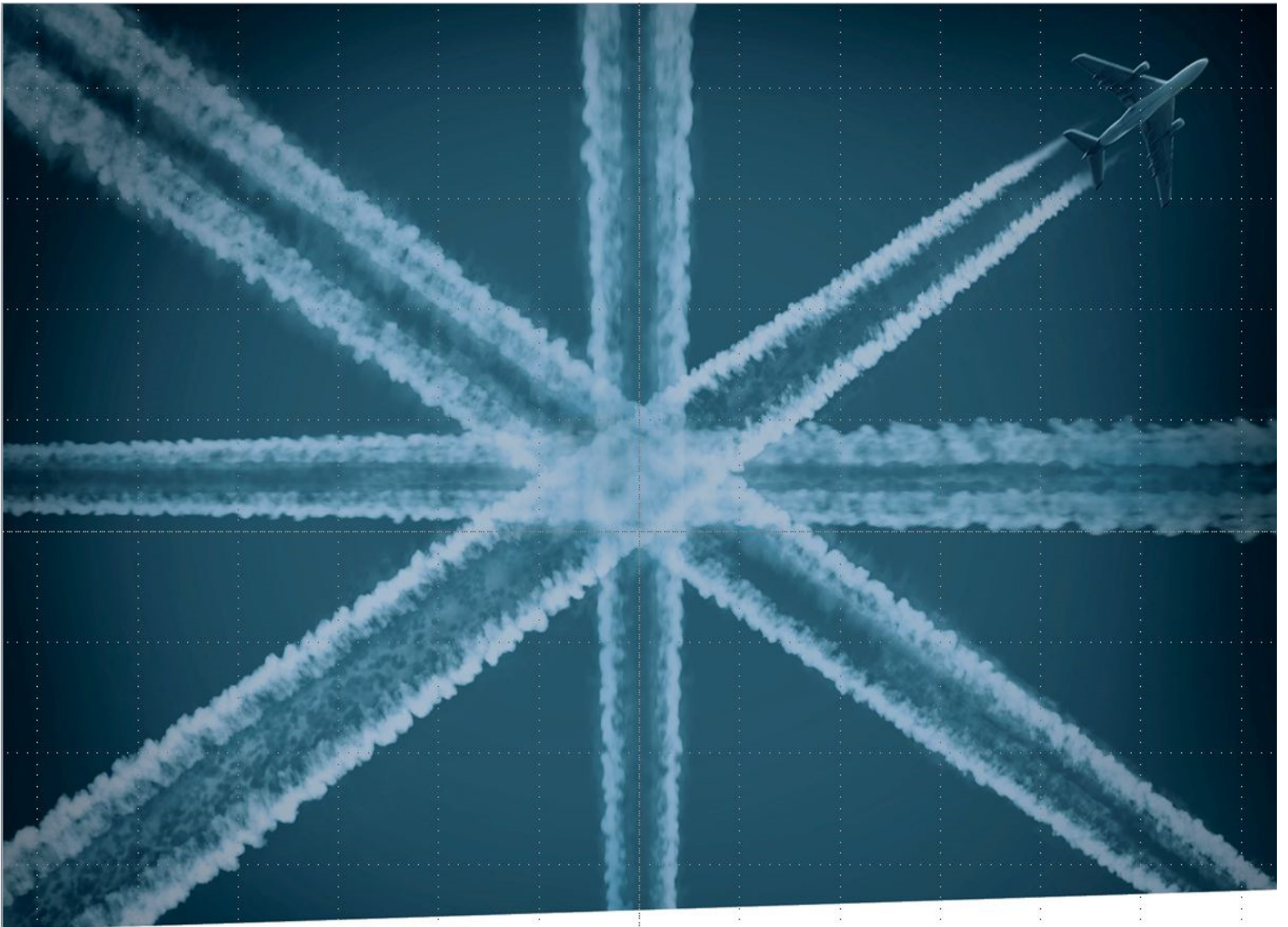


LAMP Phase 1A Post Implementation Review

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.

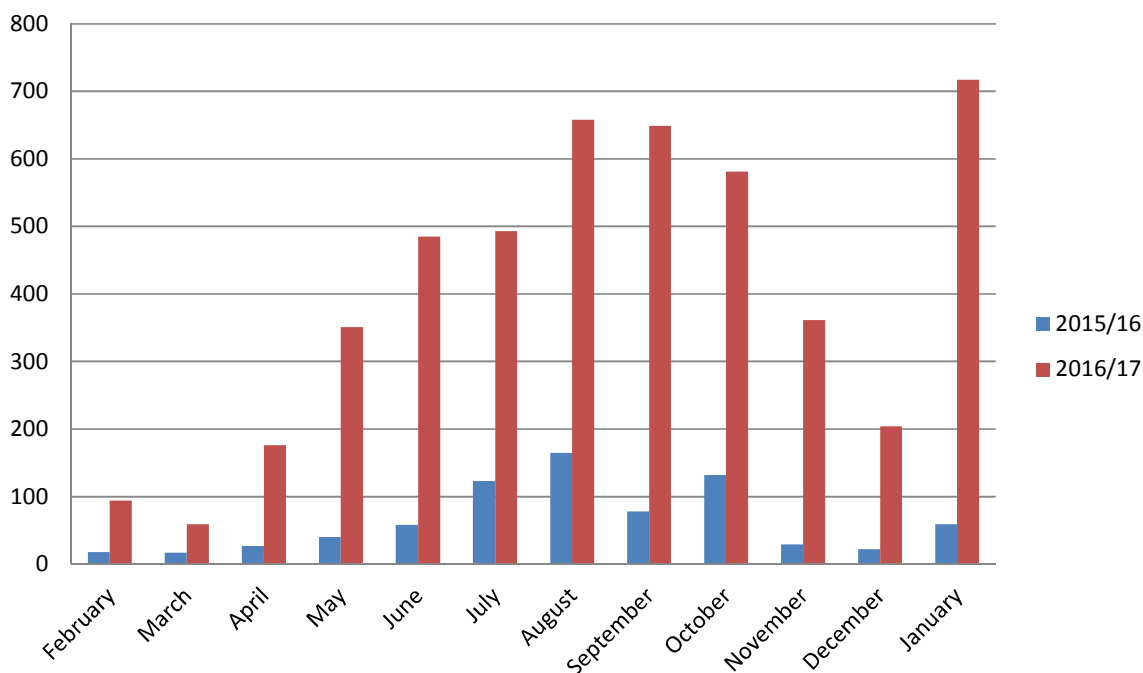
The changes were proposed, approved and subsequently implemented on the 4th February 2016 at London Stansted were to move the daytime southerly Detling departures onto the existing easterly Clacton departure route. This was to help deconflict these departures with Heathrow and London City inbound aircraft, 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.

Complaints by Month 2016/17



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 concerns 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.

Modal Split 2015/16

