



Our Ref: refh/NR/GK

19 September 2002

Councillor B Whyman

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Dear Barry

### PROPOSED CHANGES TO CONTROLLED AIRSPACE

I write to inform you that East Midlands Airport is proposing amendments to the airspace in the vicinity of the Airport and the surrounding area. The proposals are being made in response to a general increase in the number of aircraft now using the Airport with commercial air traffic movements reaching a high of 46,709 in 2001. This figure is forecast to increase in future years, particularly with the introduction of 'low cost' services by the airlines bmi baby and Go Fly. The proposed amendments are necessary to ensure air traffic control are able to accommodate this projected increase efficiently and safely.

Plan A attached shows the extent of the proposed amendments. You will see that the airspace is segmented into a number of zones. The zones are also bounded by a minimum and maximum altitude, which are also shown on the Plan. The figures shown are in feet above sea level. The proposals have a number of important implications, which include:

**1) The amendment of an existing noise preferential route and the introduction of 2 new noise preferential routes**

These routing amendments are shown, in detail on Plan B, which is attached. They apply to easterly departing aircraft only and are subject to the same exemptions as the Airport's current noise preferential routes. These exemptions are training aircraft, 'non-airways' departures and aircraft with a maximum take-off weight of less than 17,000 Kg. As with the existing noise preferential routes aircraft will fly these routes until they have attained an altitude of at least 3,000 feet. For the purposes of monitoring compliance to the existing noise preferential routes the Airport imposes a tolerance of up to 10<sup>0</sup> either side of the route centreline extending at its fullest extent to 1500m from the centreline of the flight path. It is envisaged that the same tolerance criteria will be adopted for these new/revised routes and Plan B shows the full extent of the resulting corridor. The proposed amendments may be summarised as:

- The revision of the route marked TRENT-1 to be replaced with the route marked TRENT-2. The current route is used by easterly departing aircraft that track north passing around the Ratcliffe-on-Soar Power Station and thereafter passing over the

Long Eaton area and then crossing the eastern fringes of the City of Derby. The proposed amendment to controlled airspace will allow this route to be improved so that aircraft pass east of the City of Derby.

- The introduction of a new route marked POLE. This route would be used by easterly departing aircraft that track north for destinations including Scotland, Scandinavia and Germany. Currently aircraft flying to these destinations may fly the route marked TRENT-1 or alternatively they may take a more direct routing and, as such, may currently be exempted from the Airport's system of noise preferential routes.
- The introduction of a new route marked DAVENTRY-2. This route would be used by easterly departing aircraft that track south east for destinations including Amsterdam and Brussels. Currently aircraft flying to these destinations would fly the route marked DAVENTRY-1 (tracking over the northern part of the village of Sutton Bonington and thereafter passing east of Loughborough in the vicinity of Barrow upon Soar, Quorn and Woodhouse Eaves). The proposed new route will ensure these aircraft pass well clear of the villages of Barrow upon Soar, Quorn and Woodhouse Eaves and fly instead over a relatively sparsely populated area east of the City of Leicester. The existing route marked DAVENTRY-1 would remain and would continue to be used by aircraft flying to destinations including Paris and the Mediterranean.

## **2) A reduction in noise from approaching aircraft**

The Airport's noise abatement procedures instruct pilots approaching the Airport to land to adopt a continuous descent approach. This technique is considered best practice and in research centred on Heathrow Airport has been shown to significantly reduce the noise associated with landing aircraft. Unfortunately the current airspace arrangements in the vicinity of the Airport severely constrain both the frequency with which this technique may be adopted and also the distance from the Airport at which aircraft may adopt a continuous descent profile. The proposed amendments will allow this technique to be more rigorously adopted and should result in a consequent reduction in the impact of aircraft noise.

## **3) Aircraft Holding**

On occasions it may be necessary for aircraft approaching the Airport to land to be held in a 'stack' until there is an opportunity for them to make a final approach to the Airport. These aircraft undertake circuits in the 'stack' until they are given clearance to land. Currently the areas where aircraft are held are relatively close to the Airport (in the vicinity of East Leake and Melbourne). These aircraft are, typically, held at an altitude of 4,000 feet. The proposed amendments are designed to maximise the efficiency of air traffic control and therefore will reduce the likelihood that aircraft will be required to hold. Should it be necessary for aircraft to hold then the proposed amendments will permit new stack areas to be designated further from the Airport with aircraft typically holding at a the much higher altitude of 7,000 feet.

## **4) Expansion of the Volume of Controlled Airspace**

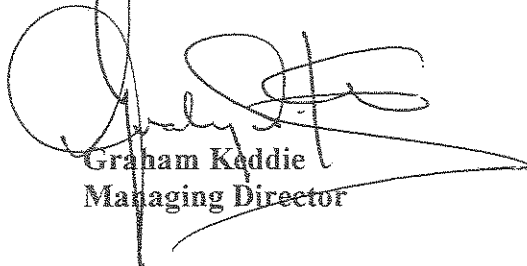
These proposals introduce a larger area to the control of East Midlands Airport. This means that East Midlands Airport will take control of airspace that is currently

uncontrolled. The proposed extent of the Airport's controlled airspace is shown in Plan A. Whilst some new areas are introduced to the controlled zone these areas may currently experience over flight from aircraft. Such operations are outside of the control of the Airport's Air Traffic Control. These proposals will ensure that such operations are brought within the control of the Airport's Air Traffic Control. Please be assured that the potential environmental impact from aircraft operations has been a central consideration when designing the Airport's proposals and that they seek to minimise any additional impact from the projected growth in air traffic.

I hope you will feel able to support the Airport's proposals. We will be happy to receive any comments you may wish to make and will, of course, provide further clarification of the proposals should you so wish. Would you please address your correspondence to the Airport's Divisional Standards Manager (Environment) using the above address. Alternatively the Environmental Office may be contacted at [environment@eastmidlandsairport.com](mailto:environment@eastmidlandsairport.com)

We would be grateful if you would please ensure that all comments reach us by Friday, 25 October 2002. - EXTENDED TO 25 NOVEMBER 2002

Yours sincerely



Graham Keddie  
Managing Director

