

NATS Departure Route Proposal at London Stansted Airport

The consultation is for a proposal to change the use of two existing departure routes to the south and east of Stansted Airport, switching daytime traffic from one to the other. This will eliminate regular daytime departures for a large area to the south of the airport, but in doing so would double the flights on the route to the east.

The benefits of this are:

- Reduced CO₂
- Reduced delay (for Stansted Airport and neighbouring airports)
- Reduction in the number of people regularly overflowed during the day

The proposal is part of a wider programme to modernise airspace over the south east England, the London Airspace Management Programme (LAMP).

Airlines may already choose to fly the route to the east instead of that to the south, and are expected to do so increasingly in the future to avoid congestion. This proposal will ensure that the benefits of the alternative route are maximised.

This consultation describes the proposal and its objectives in more detail. It provides maps and data indicating areas that would see fewer overflights, and those that would see more.

LAMP is being progressed by NATS who provide air traffic control for the route network across the whole of the UK.

NATS is driving change at the airspace network level, supported by Stansted Airport which has a focus on low level routes in the vicinity of the airport.

The LAMP programme involves collaboration between NATS and individual airports in the development of, and consultation on, changes to airspace management. Collaboration ensures that modernisation achieves both network and local benefits.

This consultation does not involve changes to the airspace structure in the vicinity of Stansted; no new routes are proposed – only different usage of the existing routes. See over for further details.

As there are no new routes being proposed, the CAA has advised that this consultation should be conducted through the Stansted Airport Consultative Committee (STACC), and the material is publically available via the NATS website with links also available through the Stansted Airport website.

The consultation is open to the general public and other interested parties – all responses will be considered.

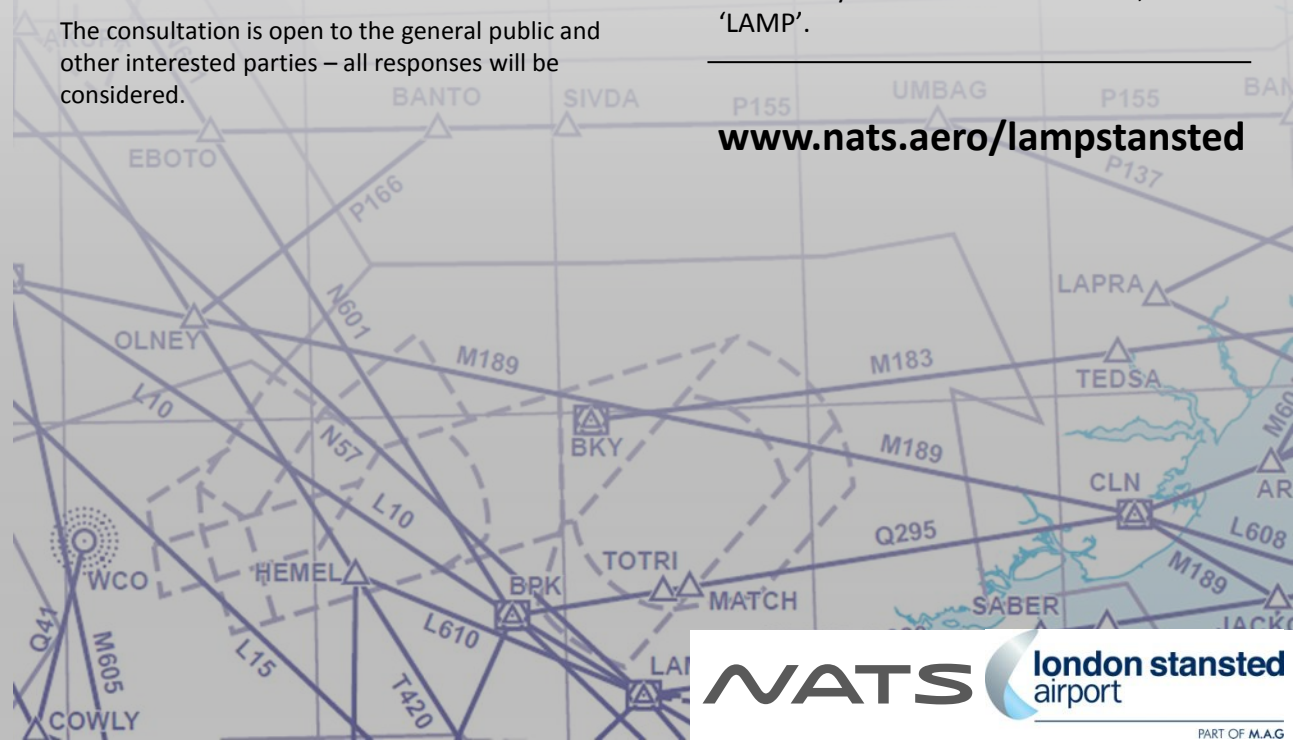
London Airspace Consultation

NATS Departure Route Proposal at London Stansted Airport

This consultation is about a change to the use of existing Stansted Airport departure routes heading to the southeast and east of the airport.

It is part of a wider programme to modernise the UK's system of air traffic routes, known as 'LAMP'.

www.nats.aero/lampstansted



What would the proposal mean to me?

The maps to the right show Stansted Airport's departures up to 7,000ft. They show that the current flights towards the southeast are kept lower for longer when compared to the route heading east.

These flights have to be kept below Heathrow arrivals that come in from the east over Essex and Kent. The coloured areas on the maps show that many flights are still below 7,000ft until the Thames Estuary, and some don't climb above this altitude until well into Kent.

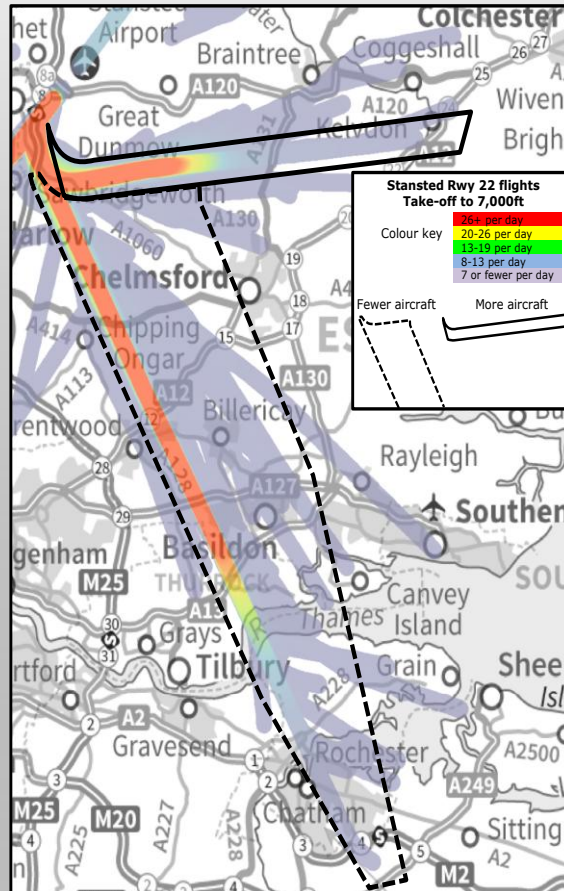
As a consequence of this proposal most daytime flights that today head southeast would instead initially follow the route to the east. This would avoid the Heathrow traffic and allow them to climb continuously, so that the majority are above 7,000ft before crossing the A131.

The flights would then turn towards the southeast only when they have climbed sufficiently above the Heathrow departures (over the North Sea to the east of Essex).

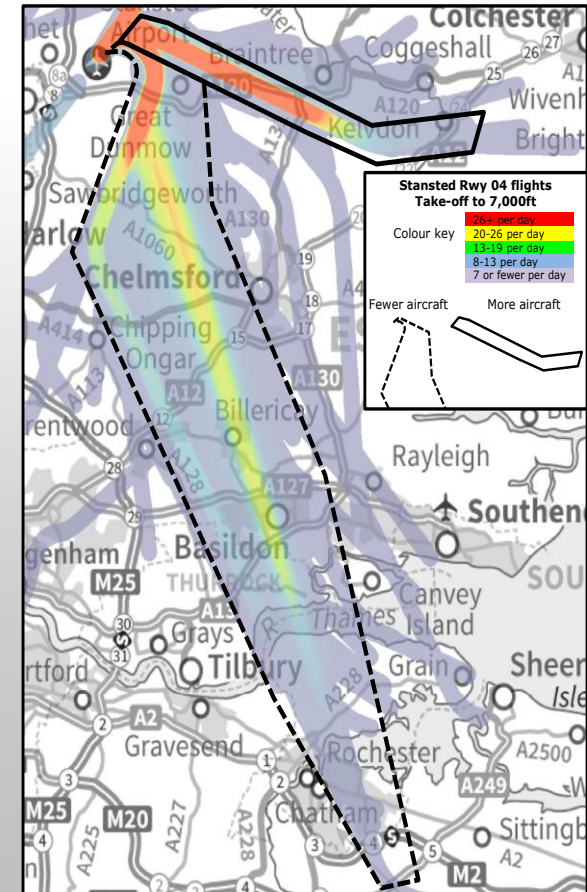
This proposal therefore means that most of the flights within the area bounded by the black dotted line would move into the area bounded by the solid black line.

As the proposal is simply about utilising existing routes differently, there is no negative impact on general aviation that utilises airspace in the vicinity of the airport.

Government guidance identifies 4,000ft as the altitude below which local noise is the key environmental design objective. Between 4,000ft and 7,000ft the objective is to balance noise and CO₂ impacts, whereas above 7,000ft local noise is not a priority and local environmental consultation is not normally required. As a consequence this consultation focusses on the local environmental impact below 7,000ft.



Current Westerly (Runway 22)
Stansted Airport departures up to 7,000ft.



Current Easterly (Runway 04)
Stansted Airport departures up to 7,000ft.