

In the original AD6 proposal there was a detailed diagram of the funneling of flights progressing the the waypoint COCCU and bearing south. The actual flight volumes are not in compliance with the AD6 proposal with the vast majority taking a short cut prior to COCCU resulting in the need for earlier and faster descent which can only be achieved through the deployment of spoilers / air brakes.

In the original proposal it was not considered necessary to engage with the area covered by CB4 as it was considered that there would be no negative impact. This could not be further from the truth. With many of the flights diverted away from the planned flight paty early there is a disproportionate amount turning over Histon and Impington with the introduction of noise polution that was never experienced previously destroying the tranquility of the village. I remain fed up and annoyed at being woken in the early morning and late at night by the noise as well as disturbance during the day.

There is a lack of compliance with AD6 proposal, inaccuracies in that proposal regarding who will be affected by noise and a flight behaviour that is not in compliance with European regulations regarding adoption of a CDO (to avoid unnecessary use of spoilers or unnecessary changes in altitude) to minimise noise and emissions.

AD6 should not be adopted, this proposal should be reversed while the need for expansion at LLA should be questioned.

The impact of AD6 stretches much wider than the group originally included in the consultation and the whole process should be reversed and an appropriate consultation started from scratch - a consultation is a two way engaging dialogue - this never happened.