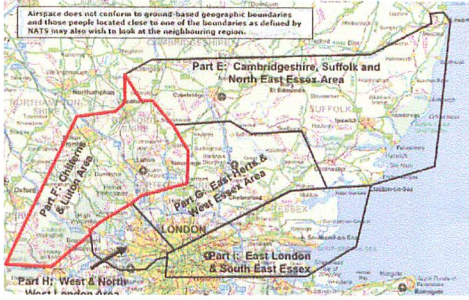


What NATS are Happy for Us to Know ...

NATS	<p>National Air Traffic Services</p> <ul style="list-style-type: none"> • Provide air-traffic control services at 15 of the UK's biggest airports & en-route in UK airspace • Part-owned by consortium of airlines • Operate under license from the Civil Aviation Authority • Have no say in the number of flights managed – only how. • Obligated to comply with Government policy: <ul style="list-style-type: none"> – Reduce number of people over-flown by re-routing traffic away from urban areas – Minimise delays, fuel burn and engine emissions • These policies are incompatible. Government has not issued guidance on precedence
TCN	Terminal Control North – the name of the current proposal
Scope of Proposals	<p>Map shows airspace scope of proposals</p> <p>Our region is in Part F.</p> 
Proposal Documents	<ul style="list-style-type: none"> • Complicated, technical. Comprise 16 pdf files, totalling 83.2MB. • Presented on website: http://www.consultation.nats.co.uk/ • Available on DVD, distributed to Parish Councils, Libraries, etc. • Work began in 2004, NATS claim to have involved local authorities, Areas of Outstanding Natural Beauty (AONB), the Armed Forces, airports, airlines and other aviation organisations
Consultation Timetable	<ul style="list-style-type: none"> • Consultation period runs from 21st February 2008 – 22nd May 2008 • Responses have to be received by NATS by 22nd May.
Why Change?	<ul style="list-style-type: none"> • To increase safety & efficiency / reduce complexity of flightpaths in the skies • To facilitate growth in air travel / airport expansion (get more planes into the same airspace) • To get rid of current bottlenecks (and airspace conflicts between Luton & Stanstead) • To introduce new technology / techniques (P-RNAV, CDA) • To incorporate consideration of environmental issues
P-RNAV	<p>Precision Navigation</p> <ul style="list-style-type: none"> • P-RNAV will result in a cross-track accuracy of +/- 1 nautical mile. • Currently BRNAV (Basic Area Navigation) gives +/- 5 nautical miles • Means more focussed flying along Noise Preferential Routes – shown in red on the maps.
NPR	<p>Noise Preferential Route</p> <ul style="list-style-type: none"> • An agreed route which aircraft are required to follow when at low altitude <i>close to an airport</i>. • Defined in order to minimize the noise exposure for the populations living below the route.
CDA	<p>Continuous-Descent Approach</p> <ul style="list-style-type: none"> • Effectively keeps planes higher for longer, steeper descent gradient (as opposed to steps). • Should mean less noise further from airport

We think that NATS have got it wrong!

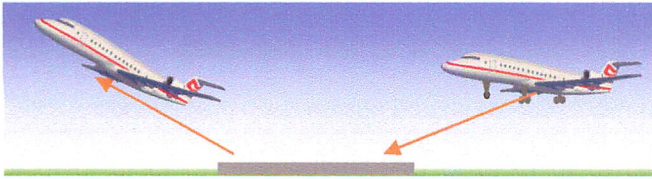
Come along to a public meeting at Slapton Village Hall, at 8:00pm on **Wednesday, 14th May** to hear expert speaker **Geoff Twiss** (chairman of PAIN – People against Aircraft Intrusive Noise) explain why – and what can be done about it!

Things you should also know ...

Prevailing Wind



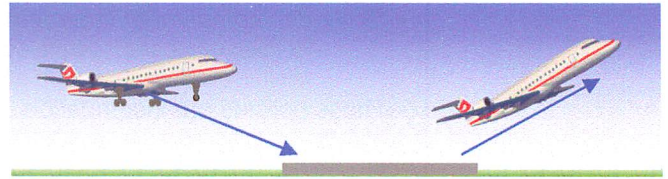
When the wind blows from the West (67% of the time):



Luton Runway



When the wind blows from the East (33% of the time):



Westerly Departures

Westerly Arrivals

Easterly Arrivals

Easterly Departures

Height Key

- Ground level – 1,000 ft
- Above 1,000 ft
- Above 2,000 ft
- Above 3,000 ft
- Above 4,000 ft
- Above 5,000 ft
- Above 6,000 ft
- Above 7,000 ft

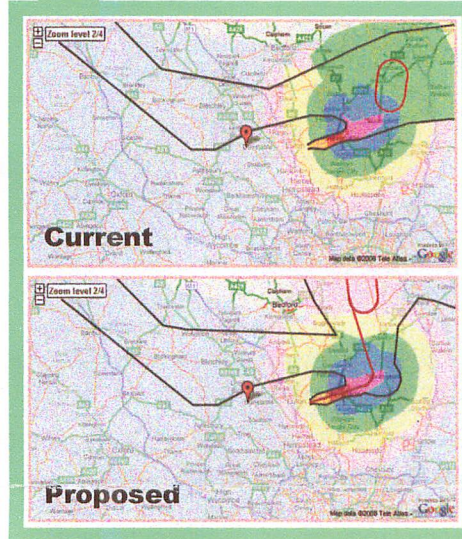
- Noise Preferential Route
- 98% flights are between the black lines

Look for Slapton Markers:

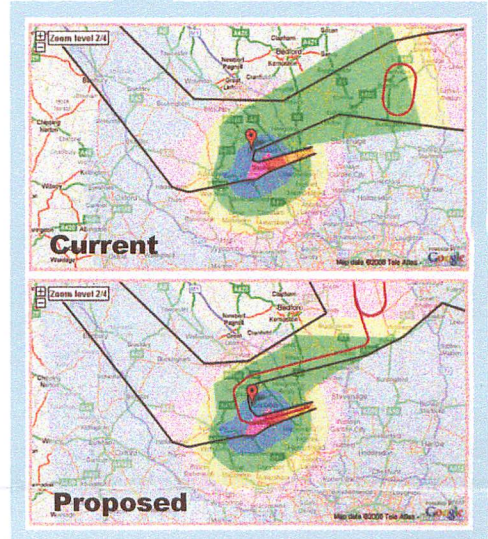


Slapton

Come to the meeting to see larger maps!



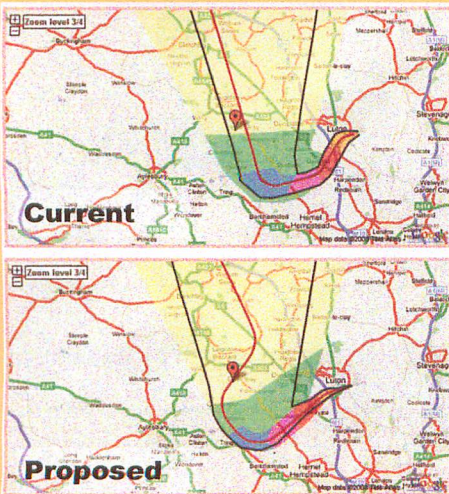
Not much change. >7,000ft
Flown 67% of the time.



NPR path brought closer to Slapton. 3,000ft
Flown 33% of the time.

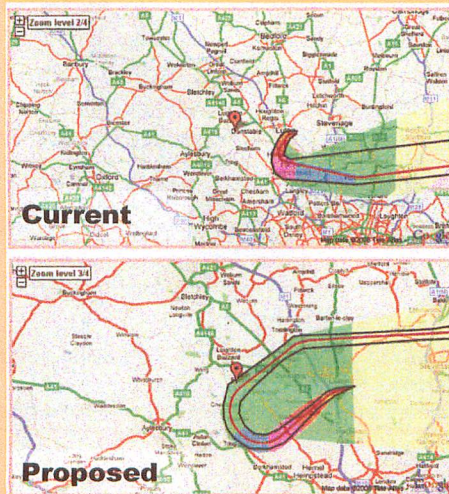
No Change

to the North



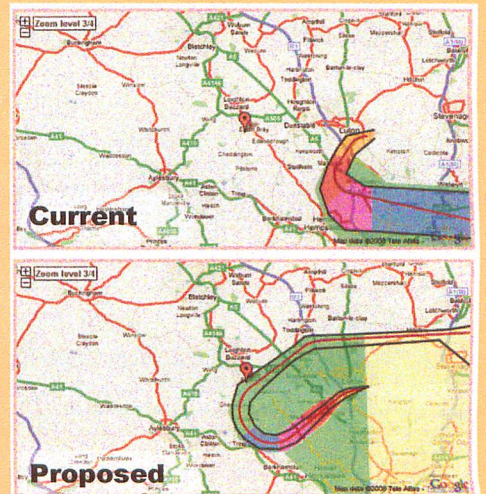
NPR moved directly above Slapton. >5,000ft
Flown 67% of the time.

to the East



Bad news. Flight path completely changed. Slapton now falls within the 98% bands and only a mile or so from the NPR. >4,000ft Flown 67% of the time. Both routes become longer.

to the South-East



What NATS are not saying (too loudly)...

- Unlike Heathrow, Gatwick and Stansted, *Luton does not have any night-flying restrictions* – and doesn't intend to adopt any!
- NATS have averaged lots of figures, which tends to make some of their figures look less damaging. NATS have also ignored published new conurbations, e.g. North of Stevenage, South of Leighton Buzzard, both of which will be over-flown in the proposals, which challenges their assertions about reducing the number of people over-flown.
- NATS will only reconsider the proposals if it can be proved that they have missed something. (We think they have!)
- You can write to NATS at: NATS, Freepost NAT22750, Reading. RG1 4BR