LADACAN AGM 2018:
Presentation on airport issues

Wheathampstead Memorial Hall,
Marford Road
Friday 18\textsuperscript{th} September, 7:30pm
Luton Airport: impacts, threats, opportunities

• Airport is getting noisier and is now in breach of its night noise limit

• Airport owner wants to double capacity yet again

• Airport operator wants to change/concentrate flight paths

• Airport operator plans to ask for night noise contour to be relaxed

• Airport owner is promising 4 times the usual number of new jobs (!)
Why noisier? Growth in flights since 2013
Growth has been made to overtake mitigation

![Line graph showing millions of passengers per year from 2013 to 2017. The graph includes a line for LLAL/LLAOL incentivised actual and a line for originally predicted. The graph shows a significant increase in passengers from 2013 to 2017. Additionally, there is a note indicating that reconfirmation was made in 2014 RNAV consultation.]
Shift to noisier aircraft over the past 4 years...

- **Noisier types: A321/B737**
  - 2014: 10%
  - 2015: 8%
  - 2016: 3%
  - 2017: 6%
  - 2018: 2%

- **Moderately noisy: A319/A320**
  - 2014: 29%
  - 2015: 34%
  - 2016: 38%
  - 2017: 33%
  - 2018: 33%

- **Quieter type: A320neo**
  - 2014: 2%
  - 2015: 1%
  - 2016: 3%
  - 2017: 6%
  - 2018: 2%
Effects of flight concentration

• GPS navigation introduced on westerly departure RNAV route

• Conversion of all other routes to concentrated flight paths will follow
Altitude reduction on RNAV route

• Because aircraft are flying a tighter track with less distance, there is less time to climb
• They are also flying at a reduced horizontal speed, which could mean a lower climb rate at the same throttle settings
• The net effect has been an average altitude reduction at Redbourn of:
  - roughly 100ft for business jets
  - roughly 200ft for Boeing aircraft
  - roughly 300ft for Airbus aircraft
• Because these are averages, some will be reduced by more, some less
Environmental impact summary 2013-2018

• More flights, more noise, concentrated noise, emissions, pollution
  => Airport is now in breach of its “night noise contour”

• More passengers – surface transport congestion, rogue parking
  => M1 easily tips into gridlock, trains and station parking crowded

• More infrastructure – light pollution, works lorries
  => Multi-storey carpark light pollution is causing complaints

• More people reaching the “tipping point”?  
  => Individual annoyance, people move, house price impact, blight?
9.27 The management and control of noise continues to be a major element of the Airport’s policy of seeking to be the best neighbour it can be. The Airport’s approach to noise management was recently reviewed, and led to the production of the Luton Airport Noise Action Plan 2010-2015 (NAP). ... LLAOL has identified six new initiatives all designed to supplement the content of the NAP with the intention of both reducing and mitigating airport related noise. These initiatives also respond to the consultation undertaken in Spring 2012 and are described below.
Not content with that: “Vision 2020-2050”
“Look on my works, ye Mighty, and despair!”

Our specific objectives:

To make the best use of the existing runway at LTN by increasing its capacity to around 50 movements per hour – potentially supporting in the region of 36-38 mppa, or 240,000 aircraft movements per year;
LLAL threat: decision-makers and influencers

Decision:
Planning Inspectorate / Chris Grayling (SoS for Transport)

Influencers:
MPs in constituencies affected by noise - Bim Afolami, Oliver Heald, Anne Main, Mike Penning, Stephen McPartland, Gavin Shuker, John Bercow

=> email them and make sure they know your views – they work for you!

District & County Councils – via the planning consultation process

=> email your Councillors with your concerns

Groups such as Hitchin Forum, Preston Trust, Harpenden Society...
Example response to LLAL

- greenhouse gas emissions and commitments under Climate Change Act
- PWC report on aviation and quality of life for Airport Commission
- impact on Green Belt and need to prove exceptional circumstances
- location of the new park needs to be justified and access provided
- concern about traffic and capacity on east/west access routes
- concern about impact of any increase in cargo handling on roads
- air quality monitoring needed
- no real information has been given about noise mitigations
- landscape impacts of built structures
- neighbouring authorities supposed to get £100K per annum until 2027/8
- phasing must be contingent on managing environmental impacts
Do you know your Cllr/MP?
Do they represent your views?
Influencing airport operator?

Purpose of LLACC – according to its constitution:

“to allow the concerns of interested parties to be raised and taken into account by the aerodrome operators with a genuine desire on all sides to resolve any issues that may emerge”

Does that cut the mustard?
Meetings and stakeholders

• Quarterly meetings – Jan, Apr, Jul, Oct (NTSC Mar, Jun, Sep, Dec)

• Attended by
  • Reps from District and County Councils (Beds, Herts and Bucks)
  • Community reps (LADACAN, STAQS, LLATVCC, PAIN, Breachwood Green Soc)
  • Officers from airport operator (LLAOL)
  • Airline and aviation reps (easyJet, Wizz, Harris Aviation, Cargo)
  • Officers from Luton Borough Council and LLAL (owners)
  • Air Traffic Control Service rep (NATS)
  • Independent noise adviser
Matters arising at LLACC in the last 12 months

• LBC planning authority were pressed to take action to enforce planning conditions after persistent breach of night noise contour
• Operators were persuaded to purchase additional noise monitors
• Owners asked to report transparently on further expansion plans including time line and legal processes involved
• Regular agenda item on residents’ complaints
• Sub committee to help manage the noise insulation grant scheme
BUT...

“consultation is not intended to detract from or constrain the responsibility of the aerodrome owner and/or operator to manage the aerodrome...” [LLACC Constitution]

• LLAOL’s new-ish CEO very rarely attends
• Local authorities cannot afford to pay for independent secretariat
• LLAOL’s reaction to scrutiny often appears defensive and secretive
• Independent noise advisor is not given sight of the raw noise data
• LLACC often feels like a tick-box talking shop
Change is needed!

LADACAN has proposed LLACC adopt the DfT Guidelines for Airport Consultative Committee, April 2014 inclusive of the following :-

• the airport should pay to properly facilitate the LLACC
• the independent expert is there to advise the committee as a whole
• the airport CEO should attend LLACC meetings
• the NTSC ought to have the primary and overseeing role in the production of noise data and the presentation of complaints info
• the airport should be willing to be influenced by the LLACC

To be discussed at the LLACC AGM on 22nd October
Who is your LLACC rep?

- Visit [www.llacc.com](http://www.llacc.com)
- Download the latest meeting minutes
- Look at the list of attendees (and regular apologists!)
- Contact your council rep and make sure they represent you
- Ask them for feedback on what they raised
Using social media to grow LADACAN

• Social media “push” information and help people stay in touch

• Websites are static reference sources and hook in browsers

• Social media builds awareness and drives people to find out more

• Facebook is used by thousands of local people about local issues

• Website and emails can then be used to raise funds and mobilise
Example: Save Symondshyde campaign

- 1500 joined email list in three months, for updates, information and fund-raising to oppose development.
- So far over £15,000 has been raised.
Have you been woken up by a noisy flight recently? Make sure you contact Luton Airport to complain. Contact them on 01582 395382 or email noise@ltn.aero. You can also check which flights are causing a nuisance by going onto the Travis website which shows each flight as it
Complaints, website, keeping in touch

• LADACAN promotes responsible complaining: if a particular flight bothers you, email noise@ltn.aero

• Search online for “Luton Travis” to select a specific flight

• Make sure you let us know if your email address changes

• Keep an eye on email and www.ladacan.org for updates

• Email info@ladacan.org with specific problems or issues