

# Noise and Track Sub-Committee

3<sup>rd</sup> September 2018



London  
Luton  
Airport

# Airport Update

- Bickerdike Allen Partners support for LLACC
- Section 73 – Application to Vary Condition 10
- Evolution of the Noise and Track Sub-Committee



**Bickerdike Allen Partners support  
for LLACC**

## Section 73 – Application to vary condition 10

In 2011 LLACC agreed that their noise consultant [first appointed in 1998] should be retained and should carry out scientific and evidence work for both LLACC and LLAOL. Payment would be made for both services by LLAOL. Recently this service has been authorised for a further 3-5 years, with the role as delineated below.

The Supplier shall act as the noise consultant to LLAOL and the LLACC, providing technical advice and support in relation to acoustic analysis and noise monitoring reports.

This support shall include, but will not be limited to;

- The LLA noise insulation scheme
  - Production of a list of properties eligible for the scheme
  - Visiting selected properties and undertaking pre and post installation measurements
- Responding to ad hoc requests for information
- Attending the LLACC main and sub-committee meetings.

The role was so defined to allow ample flexibility to respond to noise related issues that arise from time to time.



**Section 73**

**Application to vary condition 10**

## Section 73 – Application to vary condition 10

LLA intend to submit an application to vary condition 10 that will increase the current noise experience by a maximum of 1dB at every location for a maximum of 5 years from the 1<sup>st</sup> January 2019.

The proposal takes into account the maximum amount of noise that can be created in the next few years allowing LLA to grow to its consented capacity level.

The existing contour condition is a hard limit with no opportunity to exclude **disregarded movements**<sup>1</sup> as with other limits, therefore the proposed limit takes into account what is required to achieve the permitted growth allowing for an element of impact on the operation that is beyond the control of LLA i.e. European Air Traffic Management delays and aircraft modernisation delays.

The proposal equates to an approximate average of 30-35 movements per 24 hours of which 5 would occur at night.

1- disregarded movements – as specified in relation to the taking off and landing of aircraft at Luton Airport, namely:

(a) delays to aircraft which are likely to lead to serious congestion at the aerodrome or serious hardship or suffering to passengers or animals;

(b) delays to aircraft resulting from widespread and prolonged disruption of air traffic.

A take-off or landing which is made in an emergency consisting of an immediate danger to life or health, whether human or animal.



# Mitigation - 1

***Increase noise insulation fund by 100% to £200,000 per year.***

The additional £100,000 will be allocated to expedite the insulation of those currently most affected by noise from the airport operation.

The Noise insulation scheme is currently restricted to offering:

- High performance double / secondary glazing
- Ventilation units passive/mechanical

**Having considered the effectiveness of the current scheme, LLAOL propose to extend the offerings of the scheme to include:**

- **Loft insulation**
- **Double glazing with sound attenuated trickle vents.**

Lessons learnt from the current scheme has suggested that some residents do not want ventilation units, therefore double glazing with sound attenuated trickle vents will be offered. The overall noise reduction offered by such units will most likely be less than the high performance double glazing currently offered, however, there will still be a noise reduction for the residents.



# Mitigation - 1

Under the proposed condition 1,250 dwellings would be eligible for noise insulation using the current criteria.

Uptake of the current scheme sits at approximately 40%, with a fund of £200,000 and the current rate of acceptance it would take 7 years to complete the insulation for the properties.

However, with the reductions required through the noise contour reduction scheme it is anticipated that the full 1,250 homes will not require insulation and therefore it is estimated that the completion timescales will be closer to 5 years.

Following completion of the insulation scheme within the contour we propose to continue the scheme under new criteria that will allow properties outside the current eligible contours to benefit from noise insulating properties to their homes (criteria to be determined).





## Mitigation - 2

***For Summer 2019 and all subsequent seasons no night-time slots to be allocated to aircraft with a value greater than QC1.***

Planning condition 9(i) requires this to be implemented by 2028, this implementation date will be brought forward to March 2019.

It must be noted that this restriction will likely lead to the loss of MNG airlines, with a subsequent loss of the jobs associated with that airline.

It will also impact on the maintenance contracts that Monarch Aircraft Engineering Ltd (MAEL) currently have in place with various aircraft operators including DHL, FEDEX.



## Mitigation – 3

***No further daytime slots to be allocated to passenger or cargo aircraft with a value greater than QC1 (0600-2159 GMT 1st June – 30th September)***

QC 2 aircraft operating empty have a smaller noise profile than those operating with a load. It is proposed that we do not place unnecessary restrictions on the maintenance companies at LLA as this has the potential for significant impact on airport partner business and jobs.



## Mitigation - 4

***New airline/aircraft slots at night not to exceed QC 0.5.***

From Summer 2019 new aircraft slot applicants during the night period will only be granted to aircraft with a QC value of 0.5 or less.



## Additional actions

***Incentivise fleet modernisation with differential charging.***

LLAOL will introduce an incentive scheme through the use of differential charging to encourage operators to not only modernise their fleets but to use them at LLA over other airports.



## Additional actions

### ***Revised Noise Action Plan 2019-2023.***

36 actions in the revised action plan, including;

- Facilitate more continuous climb operations
- Increase utilisation of low power low drag procedure
- Review and reduce the Total Annual Quota Count (QC) cap



## Additional actions

### ***Airspace Change Programme***

As part of a national airspace modernisation programme LLA will introduce performance based navigational procedures to all of its routes that will enable continuous climb operations to be facilitated for aircraft operating from the airport and increase the angle of climb on all of its current published procedures.

This will reduce the impact of noise on those currently affected, the extent of which cannot be fully quantified as the reduction in noise will require designs to be produced which must be done following a strict regulatory process involving local stakeholder engagement.



# Economic Impact

To meet increasing demand from the public, and enable the full potential of the airport, LLAOL have invested £160 million since 2015 in a programme to transform LLA.

As a major employer and economic contributor, the airport will contribute £1.4billion per year to the local economy and £2.3billion nationally by 2021, 20% above the current estimated contributions and support over 37,700 jobs.

As well as economic benefits, the growth of the airport brings with it important support for local communities. For example, the Community Trust Fund has donated £370,810 to local community organisations over the last five years, from youth work, to protecting the environment.



# Evolution of the Noise and Track Sub-Committee



# Evolution of the Noise and Track Sub-Committee

NTSC purpose is to make recommendations to LLACC on those issues considered to be of importance in seeking to solve difficult technical problems.

NTSC also looks at specific noise and track keeping issues so as to help reduce the impact of flying on the local communities.

The representatives on NTSC are expected to have a detailed knowledge of the specialist issues they discuss so as to help the airport minimise disturbance.

LLAOL propose to undertake projects detailed in the NAP together with additional suggestions from the LLACC.

- Project Plans will be created for each initiative assessing, timescales, cost and resource requirements etc
- Projects will then be referred back to LLACC for a view on which projects should be carried out during the year.
- LLACC/NTSC meetings will be used as end of stage points for project updates.



