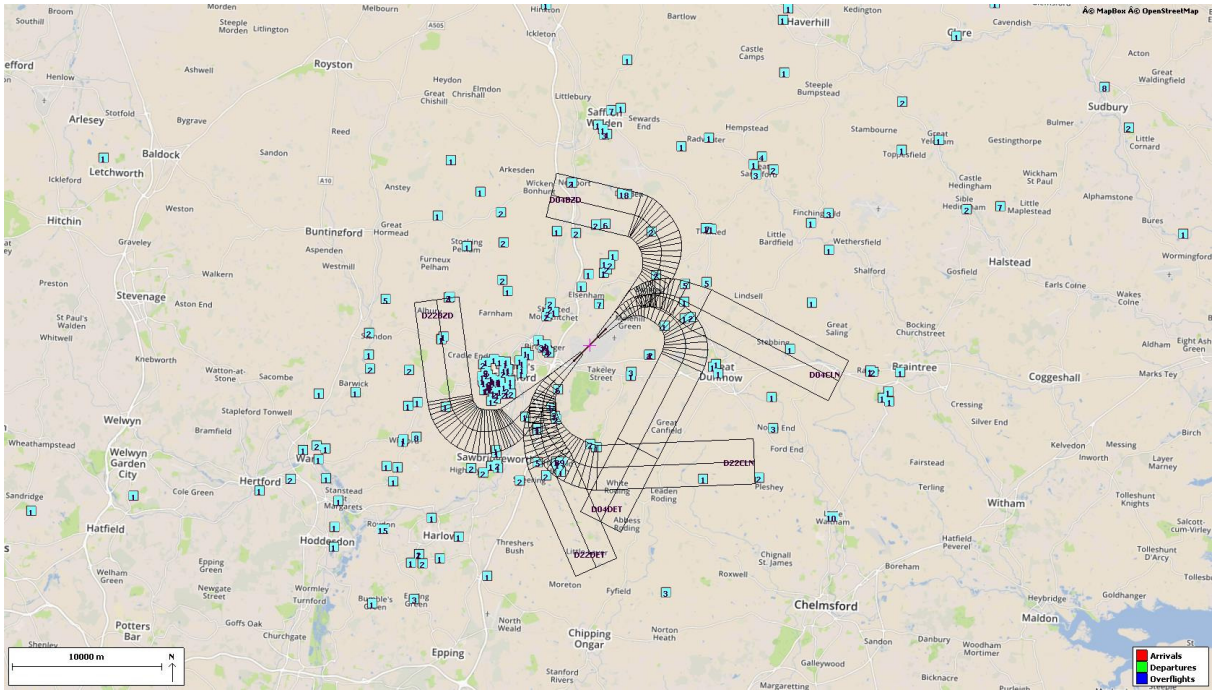


3. Complaint Locations

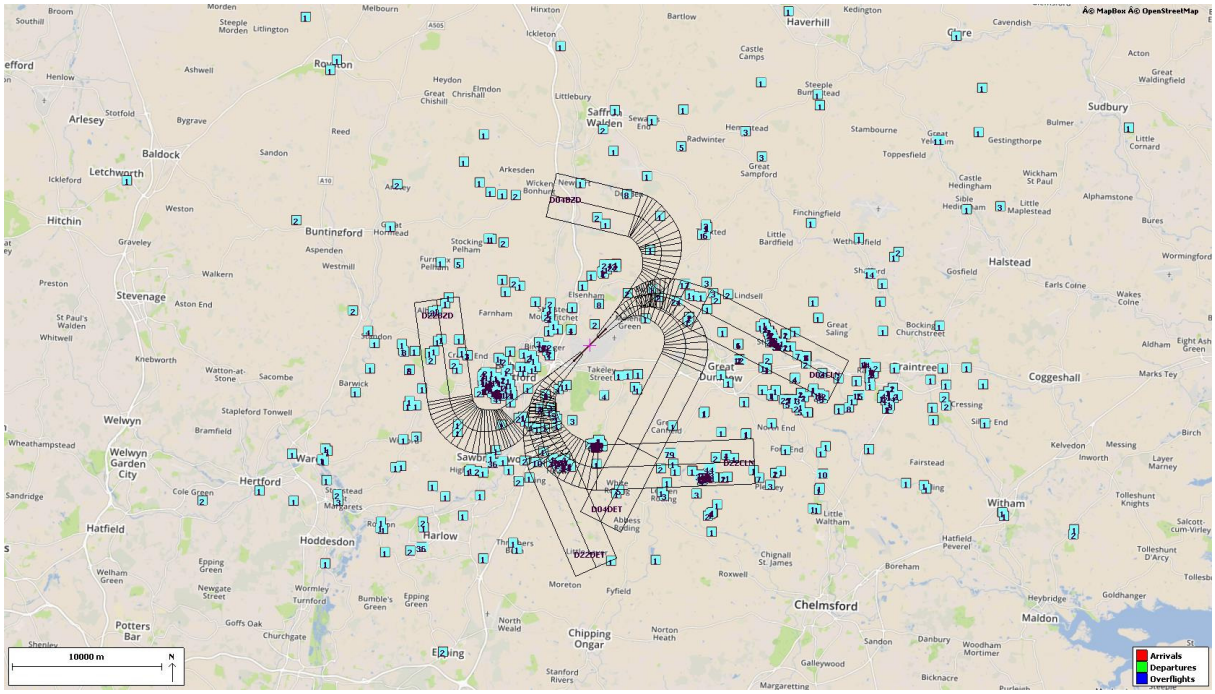
The images below show that there has been a significant increase in complaints / complainants from the areas surrounding or directly under the Clacton Noise Preferential Routes.

The areas showing the significant increases are Felsted, Stebbing, Great Notley and Rayne on the 04 Clacton departure route and High Easter, The Rodings, Hatfield Broad Oak, Hatfield Heath and Pleshey near the 22 Clacton departure route.

Complaint Locations February 2015 – January 2016

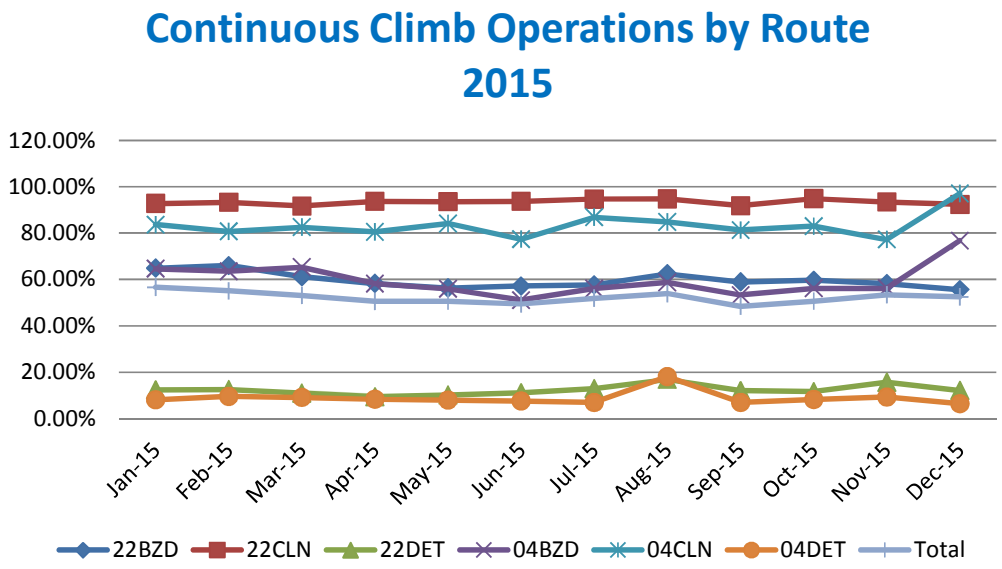


Complaint Locations February 2016 – January 2017



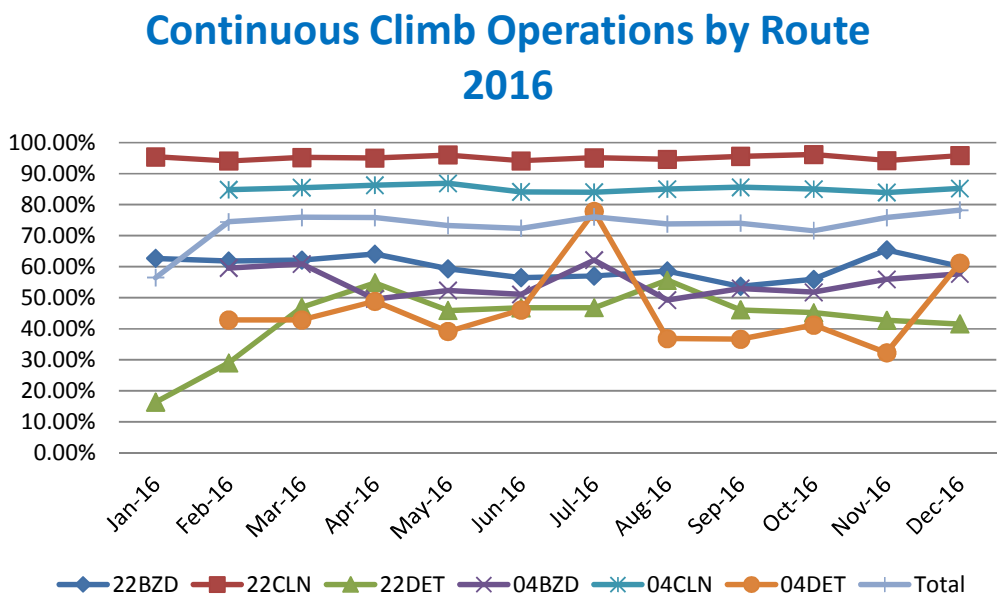
4. Continuous Climb Operations

A comparison of Continuous Climb Operations is shown in the graphs below.



Percentage CCO Compliance - Individual routes

	22BZD	22CLN	22DET	04BZD	04CLN	04DET	Total
Jan-15	64.85%	92.74%	12.35%	64.62%	83.64%	8.06%	56.66%
Feb-15	65.95%	93.25%	12.45%	63.53%	80.69%	9.58%	55.10%
Mar-15	61.19%	91.66%	10.95%	65.29%	82.50%	9.12%	53.08%
Apr-15	58.26%	93.69%	9.44%	58.21%	80.51%	8.30%	50.52%
May-15	56.34%	93.57%	10.13%	55.92%	84.12%	7.91%	50.62%
Jun-15	57.15%	93.67%	11.14%	51.05%	77.33%	7.52%	49.41%
Jul-15	57.60%	94.61%	12.96%	56.15%	86.78%	6.99%	51.91%
Aug-15	62.40%	94.76%	16.89%	58.74%	84.80%	18.10%	53.90%
Sep-15	58.91%	91.82%	12.02%	53.24%	81.29%	6.94%	48.38%
Oct-15	59.64%	94.84%	11.66%	56.18%	82.98%	8.20%	50.62%
Nov-15	58.20%	93.41%	15.68%	56.18%	77.19%	9.33%	53.31%
Dec-15	55.53%	92.29%	12.07%	76.74%	97.06%	6.45%	52.49%
Annual Total	**59.32%**	**93.36%**	**12.50%**	**57.55%**	**81.85%**	**9.00%**	**52.02%**



Percentage CCO Compliance - Individual routes

	22BZD	22CLN	22DET	04BZD	04CLN	04DET	Total
Jan-16	62.68%	95.41%	16.33%				56.45%
Feb-16	61.80%	94.11%	28.99%	59.57%	84.85%	42.86%	74.45%
Mar-16	62.14%	95.20%	46.99%	60.86%	85.46%	42.86%	75.91%
Apr-16	64.10%	95.01%	54.84%	49.57%	86.27%	48.84%	75.83%
May-16	59.33%	96.03%	45.90%	52.33%	86.87%	39.13%	73.29%
Jun-16	56.45%	94.13%	46.72%	51.10%	84.12%	46.03%	72.38%
Jul-16	56.99%	95.09%	46.80%	62.16%	84.00%	77.78%	76.08%
Aug-16	58.60%	94.61%	55.66%	49.24%	85.01%	36.84%	73.76%
Sep-16	53.67%	95.57%	46.10%	52.98%	85.59%	36.67%	74.01%
Oct-16	55.92%	96.16%	45.16%	51.78%	85.03%	41.18%	71.60%
Nov-16	65.39%	94.24%	42.73%	55.94%	83.91%	32.26%	75.80%
Dec-16	60.13%	95.82%	41.53%	57.69%	85.23%	61.11%	78.24%
Annual Total	**59.42%**	**95.09%**	**27.27%**	**53.78%**	**85.30%**	**41.89%**	**73.23%**

We can see that CCO has increased at the airport by over 20 percentage points since the implementation of LAMP Phase1A. The Detling NPR encompasses the Detling SID, used mainly at night from 23:00, the Lydd SID and Lambourne SID which are both used during the daytime.
Both Clacton departure routes CCO have increased slightly, despite the increase in departure traffic on those routes. The % CCO compliance on the 22 Detling NPR has increased by 15 percentage points and the 04 Delting NPR by 33 percentage points. Those not achieving CCO on the Detling NPRs would be mainly daytime departures on a LYDD to northern France or Lambourne SID for aircraft that position back to other London Airports.

5. Community Engagement

Following the implementation of LAMP Phase 1A the airport has received increased correspondence from our local community representatives as well as increased numbers of complaints and individual complainants.

The following list is activity undertaken by the airport management team;

Date	Activity	Impact
7th March 2016	Visit to High Easter Parish Council Meeting	22Clacton
21st April 2016	Visit from Cllr Bennett & Cllr Freeman (Felsted)	04Clacton
2nd June 2016	Visit to Bartholomew Green for Mobile Noise Monitoring	04Clacton
15th June 2016	Site mobile noise monitor in Bartholomew Green	04Clacton
21st June 2016	Site mobile noise monitor in High Easter	22Clacton

The airport has carried out a community noise monitoring exercise in Bartholomew Green (Felsted) and High Easter. Both these communities are directly impacted by the implementation of LAMP Phase 1A.
Both reports were independently produced by Cole Jarman and are published on the Stansted Airport Website. Copies will be made available to the CAA.

The airport also arranged three Community Engagement sessions, which were advertised locally. These sessions were attended by the Airport management team, with additional support from NATS, NATS En-Route and the Civil Aviation Authority.

Each of these sessions was very well attended and the feedback from each of them will also be made available to the CAA.

Date	Location	Impact
20th October 2016	Hatfield Heath	22 Clacton
9th November 2016	High Easter	22 Clacton
15th November 2016	Felsted	04 Clacton

The themes of correspondence and complaints have been;

- Increased flights
- Increased noise
- Low Flying
- Re-route / move flight paths
- Concentrated flight paths
- Noise impacts are intrusive
- Reverse LAMP implementation
- Reduced quality of life
- Health Impacts
- Impacts on property value
- Don't vector off SID early
- Spread traffic across more routes / Increase number of departure routes
- Re-route NPR's
- Make NPR's wider and spread traffic
- No consultation before airspace changes
- Unsure of rationale for changes
- Actual aircraft heights are lower than what was stated
- Fly over surrounding fields and/ or open land
- Respite within existing routes

6. Traffic Distribution on NPR's

The following table shows the distribution of traffic pre and post LAMP Phase1A
The data is based the airport Noise and Track Keeping system, and as previously stated, the Detling NPRs each encompass 3 x SIDs. The table below is based on the LAMP stated time period for night operations on the DETLING SID of 23:00 – 06:00 local time.

NPR	2015/16 Daytime	2015/16 Night Time	2015/16 Total	2016/17 Daytime	2016/17 Night Time	2016/17 Total
22 DET	17975	666	18641	1331	551	1882
04 DET	6681	271	6952	345	282	627
22 CLN	14592	199	14791	30205	322	30527
04 CLN	5192	63	5255	16008	173	16181

7. Noise Contours

Annual Noise Contours are prepared for the Airport each year by the CAA's Environmental Noise Consultancy Department (ERCD).

The most recent noise contours produced by the ERCD's ANCON modelling system are shown below. A full contour report will be provided to the CAA for 2015 and 2016 as part of this Post Implementation Review.

The area of the 2016 day actual modal split (86% south-west / 14% north-east) 57dBA Leq contour increased by 5% to 24.8 km2 (2015: 23.6 km2). This area increase was a consequence of the 7% rise in movements. The population count within the 2016 day actual 57dBA contour increased by 24% to 2,050 (2015: 1,650), largely due to extensions of

the contour over populated areas such as Thaxted and Little Hallingbury. Both these communities are affected by the predominance of runway 22 (south westerly) operations and an increase in airport movements.

The shape of the noise contour has not changed as a result of LAMP Phase1A.