

Project: London Luton Airport Consultative Committee
File Ref: A11060.03 N05 (UPD) (Rev.A)
Date: August 2019
Subject: **Luton Airport Condition 10 Variation
Planning Application 19/00428/EIA**
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LUTON AIRPORT: CONDITION 10 VARIATION.

(1) INTRODUCTION

This update arises from the revised information provided by Wood Environment and Infrastructure Solutions UK Ltd in July 2019 with respect to the LLAOL application to temporarily relax the Airport daytime and night time contour area limits. BAP prepared a paper in May 2019, on the original submitted information, that was circulated to LLACC members. In essence the main request for contour area limits to be set temporarily at 23.4 km² for Daytime and 44.1 km² for Night time is unaltered. The main changes relate to a considerable improvement to the mitigation package and changes to forecast noise estimates. BAP has been asked over four fundamental concerns delineated by the Chairman in April 2019. These are addressed again below, plus summary information on the main changes in the latest submissions to LBC.

(2) MEMBERS QUESTIONS

(Q.1) Had the airport expanded at the rate assumed in the original application would the contours have been exceeded?

(A.1) No

(Q.2) How many flights of the current fleet mix would need to be removed from schedule to bring the Applicant back in to compliance? [Please could we have a number of flights by day and by night to a reasonable approximation, plus the assumptions made, for the forthcoming noisiest years]

(A.2)

DAYTIME

An excess over the current Condition 10 limit is expected in summer 2019, a contour area of 21.3 km²; i.e. an excess of 1.9 km² w.r.t. the 19.4 km² limit. A 10% excess arising with 35,379 summer daytime operations, about 384 daily. This could be avoided in theory with a reduction in aircraft activity of about 4,317 movements on the theoretical basis of all aircraft making the same noise individually, i.e. about 47 daily. In practice the reduction in activity to remove the excess would require different activity reductions dependent on which aircraft types are constrained. If, for instance, the noisiest aircraft operations are restricted then less activity reduction would be needed. The noisiest operations are departures by the noisiest aircraft types.

NIGHT-TIME

An excess over the current Condition 10 limit is expected in summer 2020, a contour area of 38.0 km², i.e. an excess of 0.8 km² w.r.t. the 37.2 km² limit. A 2% excess arising with 5,091 summer night-time operations, about 55 daily. This could be avoided in theory with a reduction on aircraft activity of about 114 movements on the basis of all aircraft making the same noise individually, 1-2 daily. In practice the reduction in activity to remove the excess would require different activity reductions dependent on which aircraft types are constrained. If the quietest aircraft operations are restricted then more activity reduction would be needed.

(Q.3) Is the late running of the schedule (which might have been predicted) really the issue or is it the rate of expansion ahead of delivery of quieter aircraft?

(A.3) The main issue is the large growth in passenger demand that has been met. The late running of the schedule also puts extra pressure on the night-time noise contour area.

In 2019, the average year on year growth in monthly passenger throughput has been 10.3%, based on January to June; with 8.5 mppa accommodated in the period, 794,000 more than in 2018.

The recent scoping request for an increase to 19 mppa (LTN Planning 19/01006/EIA SCR), advises on the effect of such traffic occurring next year, 2020. If that did occur, it would amount to a 5.6 mppa increase above the forecast made in 2012, a difference between 'actual' and 'forecast' of 42%.

The main issue is the rate of expansion.

(Q.4) What would the discernible impact, in lay terms, to the person on the Luton Omnibus, if this expansion of the Noise Contour area went ahead?

(A.4)

- On the basis of the latest forecast the actual increase will be much less than 1 dB for most years in the period studied, now to 2024.
[N.B. As the forecast worst year for daytime noise is this summer, the actual experienced noise in the period mid-June to mid-September is now.]
- The changes in noise exposure between living with the current Condition 10 limit and the increased contour area limits are delineated in the detailed papers.
- The changes, considered in terms of the metric used for many years and currently, dB L_{Aeq,T}, are about 1 dB which is usually considered as not significant. For instance the advisor to the local planning authority who presented the evidence (noise) at the Stanstead Airport hearing advised "...it should be borne in mind that this difference is associated with a change in noise levels of less than 1 dB, which is imperceptible and therefore negligible."

(3) CHANGES BETWEEN March 2019 and July 2019 Submissions

(i) Latest Contour Area Forecasts: Summer

Year	Night-Contour Area (km ²) (48 dB L _{Aeq,8h})	Daytime Noise Contour Area (km ²) (57 dB L _{Aeq,16h})
ACTUAL		
(10.5 mppa) 2014	35.2	15.8
(14.6 mppa) 2016	36.5	19.2
(16.6 mppa) 2018	40.2	19.4
Current Contour Area Limits	37.2	19.4
FORECAST		
2019	37.1 (42.7)*	21.3 (18.8)*
2020	38.0 (41.9)*	18.5 (18.4)*
2021	36.2 (40.8)*	17.6 (18.0)*
2022	(39.7)+	(17.3)+
2023	(38.4)+	(16.8)+
2024	(37.1)+	(16.3)+
Proposed Contour Area Limits	44.1	23.4

() * values relate to previous forecasts, reported in March 2019.

() + values relate to previous forecasts, reported in November 2018.

The use of the new forecast information prepared by LLAOL, results in new contour area estimates. The forecast noise for 2022 and 2023, reported in the Scoping Report relate to night activity of 6,000 movements plus, whilst the latest forecasts suggest activity of order 5,000 movements. The contour areas given above for these years are therefore now considered too large. Whereas previously that largest night noise contour area was expected in 2019, it is now forecast to occur in 2020, and be smaller than previously assessed. For day time this year was and still is the forecast worst year. Soon the ACTUAL contour areas for the summer (2019) will be calculable. As discussed in the latest submission, the noise assessments have to make several assumptions for future years, for instance relating to the actual Airport noise performance of the currently grounded Boeing 737 MAX, and the very new Airbus A321neo.

(ii) Improved Noise Mitigation Scheme.

With the March 2019 submission suggested Noise Mitigation Schedules were given, proposing;

- To update the approved noise management plan
- To increase the annual noise insulation fund from £100,000 to £200,000
- To increase the annual community fund contribution from £50,000 to £150,000

With the latest submission it is proposed to maintain the proposals over the update of the noise management plan, and the increase to the annual community fund contribution. Also it proposed to increase the annual noise insulation fund, to;

- £400,000 for 2020 and 2021
- £300,000 for 2022-2025
- £200,000 for 2026 – 2028

This results in a total proposed expenditure of £3 million in the period 2016-2028.

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