

RELAS

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Luton Stack & Flight Paths

aircraft noise and disturbance

raising awareness, actions and updates

23rd February 2023 - Hosted by Stephen Ferguson & RELAS

agenda

- welcome & introductions
- background
- activities & progress
- impact analysis
- guest speakers
- guidance & key takeaways
- RELAS 2.0
- closing summary and Q&A

background

what's the issue?

- 32,000+ new low flying aircraft heading into Luton airport since February 2022
 - due to trial of AD6 - "Swanwick Airspace Improvement Programme - Airspace Deployment 6"
- causing **significant distress and disturbance** to many
- our rural, peaceful countryside has been spoilt by this poor design
- the **consultation** process was **deeply flawed** and the **design poor**

background

the flawed consultation process...

- run during the covid lockdown
- key stakeholders excluded and scrutiny process inadequate
- lacked thorough environmental impact analysis
- poor design - the options presented were not options
- inadequate consultation process with impenetrable materials
- data provided inaccurate and misleading
- impact & disturbance much worse than indicated
- whole communities unaware of AD6 yet are detrimentally affected
- important feedback disregarded

background

the flawed implementation process...

- there is a 7 stage process for implementing airspace changes and ad6 is currently at stage 7
- this process is run by the programme sponsors — london luton airport (LLA) and NATS
- data on complaints, tracks & aircraft altitude are collected and provided to the CAA (as regulators of the airspace) who decide if the route can be made permanent or if changes are required
- **programme sponsors - LLA - handle complaints and public interactions**

background

the flawed implementation process...

- LLA are “marking their own homework” by handling complaints themselves
 - complaints are rarely responded to and are dismissive when they are - even when evidence provided
 - complaints are not dealt with transparently and weighted as to their true impact felt by those adversely affected
 - it appears there is skewing and massaging of complaints data in LLA quarterly reporting
- engagement meetings, when not refused, are unconstructive and nothing more than a PR exercise with agreed actions never happening or later refused

activities



- RELAS formed in early 2022 - data gathering started
- public meeting held here in July 2022 to raise awareness
- guidance was provided on how to, and who to, complain to
- the Facebook group has been growing steadily
- engagement with councils, local MPs and potentially with ministers
- attended meetings with LLA, NATS, CAA, MPs and councils

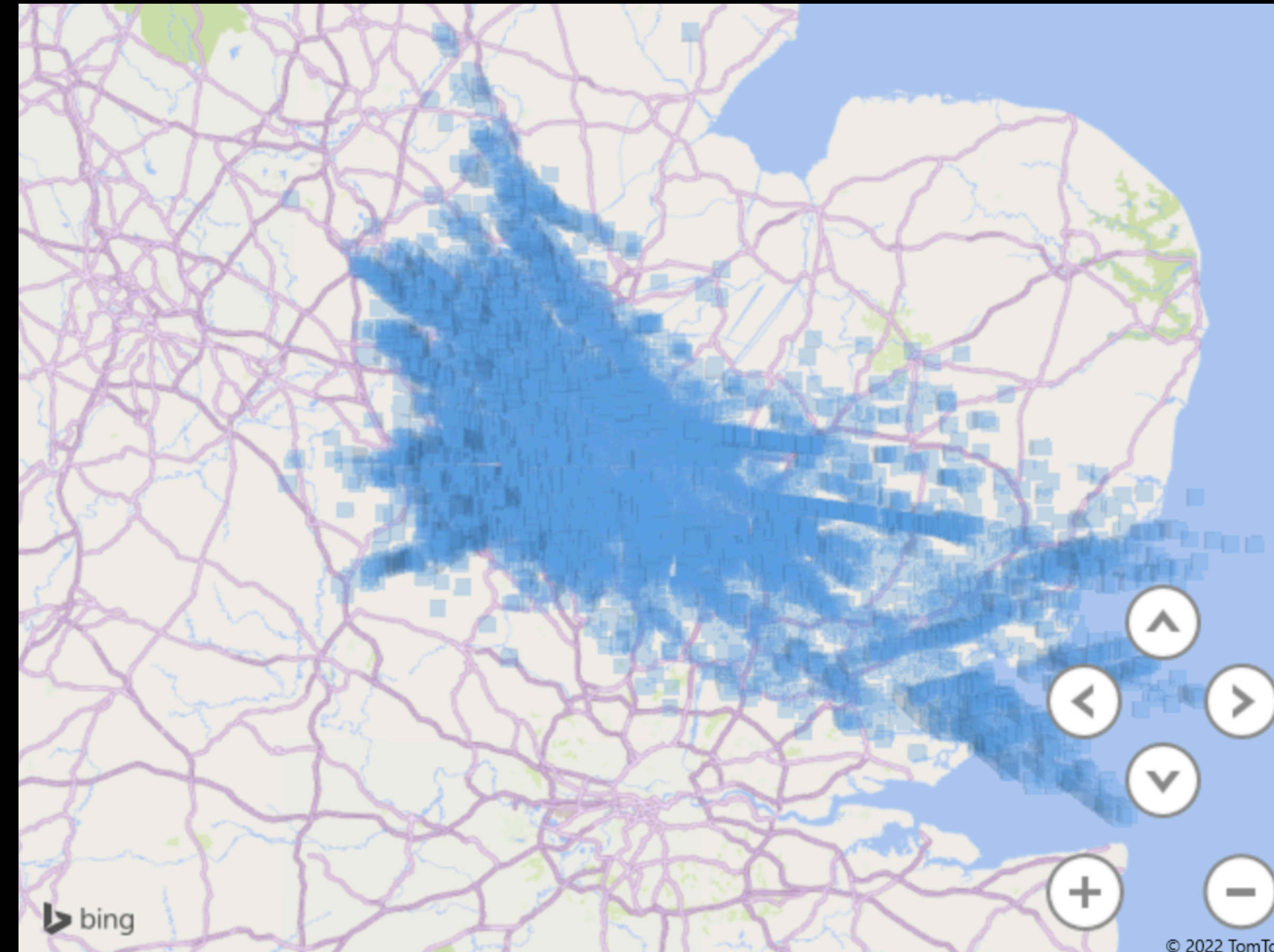
- ... and just to be very clear ... RELAS are not saying
 - people should not fly, OR
 - to propose mitigations or design changes - not RELAS' job!

progress

- adjournment debate held on 9th january to raise AD6 with the aviation minister
 - revise guidance to reflect differing ambient noise levels urban vs rural
 - request CAA to extend the review by a further 3 months
 - request review of CAP1616 process for airspace change for AD6 and future consultations to ensure there is independent analysis once a flight path design is implemented
 - ensure NATS hold to their word and provide the flight movements data as promised at the Arrington meeting on 6th october
 - <https://www.anthonybrowne.org/news/anthony-fights-residents-impacted-flight-path-changes>
- PIR stage 7 has been further **extended to september 2023**
- CAP1616 to be (potentially) reviewed and upgraded
- NATS refused again to provide any data to RELAS

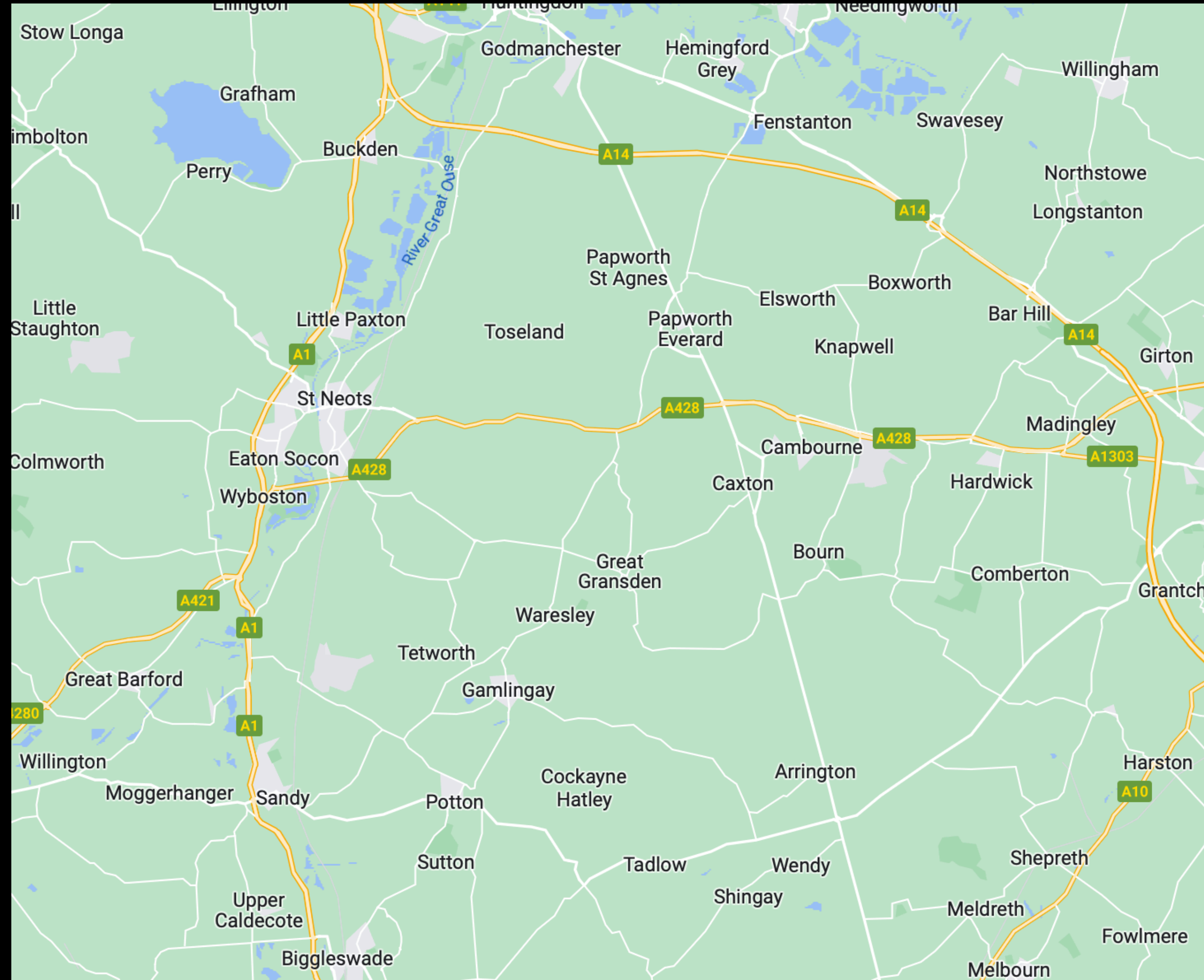
impact analysis

- RELAS have been capturing real time flight data since April 2022
- we have provided analysis & reports to councils & MPs
- various studies conducted
 - flight patterns / airspace utilisation
 - noise data study
 - pollution / environmental impact



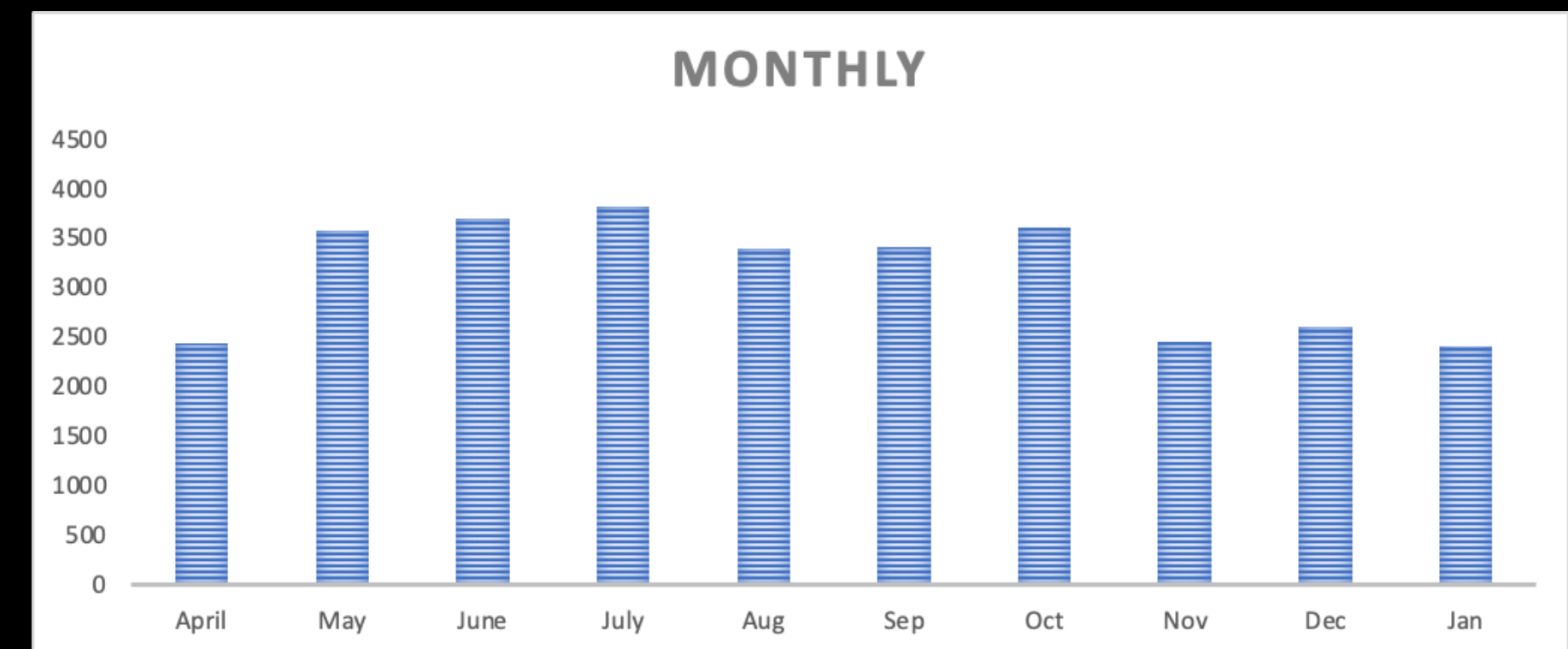
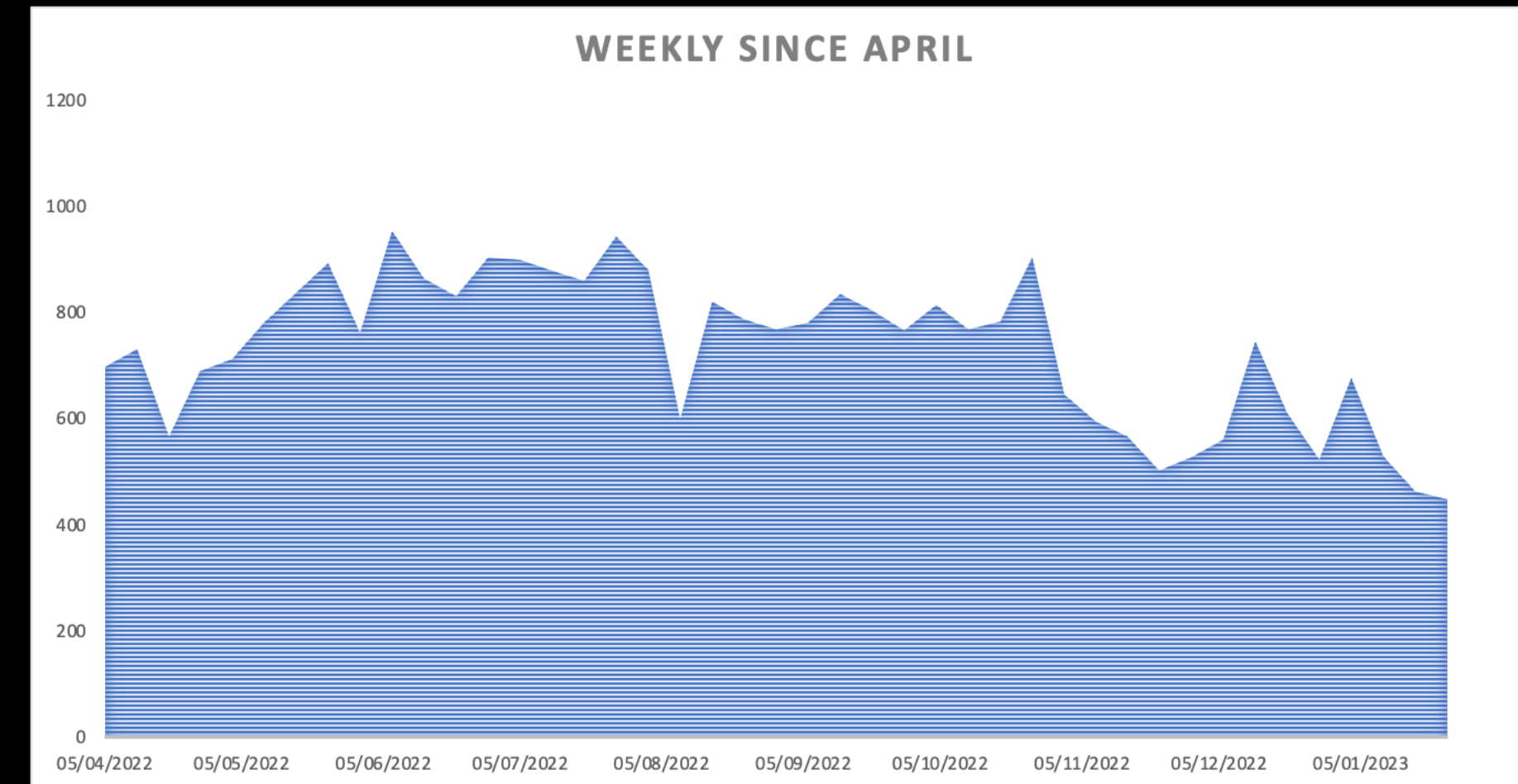
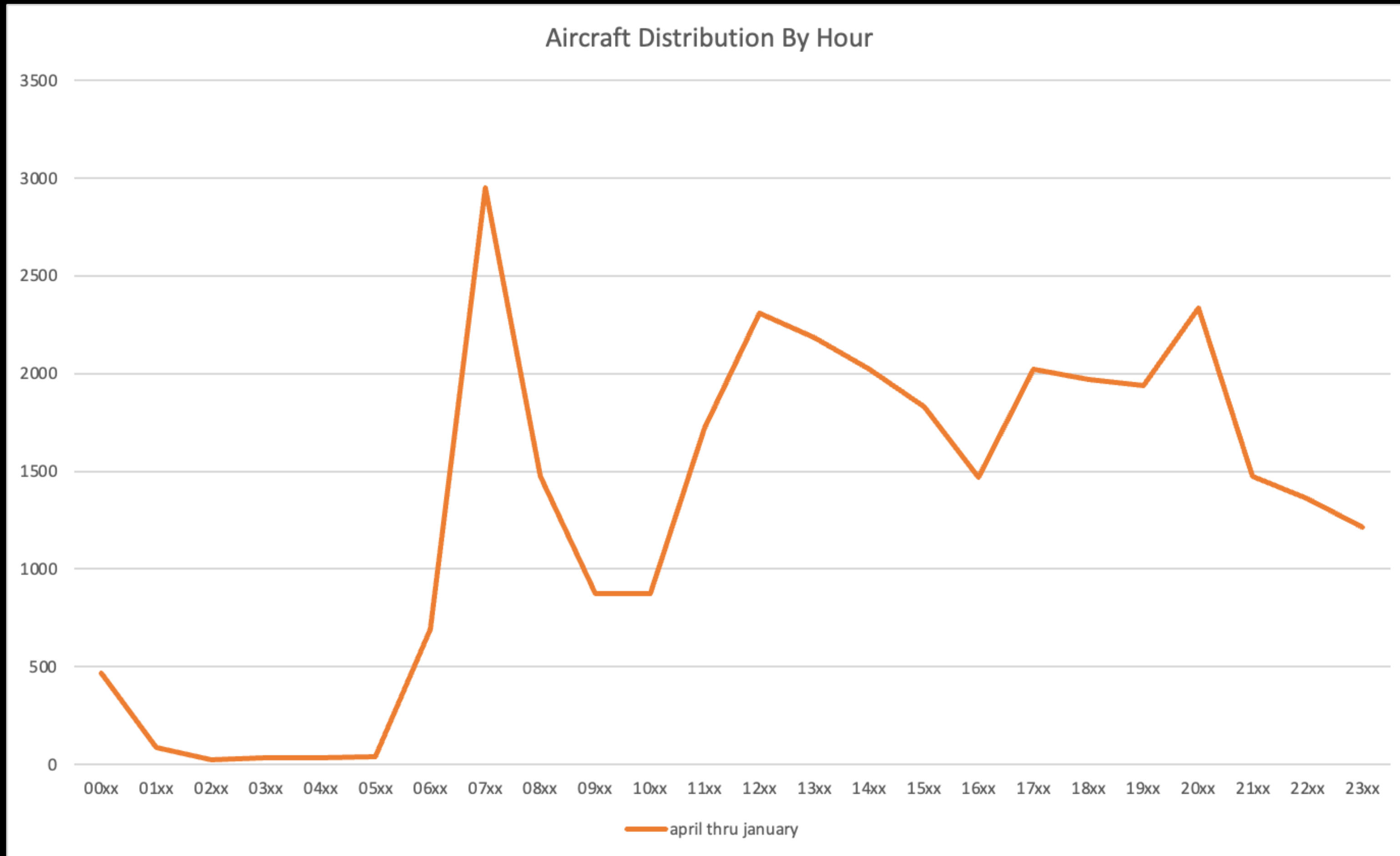
detailed study area

- study period april 2022 through january 2023
- covers a 40km x 40km area
- 31,380 new jet aircraft operating between 5,000 and 12,000 feet
- this an average of 3,200 new aircraft per month
- equates to 3,800 hours of pollution / emissions



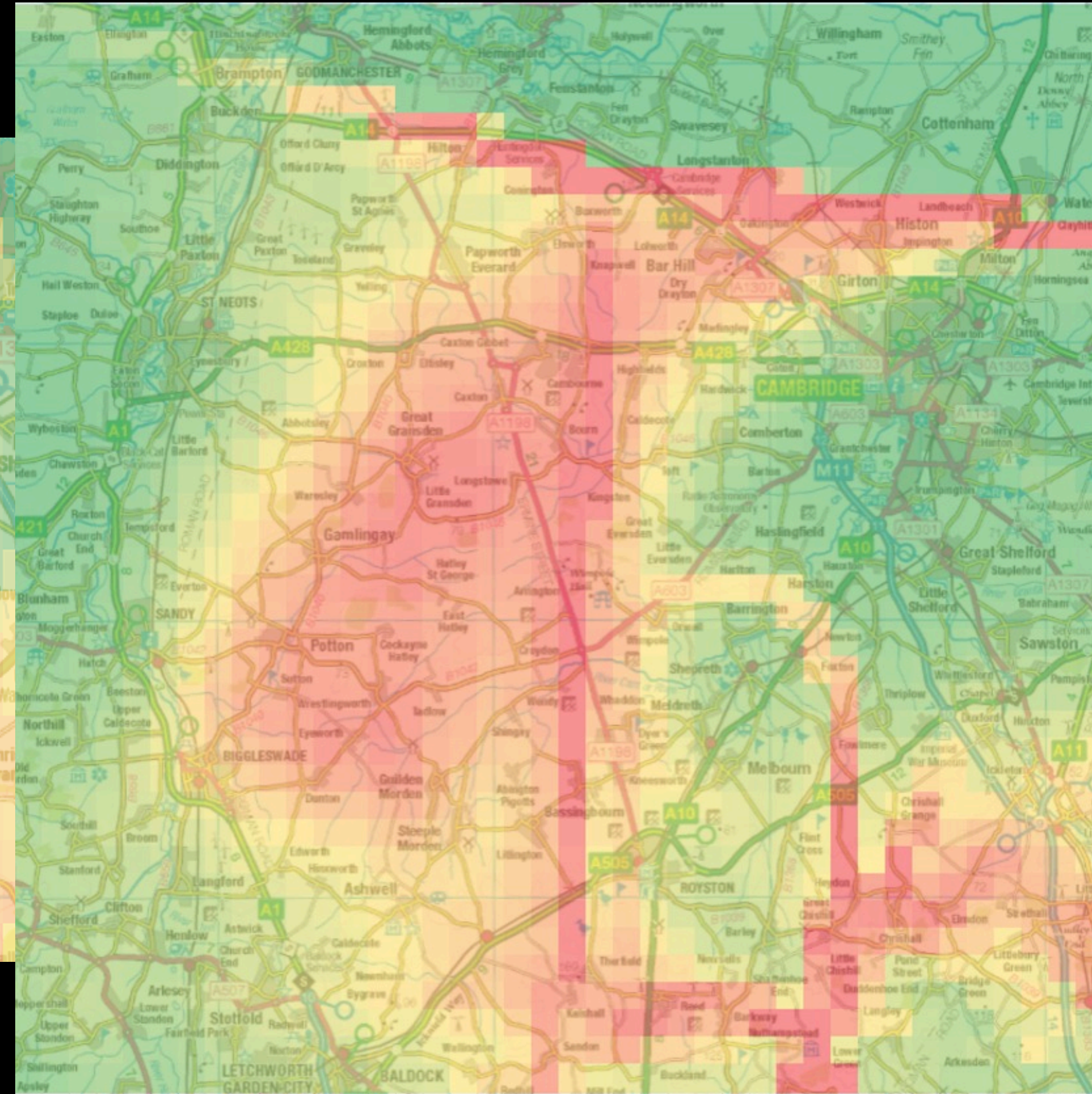
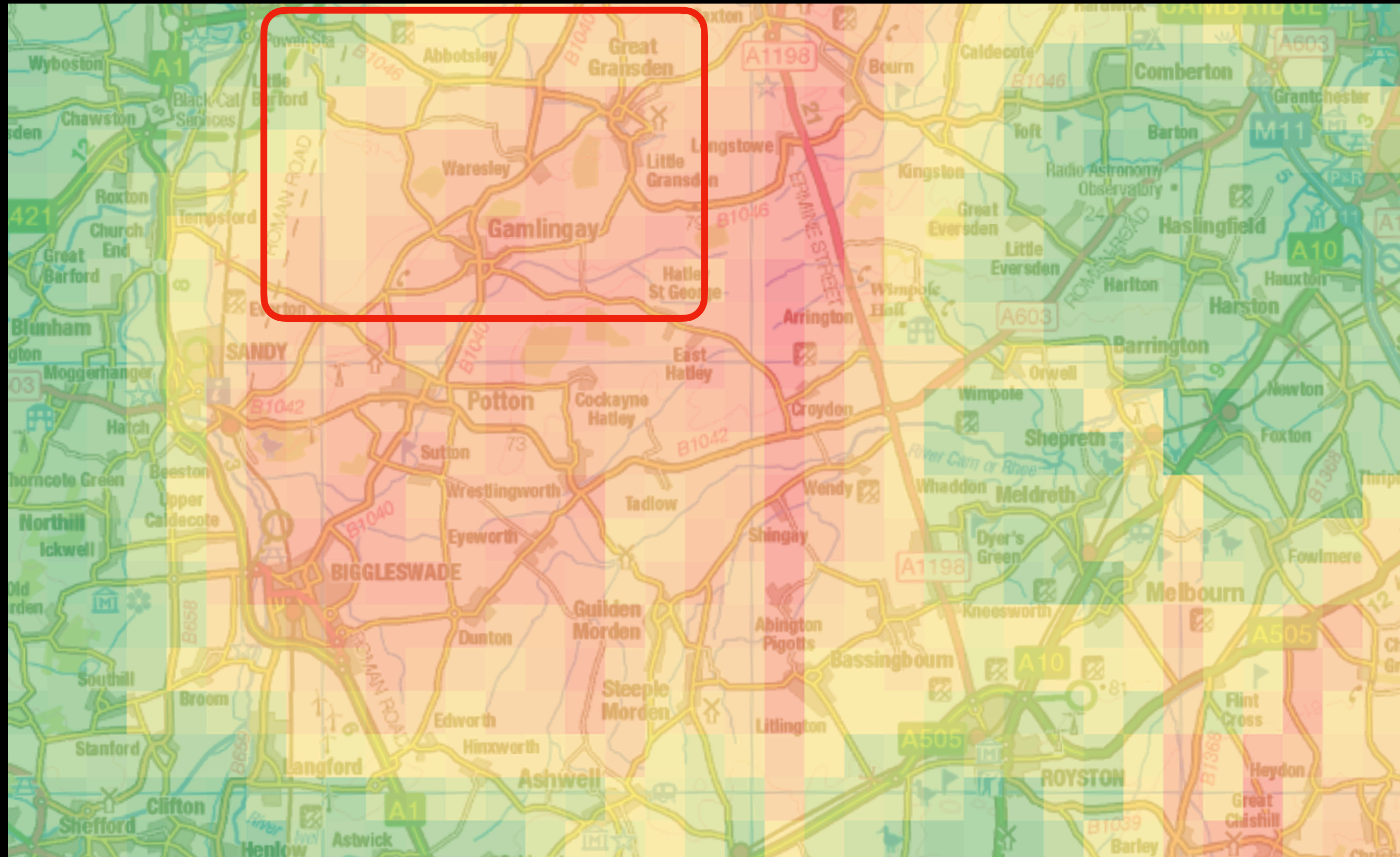
temporal distribution & traffic volumes

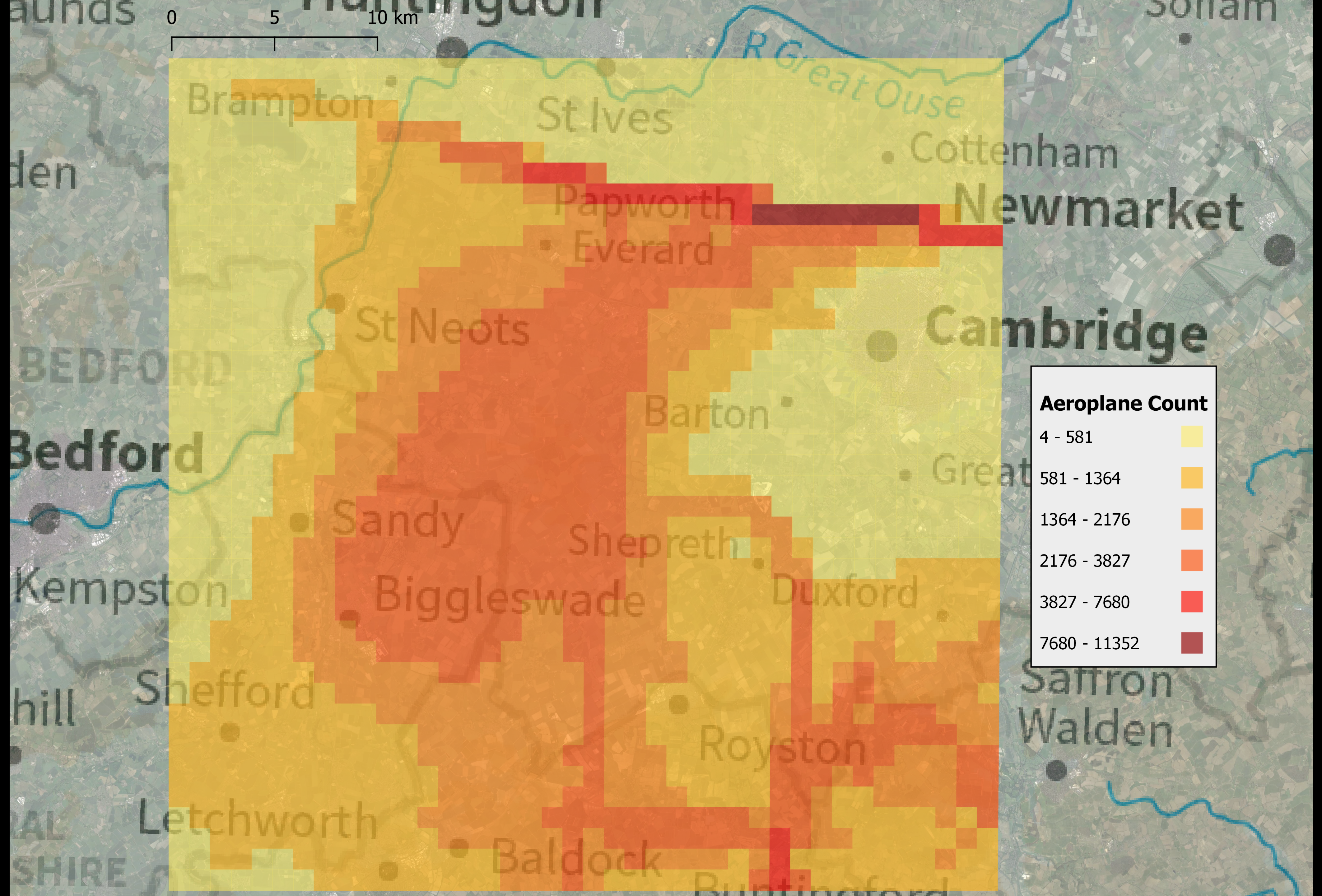
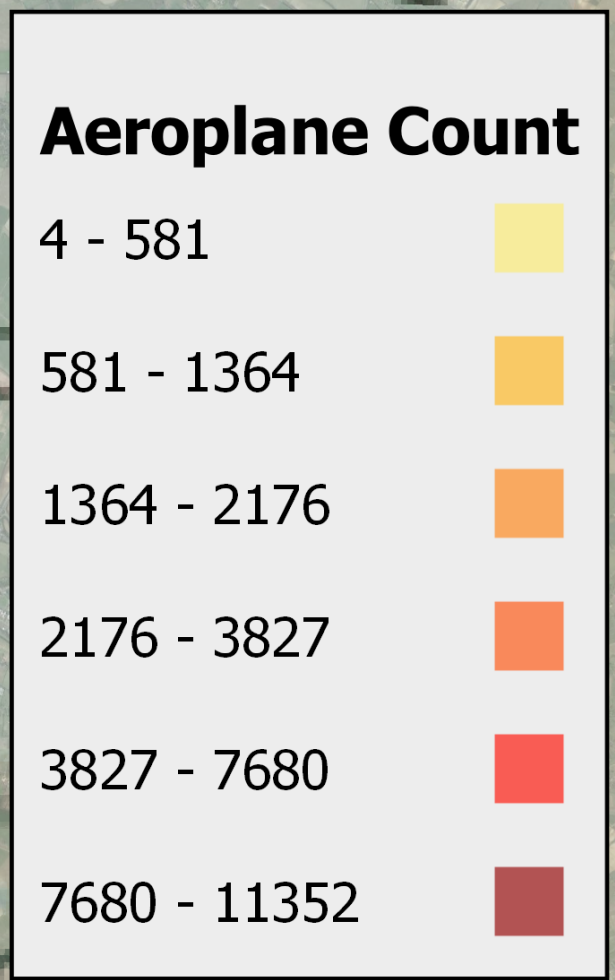
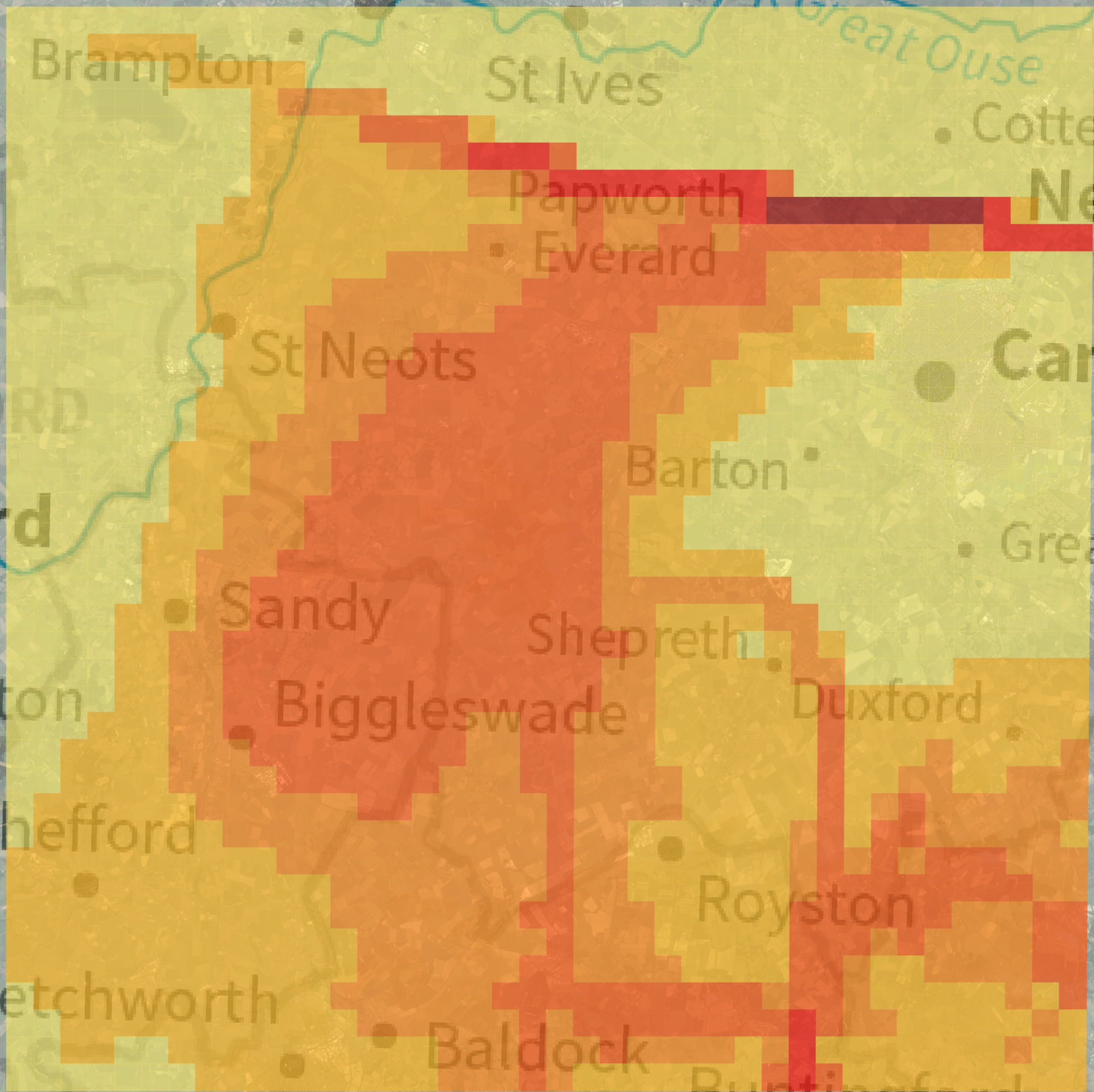
period april 2022 through january 2023



heatmap by traffic volume

6 months apart





noise data study

- conducted independently by RELAS and funded by LGPC
 - LLA equipment does not work in the rural locations that complained
 - LLA would not share data
- confirms aircraft within 3km of monitor routinely exceed 51dB
- ambient nighttime sound levels average around 18dB
- ambient daytime sound levels average around 33db
- the incremental uplift is very significant with peaks often above 62dB
- study shows the consultation materials are inconsistent with sampled data

pollution study

green house gas (GHG) emission

presented by Sam Rostami PhD consultant scientist

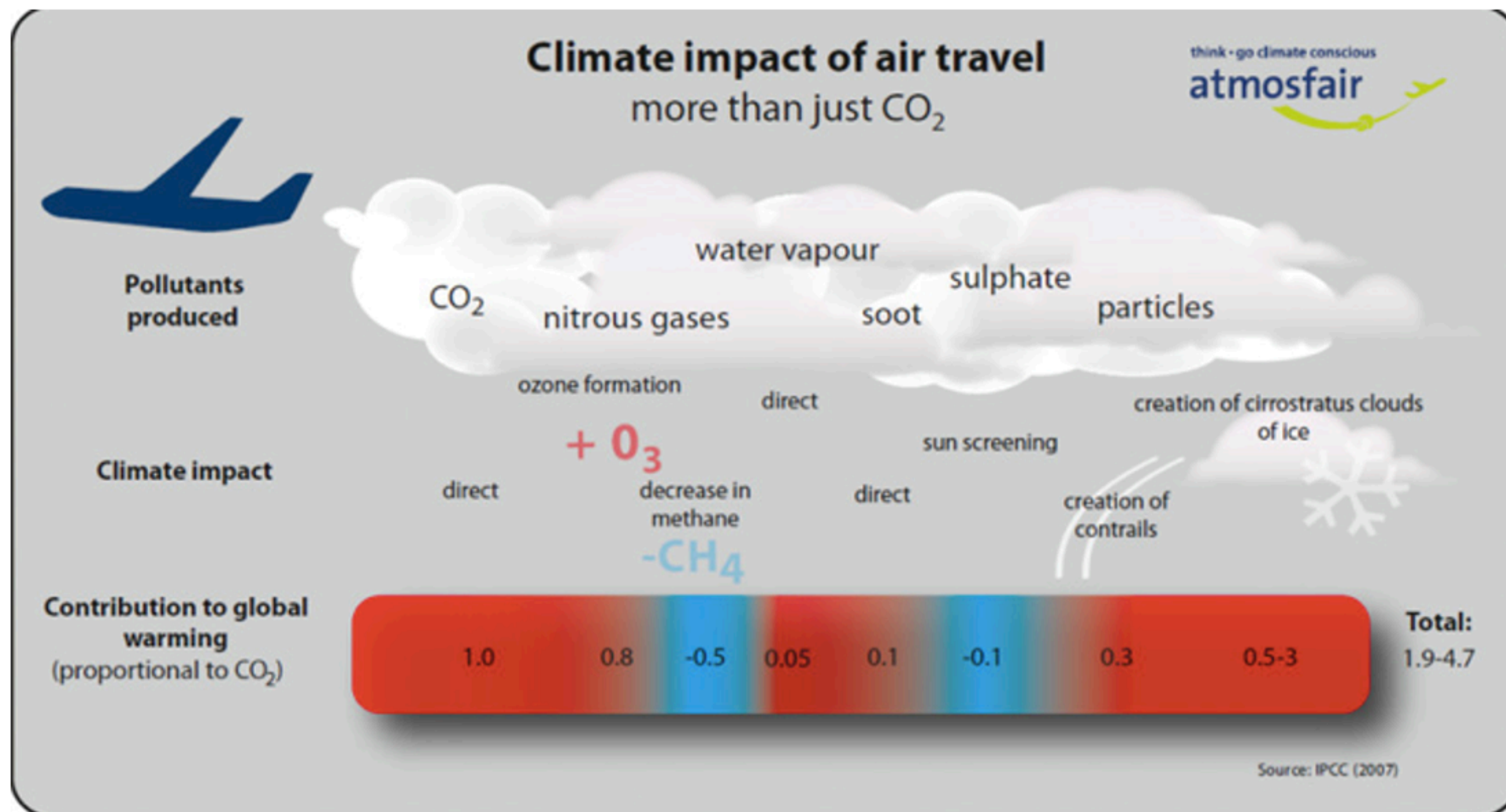
2019 GHG Emitted Globally

GHG Emitted in 2019	Giga Tons (1,000,000,000)
Carbon dioxide	45 ± 5.5
Methane	11 ± 3.2
Nitrous oxide	2.7 ± 1.6
Fluorinated gases	1.4 ± 0.41
Total	59 ± 6.6

2019 Source of Emissions	%
Transport	15
Buildings	16
Industry	34
Agriculture	22
Others	12

- 59 Giga tons of GHG emitted in 2019
- Only 2 Gt is absorbed naturally.
- The rest of CO2 stays in the atmosphere.

GHG Emission From Aviation Industry

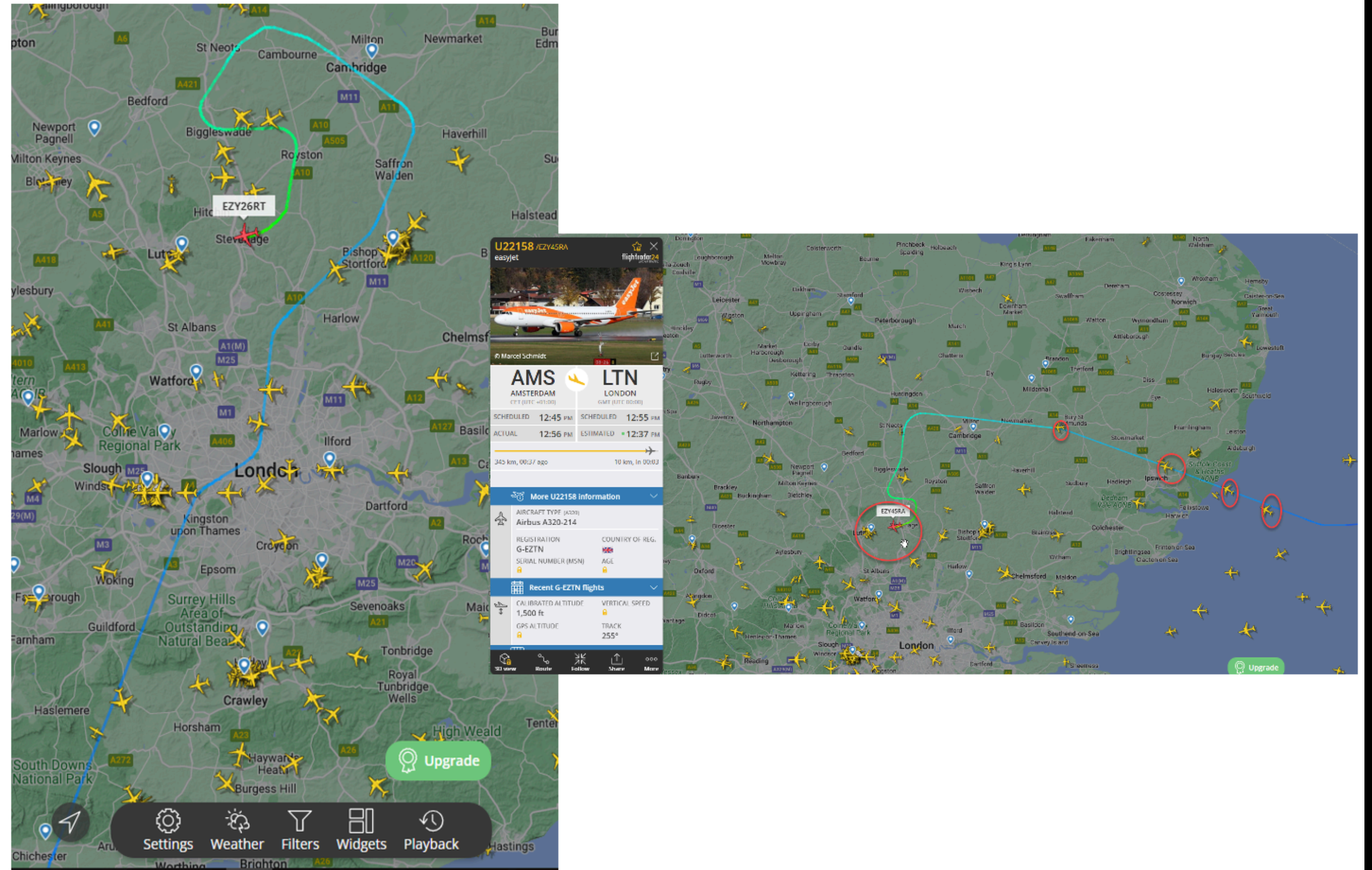


- 70% GHG emission from jet fuel is carbon dioxide .
- Boeing 737 or Airbus A321 uses 3 to 5 tons of jet fuel per hour producing 9 to 15 tons of CO₂e per hour.
- 30% of CO₂ emitted absorbed naturally over 30 years.
- 50% of CO₂ disperses over a few 100 years.
- 20% of CO₂ emitted stays in the atmosphere for 1000 of years.
- If global commercial aviation had been a country, in 2019 its national GHG emissions would rank number six in the world.

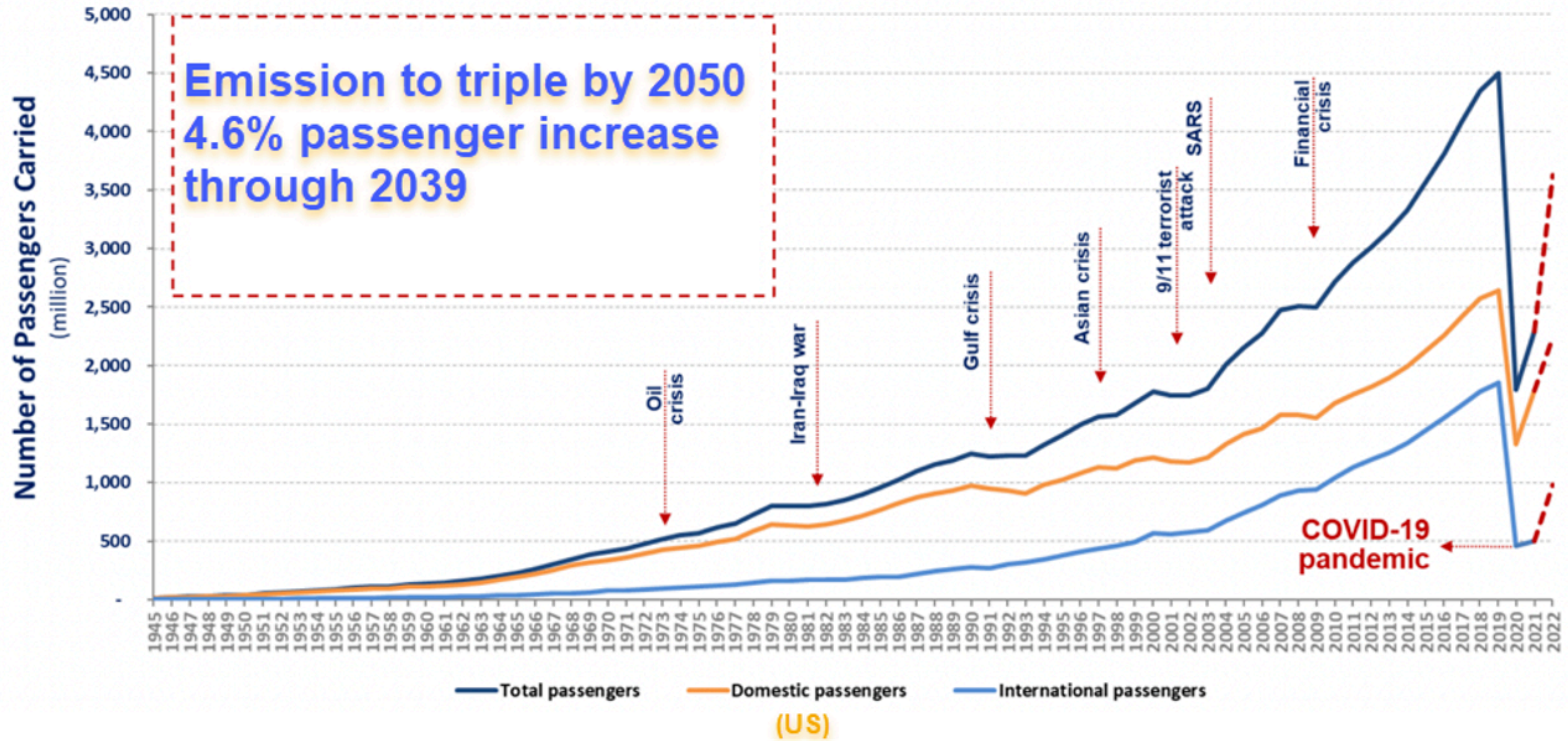
- PM_{2.5} and Ultra Fine Particles (0.1 micron) role on cancer and meningitis is well established.

CO₂ Pollution from AD6 Design

- 900 tons of CO₂ emitted over Cambridgeshire over 43 days (5 May to 22nd June 2022).
- 30% of it is extra emission due extra distances the planes take.
- Bad AD6 design.



World passenger traffic evolution 1945 – 2022



Q3 2022 vs Q3 2021 LLA

- Number of passengers roughly doubled
- Night of night flight also doubled
- Noise complaints reduced x3 times
- Other complaints related to AD6 increased.

Parameter	3 rd Quarter 2022	3 rd Quarter 2021
Total Passenger Number	↑ 4,252,586	1,850,214
Total Aircraft Movements	↑ 34,990	21,725
Night Movements (23.00 – 06.59)	↑ 5,005	2,320
Early Morning Movements (06.00 – 06.59)	↑ 1,276	947
Aircraft Movement and Quota Count limits (per rolling 12-month period)		
Night Quota Movements (9,650 limit)	↑ 8,287	2,988
Night Quota Count (3,500 limit)	↑ 2,703.625	1208.00
Early Morning Shoulder (7,000 movements)	↑ 4,535	1,825
24hr CDA (% achievement)	↑ 94%	93%
Day CDA (% achievement)	↑ 94%	93%
Night CDA (% achievement)	↑ 94%	93%
Track Violations	↑ 19	7
Departure Noise Infringements (Day)	- 0	3
Departure Noise Infringements (Night)	↑ 1	0
Noise Monitor Results*		
No. Day (Night) > 80 dB(A)	- 0 (0)	3 (0)
No. Day (Night) > 75 dB(A)	↑ 1,199 (211)	408 (12)
No. Day (Night) > 70 dB(A)	↑ 9,845 (1,544)	4,809 (823)
Night Noise Contour Area (48 dB L _{Aeq,8h})	↑ 32.8 km ²	25.6 km ²
Noise Complaints	↑ 6,179	1,858
Complainants	↑ 395	196
Number of New Complainants	↑ 217	78
Largest Source of Complaints	- Arrivals. west	Depts. west
Origin of Concerns (>5 Complainants)	- Harpenden St Albans Cambridge Luton Sandy Knebworth Wheathampstead Potton Leighton Buzzard Hitchin Flamstead Gamlingay Abbotsley Caddington	Breachwood Green Flamstead Harpenden Hitchin Luton St Albans Stevenage Tring Wheathampstead

guest speakers

comments from guest speakers

Rt. Hon. Anthony Browne MP
South Cambridgeshire

Rt. Hon. Jonathan Djanogly MP
Huntingdon

Councillor Dr Tumi Hawkins
Lead Cabinet Member for Planning, South Cambridgeshire District Council

Rt. Hon. Anthony Browne MP

South Cambridgeshire



Rt. Hon. Jonathan Djanogly MP
Huntingdon

Cllr. Dr Tumi Hawkins

Lead Cabinet Member for Planning, South Cambs District Council

guidance

what can you do...

- residents must complain whenever affected
- complain to your councillors and your MP
- attend public surgeries - make your views known
- call for AD6 to be re-consulted and re-designed or ideally abandoned
- use social media to highlight this creeping menace
- if you have expertise please help
- don't just accept this because
 - you feel you won't be listened to
 - somewhere has to suffer this blight

guidance

how to complain

- guidance can be found on the website and the Facebook group
- do either or both of the following...
 - use the LLA complaints portal at <https://travisltn.topsonic.aero>
 - email noise@ltn.aero - include full name, address, postcode
- we recommend always emailing your councillors AND particularly your MP
- explain how the incident has affected you
- use tools such as FlightRadar24 to identify the offending aircraft

key takeaways

- review process runs to **september 2023**
- current flight volumes are “just the tip of the iceberg”
- growth via under-utilised airspace (time) windows and addition of night flights
- we could be subject to 2 aircraft per minute for 21 hours per day
- AD6 is “apparently not a done deal”
- people must complain and keep complaining - don't assume others are doing this
- this matter rests squarely in the hands of our MPs
 - but they must be encouraged at every opportunity

key takeaways

- we must ALL press & support our MPs to seek re-consultation or abandonment
- if reconsulted
 - sponsors must do it properly, fully and completely including ALL those affected
 - materials that can be consumed by the average resident
 - options that are in fact [meaningful] options
 - consultation to be done post the CAP1616 revisions
 - abandoned until a better design is proposed, tested and accepted - or not at all

RELAS 2.0

a call to arms

- RELAS will continue to be an organising principle & influencer
- we raise awareness, gather data, report on it and guide where we can
- RELAS 1.0 (2022)
 - much learnt about engagement and what is / is not possible
 - just 2 people - unsustainable
 - costs being met personally
- RELAS 2.0 (2023-)
 - more active engagement with councils & MPs
 - more people needed to get involved and help
 - [crowd]funding to “raise the stakes”

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closing summary
questions & answers