

Questions for London Luton Airport Executives, received from members of the public. May 2017.

No.	Name	Question Raised	Theme	Email/Letter	Date Received	Response
1	Paul Edmond	Concerns raised regarding the noise of aircraft traffic from Stansted and Heathrow airports passing over the AL4 area, in addition to the noise generated following the redirection of Luton aircraft traffic.	Aircraft noise from multiple sources/airports	Email	02/05/17	<p>The south east of England is one of the busiest airspaces in the world with five major airports in close proximity – Heathrow, Gatwick, Stansted, City and Luton.</p> <p>The airspace that we all use, along with the rest of the UK, has barely changed in 50 years, yet we have twice as many aircraft in the air. This airspace was also designed for an age when aircraft were fewer and less efficient, and navigation was much less sophisticated.</p> <p>For these reasons the UK's entire airspace needs to be modernised and this is why the Government has embarked on their “Future Airspace Strategy” to modernize the UK's airspace.</p>
2	John Worth	Is it true that the noise abatement departure procedure (NADP) used at Luton Airport is designed to minimise fuel usage and engine wear, rather than to reduce the noise away from the airfield itself? How can this decision be justified given such rapid increase in the noise impact following expansion permission?	Noise abatement departure procedure	Email	03/05/17	<p>London Luton Airport (LLA) does not specify the NADP to be used. Both NADP 1 & 2 are used at LLA by different airlines. Airline standard operating procedures dictate which procedure to be used at LLA.</p> <p>NADP 1 and 2 will, in general, produce benefits up to an altitude of 3000ft however, due to the altitude constraints with London airspace this has no real impact on noise and therefore airlines will mainly focus on reducing fuel burn and the associated carbon emissions.</p>
3	Nigel Green	What can you tell us about the noise profile of the RNAV swathe as it passes between Harpenden and St Albans? How far does the noise spread on either side, and what is the noise footprint of that swathe?	RNAV - how far does the noise spread?	Email	03/05/17	<p>We do not have the data to answer this question however we are planning to conduct research this year to better understand this.</p>
4	Paul Flatt	How do you plan to compensate people who live directly under the concentrated RNAV swathe, and who now suffer all the flights rather than it being shared out in a random spread?	RNAV - Compensation	Email	03/05/17	<p>LLA follows the guidance laid down in national policy in relation to compensation, which mainly relates to those properties within the 63dB LAeq 16 hour, but currently excludes airspace changes. The St Albans district sits well outside this contour.</p>
5	Nigel Sill	i) RNAV has made the noise very much worse, why can you not revert to the previous system when the flights were spread over a wider area?	RNAV and Night Flights	Email	03/05/17	<p>The previous system was based on navigation by ground based beacons. These beacons are being phased out and GPS based procedures are being adopted worldwide and countries are required to develop their airspace to use them. Therefore as airspace and the routes aircraft fly are redesigned they will move to GPS based RNAV/RNP procedures</p> <p>The benefits of these procedures are;</p> <ul style="list-style-type: none"> • Reduce the direct overflight of a higher number of people • Save fuel through more direct routings and improved flight efficiencies

No.	Name	Question Raised	Theme	Email/Letter	Date Received	Response
						<ul style="list-style-type: none"> Cut CO2 emissions through more direct routings and improved flight efficiencies, and Importantly reduce noise from fewer aircraft being held at low levels <p>As more and more airports adopt these procedures the amount of dispersion across the sky will reduce increasing the spacing between flights routes allowing more continuous climb and reducing the time aircraft spend at lower altitudes.</p>
		ii) If Heathrow is not flying at night, why can you not instruct flights to climb to say 15,000ft. quickly, the occasional flight at 10,000ft? Is still too noisy in the middle of the night.				The London Terminal Control Centre handles the control of aircraft navigation once the aircraft is airborne. The Air Traffic Controllers will clear aircraft to the highest altitude possible as long as it doesn't interfere with aircraft on other routes, it is not just dependent on Heathrow departures. We are working with our neighbouring airports to reduce conflicting flightpaths wherever possible.
6	Kathryn Hurle	During the 3rd Qtr 2016, alone, we had an extra 3000 flights coming over north Jersey Farm due to the concentration of the new RNAV flight path causing continuous aircraft noise from flights a lot of which were lower than Luton's said apparent average height. How has that made life better for us Jersey Farm residents as Neil Thompson insisted it would do in his phone call to me in early 2015?	RNAV	Email	04/05/17	<p>In Q3 2016 56% of flights were above 6000ft as they passed the North of Jersey Farm. The average height through the gate is 6500ft. The lowest was 4000ft and the highest was 10,000ft. All altitudes mentioned are above mean sea level.</p> <p>The increase in the number of flights in this locality is due to a number of factors including a dominance of westerly departures in Q3 2016 in comparison to previous years and the increase in air traffic on this route.</p>
7	Judith Robertson	i) How does fining one aircraft in 4,000 £100 incentivise the introduction of quieter aircraft?	Quieter aircraft incentives	Email	06/05/17	The noise limits at LLA are the tightest of any UK airport. The noise violation limits discourage the noisier aircraft from operating and ensure that our airlines operate some of the quietest aircraft in their class. In 2016 99% of aircraft operating from LLA remained below the noise violation limit.
		ii) Which of your current noise control specifically incentivises the introduction of quieter aircraft and how?				<p>Within our planning conditions there are a number of controls in place to incentivise the use of quieter aircraft;</p> <ul style="list-style-type: none"> Phased introduction of reduced noise violation levels over the next 10 years. Higher landing charges at night Points based system with a maximum cap. The noisier the aircraft the higher the points allocated, therefore the quieter the aircraft the more movements permitted.

No.	Name	Question Raised	Theme	Email/Letter	Date Received	Response
						<ul style="list-style-type: none">The above control works in conjunction with a maximum number of movements permitted to control the number of aircraft movements.
8	Ted and Sheila Webb	i) The CAA have made it clear that their post-implementation review is ‘to determine whether the benefits and impact of the (flight path) change have been as was originally intended’. Is Luton Airport’s view that that the significant detrimental impact on Sandridge and St Albans, which they will be aware of through complaints received: - is exactly as originally intended, or - is worse than originally intended?	RNAV - CAA review	Email	06/05/17	<p>The RNAV proposal was born of feedback from the local communities and extensive discussion with the London Luton Airport Consultative Committee (LLACC) and was designed in line with the Government’s overall policy to concentrate departures where possible and minimise the number of people significantly affected.</p> <p>The proposal sought to address the issues of aircraft flying outside the NPR and over densely populated areas such as Hemel Hempstead and St Albans. The proposed route was designed to avoid centres of populations. The environmental analysis indicated that the option put forward for final submission would;</p> <ul style="list-style-type: none">Reduce the number of people overflown along this departure routeReduce the level of noise from aircraft that is currently experienced in areas of high population density, particularly Hemel Hempstead, andReduce the amount of fuel burnt by aircraft using this departure route thereby minimising carbon emission. <p>It is for the national regulator to determine whether the RNAV airspace change has met the original objectives based on the current operational data.</p>
		ii) Can Luton Airport explain why, since the flight path change, very large, noisy, planes from Heathrow fly at low altitudes over Sandridge when planes from Luton aren’t (because of the wind direction). Was this taken into account in the assessment of the ‘impact originally intended’?	Aircraft noise from multiple sources/airports			<p>The RNAV airspace change had no impact on the altitude of aircraft from Heathrow airport, the procedure related to aircraft operating from LLA only.</p>

No.	Name	Question Raised	Theme	Email/Letter	Date Received	Response
9	John Crosby	Despite much talk since the introduction of RNAV Luton Airport has not delivered a single action resulting in a noise reduction for the affected communities. In contrast it continues to increase the number of planes using the route. When will noise reduction measures be delivered, for which communities and what will they achieve in quantified noise reduction? (For clarity, pontifications on the complexity of air space design or vague hopes that getting aircraft higher will make it quieter are not what is being asked for here. Please describe outcomes you will deliver in terms of quantified noise reduction and date achieved. If you are unable to do that please state clearly why.)	Noise reduction measures	Email	07/05/17	<p>Our mobile noise monitors are currently out in the local community. The data gathered by these monitors will enable us to compare the measurements taken before RNAV implementation with those we take post implementation.</p> <p>We have a Noise Insulation Scheme that is in place for areas within Hertfordshire and Bedfordshire to reduce noise levels to those most affected by noise. This scheme has already been accepted by almost 50 residents and analysis shows that this improves the noise insulation properties of the home by at least 4dB.</p> <p>4 of LLA's airlines; easyJet, Wizz. Monarch and Ryanair have placed orders for either the Airbus Neo or Boeing Max aircraft. These are currently on the production line and we expect the first of these to be introduced between Summer 2017 and Summer 2018. These aircraft are typically 10% quieter than those in operation today but we cannot give an accurate noise reduction for specific areas until we have carried out noise monitoring in those locations.</p> <p>Airbus Neo's and Boeing Max's are due to arrive at LLA between Summer 2017 and Summer 2018.</p>
10	Ian Vanlint	Why is there no route for aircraft departing runway 26 to turn right and head north, passing between Dunstable and Leighton Buzzard? The gap between population centres there is much wider than the gap between Harpenden and densely packed St Albans, and it would give many flights a more direct route to destination. How soon can such a route be implemented?	Alternative flight path	Email	07/05/17	<p>There are currently other flight paths in that area, from Northolt and Heathrow as well as the airspace assigned to the London Gliding Club. We are currently exploring the possibility of providing a route in this area how soon it can be delivered depends on a number of factors.</p> <p>The Civil Aviation Authority's airspace change process must be followed. This process can take approximately 2-3 years and will also be dependent on the successful design of a route that does not conflict with other airspace users in the area.</p>
11	Peter Thomson	What plans are there for compensation to be paid to those in previously unblighted residential areas when early morning or excessively noisy or frequent flights are routed over them?	Compensation	Email	07/05/17	<p>LLA follows the guidance laid down in national policy in relation to compensation, which mainly relates to those properties within the 63dB LAeq 16 hour, and currently excludes airspace changes. The St Albans district sits well outside this contour.</p>
12	Colin Sawyer	Why are the main flightpaths not directed in/ out of Luton south over the M1 Motorway, at increasing height three miles west of St Albans before dispersing eastwards over a wide flight corridor, high above the northern section of the M25? The Luton Airport Monitoring Report 02 2016 currently shows this route to be free of air traffic. (To be read in conjunction with the full map showing	Alternative flight path	Email	08/05/17	<p>This airspace route is not free. The LLA monitoring reports will only show tracks from LLA and does not show tracks from other London Airports, the piece of airspace mentioned in this question is heavily used by Heathrow aircraft. In controlled airspace Air Traffic Control are required to ensure that aircraft are separated at a minim safe distance to ensure there is no risk of incident.</p>

No.	Name	Question Raised	Theme	Email/Letter	Date Received	Response
		current flightpaths in the London Luton Airport Monitoring Report Q2 2016).				These safe separation distances are 1000ft vertically or 3 nautical miles laterally.
13	Paul Barnes	It is an outrageous conflict of interest that a key beneficiary of the airport revenue is the body that is required to give [planning] permission. There is surely a duty to declare and manage such conflict and should be subject to legal scrutiny. Have you examined this? Paul Barnes	Planning permission conflict of interest query	Letter	08/05/17	The planning application submitted by London Luton Airport Operations Ltd followed all due process and was referred to the Secretary of State at the time who confirmed he was content for the local planning authority to determine the application.
14	Stephen Shone	Realistically, what will you do to alleviate the nightmare for those special cases where people live directly beneath what has become the new concentrated RNAV flight path?	RNAV	Email	09/05/17	<p>Working with all of our local communities we are developing our airspace change programme for the next five years. Where possible we will look to alter the flight path to ensure aircraft can climb independently of any interaction with Heathrow and Northolt aircraft.</p> <p>We are also exploring additional routes that will provide respite to those that live in close proximity to the RNAV MATCH flight path.</p> <p>These will all be subject to public consultation and will follow the CAA airspace change process.</p>
15	Anonymous St Albans Resident	<p>i) How do you intend to improve the lot of those currently suffering - especially as flight numbers increase - given that any mooted "slight widening of the narrow corridor" would simply make things worse for those already just outside the area?</p> <p>ii) Why can we not return to where we were before the last "review", or vastly widen the flight paths to share the burden more? In any case, surely there are many other paths which could be used to dissipate the effect of increasing traffic, why are they not under consideration? And employ quieter aircraft - a solution not really mooted much, for guessable reasons.</p>	RNAV	Email	09/05/17	<p>Same as 14</p> <p>We are developing our airspace change programme whereby we will look to alter the flight path to ensure aircraft can climb independently of any interaction with Heathrow aircraft.</p> <p>We are also exploring additional routes that will provide respite to those that live in close proximity to the RNAV MATCH flight path.</p> <p>This RNAV route was developed on the guidelines published in national policy which states...</p> <p>...it is desirable to concentrate aircraft along the fewest possible number of specified routes in the vicinity of airports and that these routes should avoid densely populated areas as far as possible. (<i>Aviation Policy Framework para 3.31</i>)</p> <p>and</p> <p>"the best environmental outcome was derived from the concentration of departures on the least number of practical</p>

No.	Name	Question Raised	Theme	Email/Letter	Date Received	Response
						<p>routes designed specifically to minimise the number of people over-flown at low levels” <i>(Guidance to the Civil Aviation Authority on Environmental Objectives Relating to the Exercise of its Air Navigation Functions para 7.2)</i></p> <p>4 of LLA’s airlines; easyJet, Wizz. Monarch and Ryanair have placed orders for either the Airbus Neo or Boeing Max aircraft. These are currently on the production line and we expect the first of these to be introduced between Summer 2017 and Summer 2018.</p> <p>Please also see question 5.</p>
16	Margaret Brown	How do you justify the decision that a small number of residents are affected all of the time by excessive aircraft noise, rather than many residents being affected some of the time? When the weather becomes hot and bedroom windows will need to be open to keep cool, I fear for my ability to be able to sleep due to the late evening and early morning noise.	RNAV	Email	09/05/17	<p>Any airspace design has to follow the guidance laid down in national policy which states that...</p> <p>...it is desirable to concentrate aircraft along the fewest possible number of specified routes in the vicinity of airports and that these routes should avoid densely populated areas as far as possible. <i>(Aviation Policy Framework para 3.31)</i></p> <p>and</p> <p>“the best environmental outcome was derived from the concentration of departures on the least number of practical routes designed specifically to minimise the number of people over-flown at low levels” <i>(Guidance to the Civil Aviation Authority on Environmental Objectives Relating to the Exercise of its Air Navigation Functions para 7.2)</i></p>
17	Alan McDonald	i) With reference to the aircraft disruption can you please advise the exact increase in volume of aircraft over the Sandridge "line"?	Noise Measurement, Compensation	Email	09/05/17	Between 2014 and 2016 the traffic on the Match departure route increased by 41%.
		ii) Can you advise the number of complaints re aircraft noise before and after the change as although it appear the plan was to have less persons affected it feels that the a smaller number of areas have had a significant impact with what appears to be non-stop flights whereas before the burden was shared.				<p>Complaint statistics;</p> <p>2014 – 2836 2015 – 2552 2016 – 4231</p> <p>Note. In 2016, 70% of complaints from SADC locations were registered by 10 individuals.</p>

No.	Name	Question Raised	Theme	Email/Letter	Date Received	Response
		iii) Why was the decision made to put a noise box in Hopkins Crescent when the flight "line" is nearer / over House Lane / St Leonard's Crescent?				<p>This in relation to the noise monitor rather than the flight route. The noise monitoring locations were agreed in cooperation with Parish councils.</p> <p>The noise monitoring locations were discussed and agreed with the consultative committee and local parish councils. The locations are also dependant on finding a suitably secure location to site the equipment.</p>
		iv) If there are to be no changes to the flight path will there be plans to support those affected with noise reduction equipment to their properties i.e. Triple glazing / Shutters etc.				<p>We are developing our airspace change programme whereby we will look to alter the flight path to ensure aircraft can climb independently of any interaction with Heathrow aircraft.</p> <p>We are also exploring additional routes that will provide respite to those that live in close proximity to the RNAV MATCH flight path.</p>
18	Peter Mannell	Following the furore over the RNAV "experiment", which has self-evidently failed to improve matters for those living under the westerly ops (runway 26) takeoff routes, could you please explain what is being proposed/considered for those people who live under the easterly ops (runway 08) takeoff path which predominantly flies directly over Harpenden?	Easterly Ops (Runway 8)	Email	10/05/17	<p>The RNAV flight route was not an experiment; it was developed following feedback from the local community and followed the formal regulatory process for airspace changes.</p> <p>The 08 Compton departure route is the flight path mentioned here and this sits within the airspace change programme to start the design process at the end of 2018 beginning of 2019. At present the designs have not been drawn up for this and stakeholders (which include the local community) will be engaged during the design phase to ensure the most environmentally efficient routes possible are taken forward to consultation.</p>
19	Leslie Page	Why is the actual flight path now taken by aircraft different to that proposed in the Consultation document (file attached). This document was not widely available or publicised at the time and in addition contains inaccurate and misleading information (deliberate or otherwise). The map shows aircraft flying due East and skirting the northern perimeter of St Albans. The actual position is that flights are travelling in a southeasterly direction to the south of Sandridge and over the northern edge of Marshalswick towards Brookmans Park. The document also did not mention that aircraft would be flying at only 5000ft or lower in order to avoid Heathrow traffic or that flights would be continues from about 5:30am, every 4 minutes, with the constant drone of jet engines in the air.	RNAV	Email	10/05/17	<p>The flight path being flown now is the same as that proposed in the consultation.</p> <p>The RNAV proposal did not incorporate any changes to the vertical profile of flights, as stated in the consultation document, which is why no specific figures were mentioned. It was only the lateral dispersion that was being addressed.</p> <p>In terms of the consultation itself, it was conducted over 13 weeks between 10th April 2014 until 9th July 2014 whereby;</p> <ul style="list-style-type: none"> A large number of key community stakeholders were consulted including the local council Local noise action groups campaigned for the change including conducting a leaflet drop;

No.	Name	Question Raised	Theme	Email/Letter	Date Received	Response
						<ul style="list-style-type: none"> • There was in depth coverage of the proposal in the local press • A large number of responses were received from members of the public indicating that awareness of the change was widespread amongst the local community; and • The documents were available on both the airports website and the Civil Aviation Authority's
20	Residents of Batchwood, North St Albans	<p>i) Do you accept that the actions of Luton airport since 2015 (including the introduction of RNAV) have in fact increased the number of people significantly affected by aviation noise, in direct contradiction of government policy (DFT Aviation Policy Framework p 11)? Does the massive spike in noise complaints not signify this?</p> <p>ii) In its 2014 RNAV plan, Luton airport cites the following expected benefits for the change: 'reduce the number of people overflown along this departure route; reduce the level of noise from aircraft that is currently experienced in areas of high population density, particularly Hemel Hempstead; and reduce the amount of fuel burnt by aircraft using this departure route, thereby minimising carbon emissions'. Isn't it true that this plan equates minimising the number of people overflown with the government's objective of minimising the number of people 'significantly affected by aircraft noise'? If so, doesn't this reveal a lack of understanding of the impacts of aviation noise?</p> <p>iii) When the expansion of Luton airport by almost 100% was agreed in 2013, noise control conditions were put in place to help offset the impact on local people. Have you been consistently enforcing these conditions and fining airlines that breach them?</p>	RNAV	Email	10/05/17	<p>The proposals were consistent with the Government's Aviation Policy Framework commitment to limit and where possible reduce the number of people in the UK significantly affected by aircraft noise.</p> <p>The Aviation Policy Framework states that the Government will continue to treat the 57dB LAeq 16 hour contour as the average level of daytime aircraft noise, marking the approximate onset of significant community annoyance to determine whether or not someone is significantly affected.</p> <p>We acknowledge there has been an increase in complaints during 2016, but it is important to point out that 70% of all complaints from SADC relating to R-NAV came from just 10 individuals.</p> <p>As above.</p> <p>The approval that was granted in 2014 was to increase the airport capacity by 50%. Increasing the capacity from 12 million passengers per annum to 18 million passengers per annum. We have been consistently enforcing the noise controls, and the performance against these controls is reported to the London</p>

No.	Name	Question Raised	Theme	Email/Letter	Date Received	Response
						<p>Luton Airport Consultative Committee every quarter as well as in our annual monitoring report which will be published shortly.</p> <p>In the last 2 years we have deposited nearly £250,000 into the community trust fund to fund local community projects.</p>
		iv) We understand these noise control conditions have been or are being weakened such that almost no flights will now breach them. How can you justify anything that will increase noise in the context of the current situation?				<p>The noise controls are not being weakened.</p> <p>The proposal to amend condition 11i was due to the fact that this condition did not incentivize either flying in the daytime or using newer quieter aircraft. This condition was replaced with a lower night noise violation limit (which was previously excluded from the planning conditions by the Local Planning Authority). This change was supported by the consultative committee and community representative groups.</p> <p>Under the original condition; if an operator used a noisy aircraft then the violation limit would be higher than if they used a quieter aircraft. This was counterproductive in incentivising the use of quieter aircraft.</p> <p>We applied for a variation to this condition that would apply one noise violation limit for daytime and a lower one for night-time, this meant that if you were flying a quiet or noisy aircraft the violation limit would be the same and therefore encourage the use of quieter and discourage the use of noisy aircraft.</p>
		v) You say some of your proposed solutions will take 3-4 years to effect. Do you think that's an acceptable timescale, given the health and wellbeing impacts of aviation noise?				<p>No we do not think this is an acceptable timescale but, all airspace changes have to follow an extensive regulatory process prior to any changes being implemented.</p>
		vi) In general, organisational objectives will only be achieved if they are allocated to defined people. Given Luton airport is responsible for managing its noise, who within LLAOL has been allocated this responsibility?				<p>The Airport's Operations Director has overall responsibility and the Airport's 5 year airspace change programme has been assigned to the Flight Operations Manager to deliver.</p>
		vii) Isn't it true that your main westerly departure route could turn right instead of left, and track over Bedfordshire rather than Hertfordshire? Why is this not the case? (Herts doesn't see any benefit from the airport, whereas Beds does because Luton Borough Council is the majority shareholder of the airport and benefits from the profits.)				<p>There are a number of interactions to the North of Luton including westbound flights from Stansted but we are exploring what options are available to direct flights in this area and continue discussions with neighbouring airports to remove these interactions wherever possible.</p> <p>We would strongly disagree that Hertfordshire does not derive any benefit from London Luton Airport. Aside from the significant economic contribution as highlighted in a recent Oxford Economics report (http://www.london-luton.co.uk/corporate/lla-publications/oxford-economics) last year Hertfordshire residents</p>

No.	Name	Question Raised	Theme	Email/Letter	Date Received	Response
						<p>took 1.9m flights from LLA, with the number of journeys to or from the St Albans district increasing by 60% (CAA 2016 passenger data)</p> <p>For clarification Luton Borough Council owns the airport but the operation is managed through a concession agreement between Aena and Ardian of which Aena is the majority shareholder.</p>
		viii) How do you propose to rebuild trust with local people?				<p>We always aim to work constructively with the local community and our partners to strike the right balance between minimising the impact of aircraft noise while maximising the positive social and economic benefits of a successful airport.</p> <p>We are committed to working with the local community and engaging with them on all design aspects of our airspace change programme. We will keep residents informed of the progress through regular community updates and public surgeries and regular meetings with local representatives.</p>
		ix) One of your proposed solutions (RNP) involves further concentration of air traffic. Why are you proposing further concentration when concentration has been a big part of the current problem?				<p>Ground based navigational beacons are being phased out and GPS based procedures (RNP/RNAV) are being adopted worldwide, countries are required to develop their airspace to use them. Therefore as airspace and the routes that aircraft fly are redesigned they will move to RNAV/RNP procedures.</p> <p>Concentration of flight routes is the key to removing interactions with other airports to allow continuous climb and the big part of reducing the impact on the local community is to remove the altitude constraint.</p> <p>We are also looking to see what relief can be provided through the design of respite routes.</p>
		x) In responding to problems with RNAV, one of the main solutions proposed by the government is respite routes. Is Luton airport considering this option?				<p>Yes we are incorporating these into our next options analysis during the next phase of airspace change and will be subject to consultation and airspace change process etc. This will be a requirement of the new Airspace Change Process.</p>
		xi) Residents have noticed that planes are flying lower than before, contributing to the increased noise levels. Can you confirm this is the case? If so, why has it happened and what are you doing about it?				<p>Aircraft are not unilaterally flying lower. Part of this perception is due to the fact that there are more aircraft in the sky at busy times of the day. At these busy times aircraft are held down at lower altitudes in order to maintain the safe separation of all aircraft in the sky</p>

No.	Name	Question Raised	Theme	Email/Letter	Date Received	Response
		<p>xii) We understand that since 2013 you have expanded more quickly than anticipated, but have not introduced any of the quieter planes that were supposed to help offset the impact on local people. Why has this happened? Is expansion a higher priority than quieter planes?</p> <p>xiii) We note you are now committing to introducing some quieter planes by the end of 2017 (i.e. the new NEO aircraft). What % of Luton planes will be NEO by the end of 2017? When will this reach 100%?</p>				<p>4 of LLA's airlines; easyJet, Wizz. Monarch and Ryanair have placed orders for either the Airbus Neo or Boeing Max aircraft. These are currently on the production line and we expect the first of these to be introduced between Summer 2017 and Summer 2018.</p> <p>We do not know what percentage will be in place by the end of 2017 as this is dependent on the airline delivery programmes. Airbus Neo's are just one aircraft type that operate from LLA. We will never have 100% at LLA due to the wide variety in aircraft types that are operated from the airport.</p>
21	Andrew Robley	<p>As well as seeing and hearing aircraft that are presumably flying the intended West-East route to the South of the village, Wheathampstead residents also experience direct over-flying by aircraft on a diagonal SW-SE route by a significant proportion which is of course much noisier. Perhaps these are aircraft bound for Northern Europe, Scandinavia and further North which are initially flying the prescribed route until they get beyond and thence deviating from it too early and "cutting the corner " to get to their eventual vector quicker and more economically. Why are a significant number of aircraft flying directly over the village of Wheathampstead and causing significant nuisance, especially during the holiday seasons, early in the morning and late in the evening when they disrupt sleep and are particularly distressing to those with sleeping problems?</p>	RNAV/CAA	Email	10/05/17	<p>This relates to aircraft on the westerly Match departure route. Aircraft routing this way are mainly heading to north, central and eastern Europe.</p> <p>Majority of flights avoid the village but at times aircraft are vectored North to avoid the busy intersection of airspace at Brookmans Park.</p> <p>We are working on alternative options for this route at present and the community will be involved in the design of these options and will be subject to an extensive consultation and regulatory process.</p>
		<p>ii) I am also concerned that monitoring done prior to the CAA review is to be discounted, as this is likely to more accurately represent what people have been experiencing, as with the best will in the world, the Airport and the airlines are liable to be on better behaviour whilst they are being monitored. My supplementary question is Why is earlier data not to be considered?</p>				<p>LLA will provide all data that is requested by the regulator. The CAAs post implementation review will commence in October 2017 and LLA will be providing all complaints data to the CAA from the original implementation date of August 2015.</p>
22	David Smith	<p>I live in Wheathampstead and wish to report that we have been subjected to a large increase in low altitude aircraft overflights in the last couple of years, which we had not had in the past 25 years. An aircraft passes over our location every few minutes and, looking at the tracks on Travis, these seem to be being vectored early and not following the npr (noise preferential route). Can you please do something now to prevent this constant noise disturbance? I would like to point out that we were not consulted about the changes to the flightpaths, and the first we knew about it was when the aircraft began to overfly our location.</p>	Flight Paths	Email	11/05/17	<p>The route that mainly affects Wheathampstead in this way is the 08 Compton route this sits within the airspace change programme to start the design process at the end of 2018 beginning of 2019.</p> <p>At present the designs have not been drawn up for this and stakeholders (which includes the local community) will be engaged during the design phase to ensure the most environmentally efficient routes possible are taken forward to consultation.</p>

No.	Name	Question Raised	Theme	Email/Letter	Date Received	Response
23	Michael Lewis	Does London Luton Airport plan to lobby the CAA to increase the height limit currently in place for all the Heathrow aircraft flying south to north over St Albans district, so that in future Luton flights can be operated at a higher altitude to reduce noise impact?	CAA - flight altitude	Email	11/05/17	<p>We continue to lobby the CAA for a holistic approach to airspace modernisation not solely relating to LLA Heathrow interactions however any changes to Heathrow flight routes, will be subject to the same airspace change process that all airports have to follow.</p> <p>We are looking to alter our flight path to remove the interaction between the two airports but are also exploring the opportunities of respite routes.</p> <p>We're in regular discussions with LHR and other neighbouring airports regarding possible solutions to these interactions.</p>
24	Erica Weindorf	Given the significant growth in air traffic over Hertfordshire caused by an increasing number of flights from Luton airport, Heathrow flights are now flying very low and directly over St Albans, significantly contributing to aircraft noise levels for St Albans residents. This is in addition to the noise being generated by aircraft directly from Luton Airport, though the airports expansion is the reason for this change. Is this additional noise being taken into account when assessing the noise disruption being generated by Luton Airport expansion? If not, why not?	Aircraft noise from multiple sources/airports	Email	11/05/17	<p>The increase in traffic from Luton cannot be attributed to the altitude constraint of Heathrow aircraft. In most cases it's the other way round however, the traffic across the entire London airspace has grown considerably over the last few years and at busy times of the day all air traffic can be held at lower altitudes for a period of time.</p> <p>We are only able to assess the impact of the operation from London Luton.</p>
25	Alan Creasey	I sent an email on the 17th April 2017 to London Luton Airport who replied to me in a very positive and informative way advising that there was still a lot of work to be done concerning the noise problem. The question I asked was the possibility of making a subtle change to the take off profile for aircraft using runway 26 and then heading East. The suggestion I made was making a subtle changing of course at Childwick Green (N51°46'56" W0°20'28"), towards Coleman Green (N51°47'50" W0°16'26"), and thence towards Panshanger. This would then move the profile away from Sandridge and Jersey Farm area, and by the time the aircraft reached a more built up area, hopefully they would be high enough to create a lower noise level.	RNAV	Email	12/05/17	<p>This is one of the options that we are exploring through our next phase of airspace change.</p>
26	David Owler	Why can't the RNAV1 centre line be extended after the railway line for a couple of miles (as suggested by LADACAN) to keep the aircraft north of Sandridge? Better still, there is surely scope to push the track even further north here over the (sparsely populated) forest areas north of Sandridge (and further away from Sandridge/Jersey/Farm/Marshalswick)?	RNAV	Email	12/05/17	<p>The latter of the two items mentioned here is one of the options we are exploring with our next phase of airspace change.</p>

No.	Name	Question Raised	Theme	Email/Letter	Date Received	Response
27	Natalie Marshall	The main issue for me is that the aircraft are accelerating to gain height which makes them noisier. From Luton there is a serious issue with night and very early morning (5am) flights. I would like to know what they are doing to coordinate between the airports to avoid multiple aircraft in the skies above St Albans from both airports at the same time. Last summer was a nightmare with the amount of traffic. [St Albans]	Aircraft noise from multiple sources/airports	Email	13/05/17	<p>The responsibility of coordinating all traffic within London airspace sits with NATS the UKs principal air traffic provider.</p> <p>NATS holds monthly meetings with the UK airport network to discuss traffic demand and coordination.</p>