

**From:** [External Response](#)  
**To:** [Cllr Bridget Smith \(SCambs - Gamlingay\)](#)  
**Cc:** [Cllr Tumi Hawkins \(SCambs - Caldecote\)](#); [External Response](#)  
**Subject:** RE: Flight Disturbance over South Cambridgeshire  
**Date:** 15 July 2022 13:50:17  
**Attachments:** [image002.png](#)  
[image003.png](#)

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Cllr Smith

Thank you for your emailed letter of 8 July 2022 in which you raise concerns about impacts of the revised flight path sponsored jointly by London Luton Airport and NATS (ACP-2018-65). You ask for advice on whether the new flights are complying with the original proposal and also for clarification on the Post-Implementation Review process.

Changes to the design of UK airspace are proposed by an airspace change sponsor, usually an airport or a provider of air navigation services (including air traffic control). The CAA requires the change sponsor of any permanent change to the published airspace design to follow our airspace change process called CAP1616. CAP1616 sets out a number of detailed steps that must be followed, with the CAA approval required at the end of each stage in order for a sponsor to progress. More information on CAP1616 can be found here <https://publicapps.caa.co.uk/modalapplication.aspx?appid=11&mode=detail&id=8127> .

The ACP sponsors undertook a comprehensive consultation exercise between 19 October 2020 and 5 February 2021. In terms of publicity, the sponsors were required to publicise in a proportionate manner that would provide potential stakeholders with key information and seek feedback in accordance with the Government's Consultation Principles. The consultation was publicised via social media and traditional media methods, such as TV interviews and newspaper, and received 2,453 responses.

Following stage 5 of the CAP1616 process (the Decide Gateway) ACP-2018-65 was allowed to progress to step 6 (Implement). In accordance with the CAA standard procedures, the implications of the change will be reviewed after one full year of operation. This is referred to as stage 7 the Post Implementation Review (PIR). The PIR requires one year's worth of operational data to be analysed and supplied to the CAA.

The objective of a PIR is to establish whether the impacts and benefits of the change are as anticipated. Where that is not the case, the review will try to ascertain why and determine the most appropriate course of action; the review may lead to one of the following outcomes:

- confirmation that the implemented design satisfactorily achieves the objective and terms of the CAA's approval, and the change is confirmed; or
- require modifications to better achieve the objective and terms of the CAA's approval.

· the implemented design is not satisfactory, and the change is not confirmed. In this case, in order to pursue its change, the Luton Airport would need to commence a fresh airspace change request.

While community feedback will be taken into consideration in our analysis, the PIR does not constitute a re-consultation of the original proposal; our focus throughout the Review will be to determine whether the change has delivered the benefits and impacts as was originally intended.

Members of the public may find it useful to refer to appendix H (pages 239-247) of CAP 1616. Here they will find a concise explanation of the PIR process written in plain English.

The change co-sponsors (London Luton Airport and NATS) commenced their 12-month data collection on 1<sup>st</sup> June 2022, and due to end 31<sup>st</sup> May 2023. This data will be published on our Airspace Change Portal. The publication of the data will signal the start of a 28-day window whereby stakeholders can provide feedback on whether the impacts of the change are as expected, 12 months on. Your residents may find it useful visiting the Airspace Change Portal <https://airspacechange.caa.co.uk/PublicProposalArea?plD=51> , where they can view all the documents associated with the ACP, including the decision document CAP 2288.

As it stands, aircraft noise is not a statutory nuisance in the UK, and it is specifically excluded from the Environment Act. I do understand the disturbance that is caused by the regular overflight of air traffic, particularly during unsociable hours, and indeed the impact that aviation noise can have on affected communities. We are working hard to encourage the aviation industry to reduce its environmental impact; aircraft are much quieter than they were just 10 years ago, and the noisiest aircraft are banned from many UK airports.

Luton Airport provides a webpage <https://www.london-luton.co.uk/corporate/community/noise> of noise-related material, including facilities to make a direct enquiry or complaint. Your residents may also be interested in our publication on the subject, 'Managing Aviation Noise', which can be found on our website <http://publicapps.caa.co.uk/modalapplication.aspx?appid=11&mode=detail&id=6251>

Yours sincerely

  
Communications Department  
Civil Aviation Authority

*At the CAA we respect agile working so, while it suits me to send this now, I do not expect a response or action outside of your own working hours.*



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**From:** Cllr Bridget Smith (SCambs - Gamlingay) <cllr.bridgetsmith@scambs.gov.uk>

**Sent:** 08 July 2022 12:03

**To:** Enquiries <enquiries@caa.co.uk>

**Cc:** Cllr Tumi Hawkins (SCambs - Caldecote) <Cllr.Hawkins@scambs.gov.uk>

**Subject:** [External] Flight Disturbance over South Cambridgeshire

Dear Sir or Madam,

Please find attached, a letter from Cllr Bridget Smith.

Kind Regards

[Redacted]

Executive Assistant to Bridget Smith  
Leader - South Cambridgeshire District Council  
and Ward Member for Gamlingay.

**Upcoming leave dates:**

[Redacted]



South Cambridgeshire Hall | Cambourne Business Park | Cambourne | Cambridge | CB23 6EA

[Redacted]  
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