



# W.R.A.S.E.

Ware Residents Against  
Stansted Expansion

Simon Osbourne  
Programme Officer  
Stansted G1 Inquiry

9<sup>th</sup> May 2007

Dear Simon

I am writing on behalf of Ware Residents Against Stansted Expansion (WRASE) in respect of my submission to the Inquiry which is scheduled for Thursday 13<sup>th</sup> September 2007.

WRASE was founded early in 2006 in response to the growing number of noise related complaints arising from low flying inbound aircraft to Stansted Airport.

Ware and its neighbouring communities are some 12 nautical miles from the airport but nonetheless are still subjected to disturbing volumes of aircraft noise for western approaches to Stansted (runway 05 approaches).

Stansted is alone amongst the major airports in the South East of England in not having access to Continuous Descent Approaches (CDAs) for both directions of approach. Eastern approaches to Stansted do enjoy CDAs but western approaches do not.

CDAs are the industry approved method of best practice for aircraft approaches. In simple terms they give rise to less ground noise because aircraft remain "higher for longer" than in other approach methods.

Were CDAs available for 05 approaches to Stansted, aircraft would overfly Ware and East Hertfordshire at around 4000 feet. The absence of CDAs means that overflying takes place at between 2500 feet and 3000 feet.

The absence of CDAs gives rise to the community impact of Stansted Airport being significantly broader, geographically, than is the case for other airports with access to CDAs. This should be taken into account in considering the R1 Expansion plans. We are pleased that the Inspector has agreed to visit Ware in order to assess directly the impact that Stansted is having on our community.

## Proofs of Evidence

1. Noise From Arriving Aircraft: November 2006.  
<http://www.dft.gov.uk/pgr/aviation/environmentalissues/arrivalscodeofpractice/noisefromarrivingaircraft>  
Endorses CDAs as best approach method and highlights lack of CDAs at Stansted as issue requiring attention in any airspace changes.



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2. Sustainable Aviation: June 2005.  
<http://www.sustainableaviation.co.uk/doc/Sustainable-Aviation-full-document.pdf>  
Further support for CDA landings and requirement for participating airports to report CDA statistics for all landings.
3. Graham Eyre's "Airports Enquiries 1981-1983"  
Recommended inter alia that studies should be carried out into ways in which aircraft approach paths could be flown to minimise noise at Thaxted, Harlow, Epping, Hertford, Ware and Hoddesdon. Also recommended CDA approaches.
4. BAA R1 Application Documents  
Anticipated CDAs being implemented for runway 05.
5. East Herts District Council submission to UDC re RI.  
Stressed importance of CDAs for approaches over East Hertfordshire.
6. WRASE Petition for CDA style landings  
1000 local signatories petitioning for aircraft clearance in line with distance of community from airport achievable through CDA implementation.

## Summary

There is insufficient airspace at Stansted now to support current levels of flying activity being able to use industry approved approach methods. The members of WRASE would ask the Inspector to be cognizant of the impact this lack of airspace is already causing to our community and unless and until new approach methods, consistent with industry best practices, are implemented the application to increase flight numbers should not be supported.

Separately, airport expansion has caused a diminution in the quality of train services to Ware and Hertford. We also ask for these to be restored to previous levels.

There are of course numerous other objections to any expansion of activities that we will leave other parties to raise.

I look forward to presenting this information to the Inspector and the other parties to the Inquiry.

Yours sincerely

Colin Hodges  
Chairman WRASE