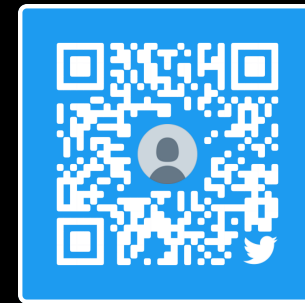


RELAS

info@relas.uk



Luton Stack & Flight Paths

raising awareness

5th July 2022 - Hosted by Stephen Ferguson, Richard West and Tumi Hawkins

agenda

- welcome
- positioning statement
- ad6 implementation status
- who is doing what
- comments from elected representatives
- impact analysis
- what can be done & next steps
- questions and answers

positioning statement

- we are not here
 - to say people shouldn't fly!
 - to propose mitigations or design changes - not our job!
- what we are saying is
 - impact & disturbance much worse than indicated
 - unsatisfactory consultation process with impenetrable materials
 - the design is poor - the options presented were not options
 - key stakeholders excluded and scrutiny process failed / inadequate
 - important feedback was disregarded

ad6 implementation status

post implementation review stage 7

- there is a 7 stage process for changing airspace
- the current and final stage lasts 12 months
- during this period data on complaints, tracks & aircraft altitude are collected
- public surgeries will held to address community concerns
- complaints will be provided to the CAA (as regulators of the airspace) who decide if the route can be made permanent or if changes are required
- more information can be found on the airspace change portal

LLA/NATS public surgery potton 12th may

key takeaways

- the design is not a done deal
- review process to run for 12 months from 1st June 22
- current flight levels are “just the tip of the iceberg”
- growth via under-utilised airspace (time) windows
- the “common assumptions” about minimum altitudes are incorrect
- residents need to complain and complaints are sent to CAA
- public surgeries will only be organised if [sufficient] complaints received
- LLAs green statements are hypocritical and contradictory particularly wrt private jets

who is doing what

groups, bodies, etc

- RELAS formed in May 2022 - localised response
- LADACAN and CALF
- we are gauging local opinion and level of support
- we're approaching this as a data driven / evidence based activity
- presentations to local parish councils, leafletting and this first meeting
- engagement with local MPs and hopefully with ministers
- meeting sought with CEO of LLA to discuss their complaints methodology

comments from elected representatives

Councillor Dr Tumi Hawkins

Caldecote Ward Councillor

Lead Cabinet Member Planning Policy & Delivery

South Cambs

Richard West

District Councillor

Huntingdonshire

Stephen Ferguson

Chairman of Cambridgeshire County Council

Executive Councillor Huntingdonshire District

Councillor

Huntingdonshire

Sebastian Kindersley

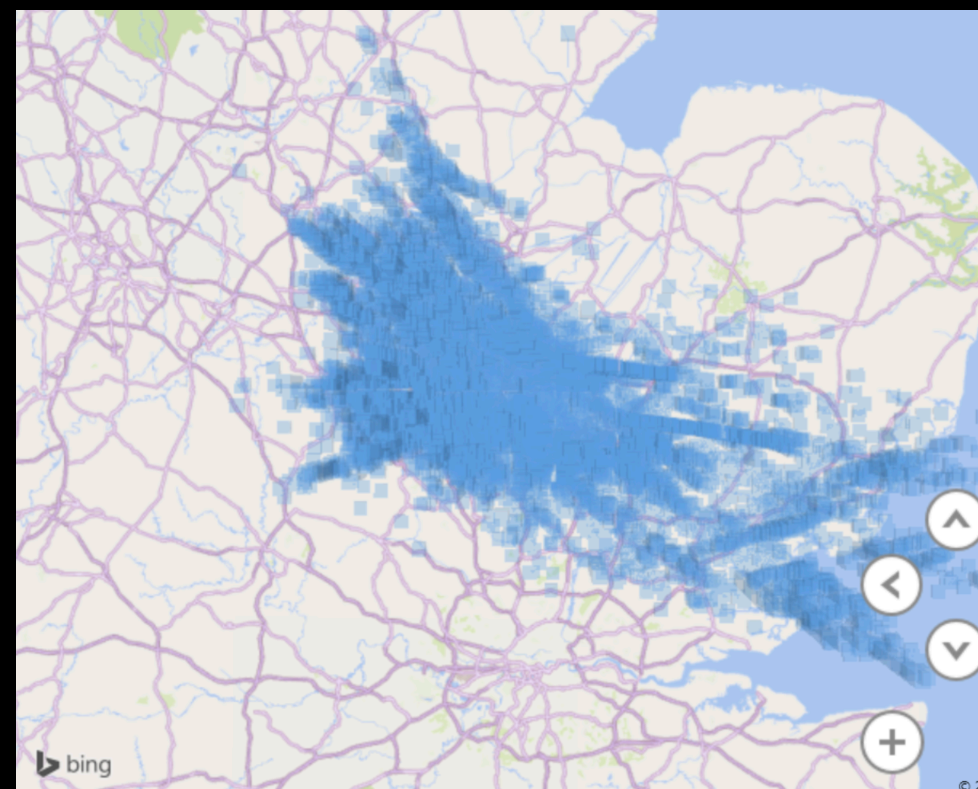
County Councillor Gamlingay Division

Anthony Browne

Member of Parliament for South Cambridgeshire

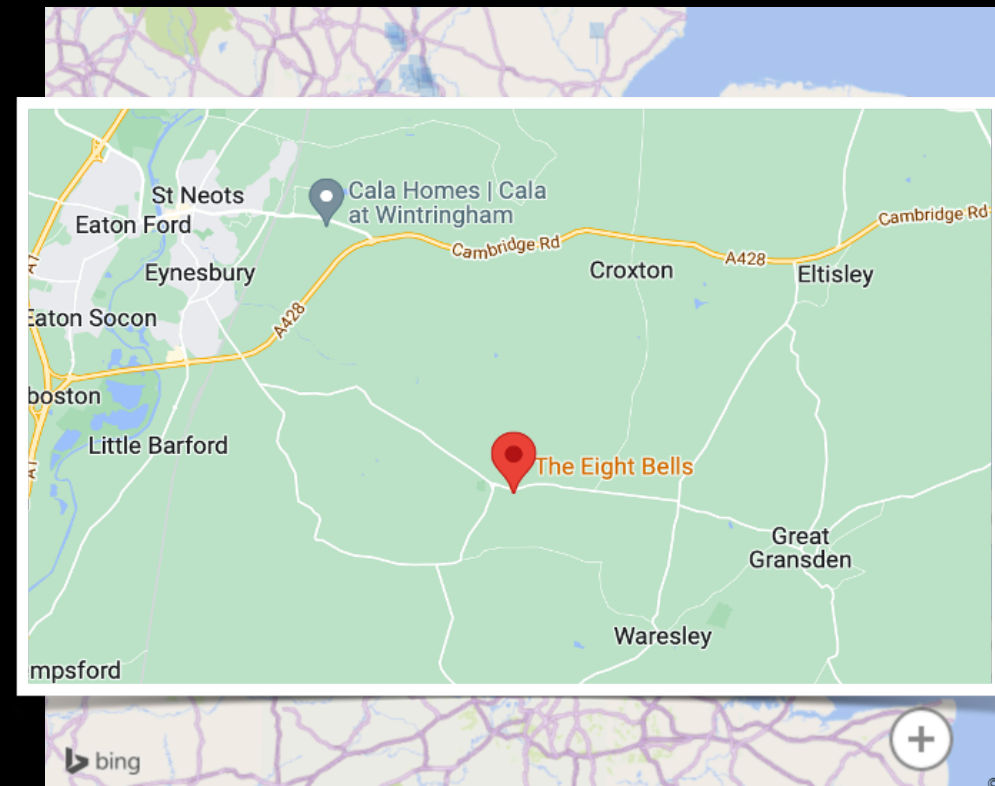
impact analysis

- since april we capture data directly from aircraft within a reasonably wide radius
- in response to support from parish councils we create impact studies
- with wider support / engagement we can increase coverage
- RELAS have an analytics service and web portal for ad hoc query usage



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analysis

example study for abbotsley, waresley, little & great grandsden

Headlines

period 5th April to 30th June inclusive
 area under surveillance is NW St Neots to Hayley Wood in the SW (note 1, 4)
 capturing data for all aircraft and filtering down to specific criteria (note 2)

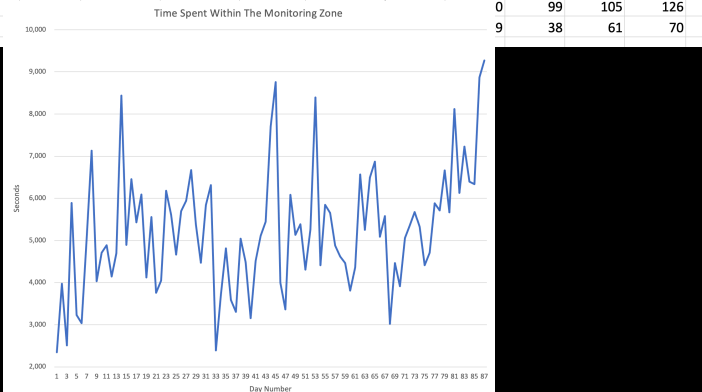
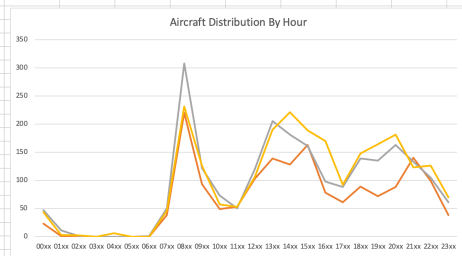
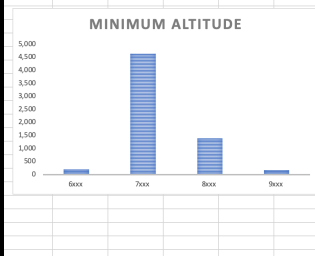
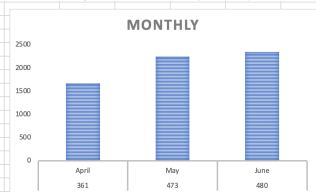
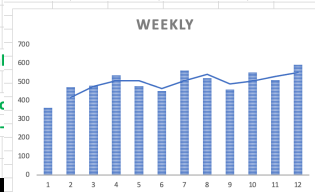
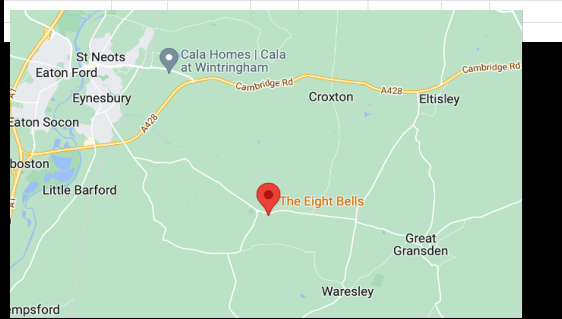
- 1) traffic / overflight numbers
 6,274 new aircraft in the area (below 9,000 feet and above 5,000 feet) (note 3)
 75% of these were below 8,000 feet
- 2) the weekly trend is upwards although significantly skewed by two main factors
 i) beginning of April saw many COVID related cancellations so numbers were lower
 ii) there were two long bank holiday weekends which saw significant increases in flights
 iii) there has been continued disruption and enforced cancellations which is impacting figures
- 3) we anticipate the return to pre-pandemic travel levels to cause non-linear upward trend
- 4) there are particular periods when the most aircraft are present
 between 8 and 10 am
 between noon and 4pm
 generally the evening into night

Date	Count	Linger(s)	Week	Count	Month	Count	Altitude	Count	Counts By Hour				
									Complete Dataset Hour	Dataset Num	April Num	May Num	June Num
05/04/2022	38	2,351	Wk 5/4	361	April	1675	4xxx	117	00xx	113	23	47	43
06/04/2022	57	3,976	Wk 12/4	473	May	2252	5xxx	33	01xx	15	1	11	3
07/04/2022	38	2,511	Wk 19/4	480	June	2347	6xxx	199	02xx	3	0	1	2
08/04/2022	69	5,893	Wk 26/4	535			7xxx	4,637	03xx	0	0	0	0
09/04/2022	40	3,231	Wk 3/5	479			8xxx	1,392	04xx	6	0	0	6
10/04/2022	50	3,040	Wk 10/5	451			9xxx	176	05xx	0	0	0	0
11/04/2022	69	5,031	Wk 17/5	562			10xxx	46	06xx	1	0	1	0
12/04/2022	57	7,129	Wk 24/5	521			11xxx	16	07xx	134	38	50	46
13/04/2022	64	4,037	Wk 30/5	459			12xxx	4	08xx	759	220	308	231
14/04/2022	67	4,709	Wk 6/6	550			13xxx	6	09xx	341	93	122	126
15/04/2022	70	4,887	Wk 13/6	510			14xxx	9	10xx	179	49	73	57
16/04/2022	44	4,147	Wk 20/6	593					11xx	156	53	50	53
17/04/2022	57	4,695							12xx	329	103	120	106
18/04/2022	114	8,442							13xx	534	139	205	190
19/04/2022	76	4,892							14xx	530	128	181	221
20/04/2022	81	6,457						6635	15xx	513	163	161	189
21/04/2022	63	5,427							16xx	346	78	98	170
22/04/2022	79	6,088							17xx	241	61	88	92
23/04/2022	55	4,126							18xx	376	89	139	148
									19xx	371	72	135	164
									20xx	432	88	163	181
									21xx	396	140	133	123
										0	99	105	126
										9	38	61	70

< 7,000 ft 5.3%
 < 8,000 ft 75.1%
 < 9,000 ft 96.1%
 < 10,000 ft 98.8%

notes

- 1 rectangle of interest estimated to be the range of sound and visual
- 2 all light aircraft, gliders, helicopters excluded
- 3 5,000 feet for Abbotsley, Gransdens and Waresley is a realistic floor
- 4 --analysis-altitude 9000 --exclude-altitude 5000 --from 2022-04-05 --



analysis

exa

en

Headlines

period 5th April 1
area under serve
capturing data fo

1) traffic / overfligh
6,274 new airc
75% of these

2) the weekly trend
i) beginn
ii) there
iii) there

3) we anticipate the

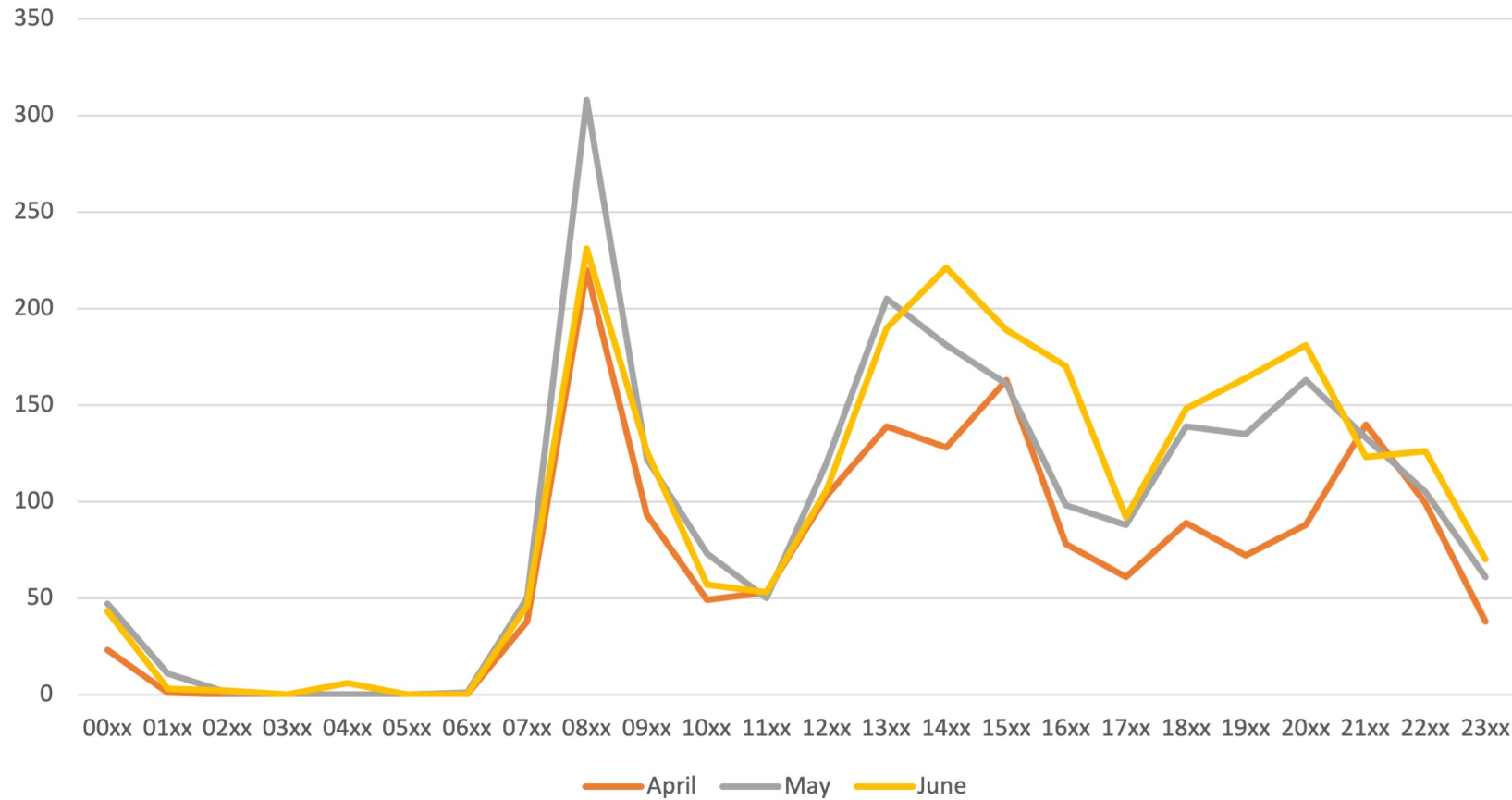
4) there are particu
between
between
generalh

notes

- 1 rectangle of inte
- 2 all light aircraft,
- 3 5,000 feet for Ab
- 4 --analysis-altitud

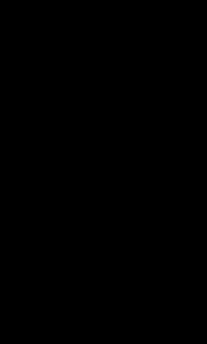
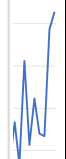


Aircraft Distribution By Hour

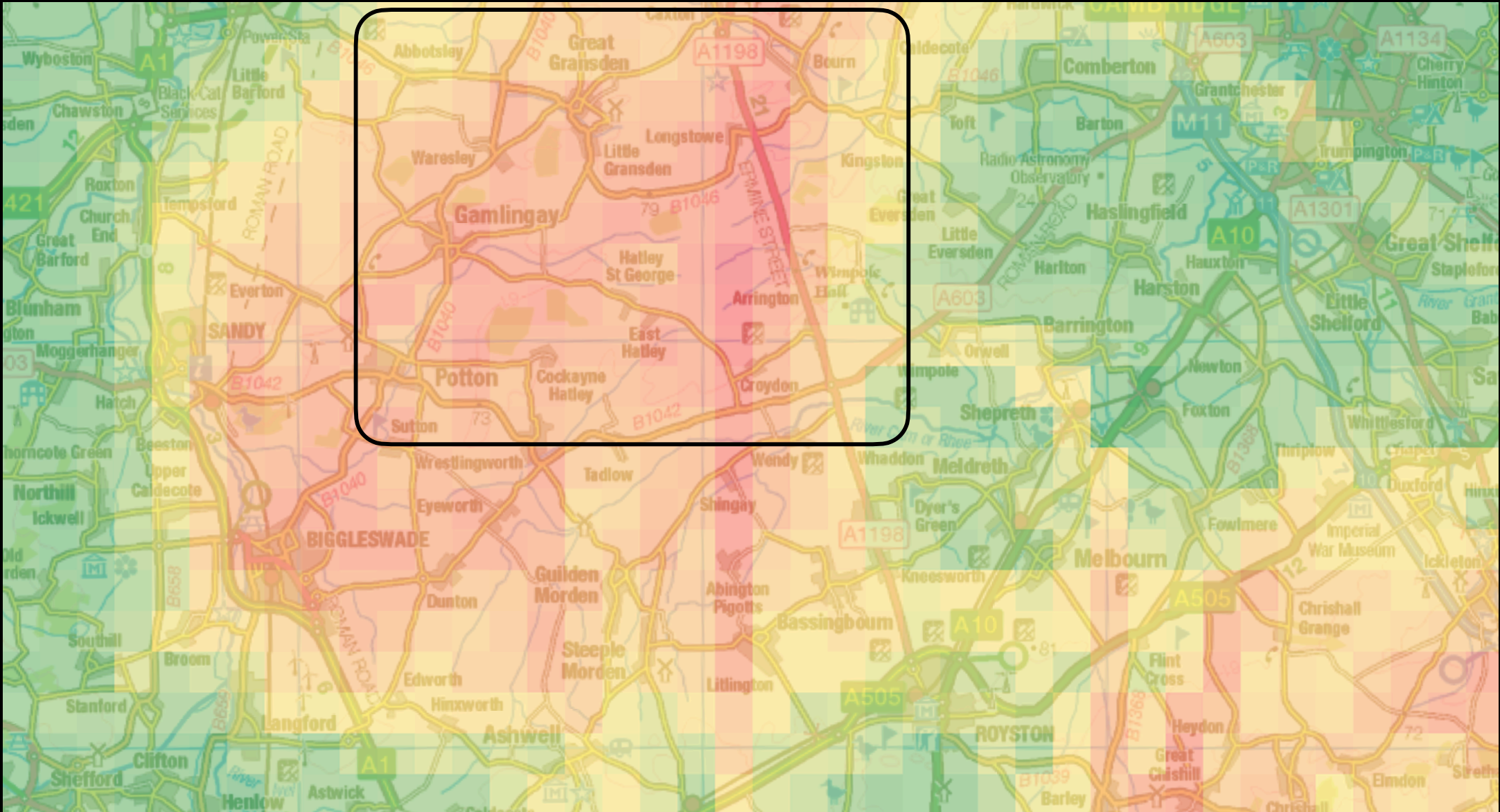


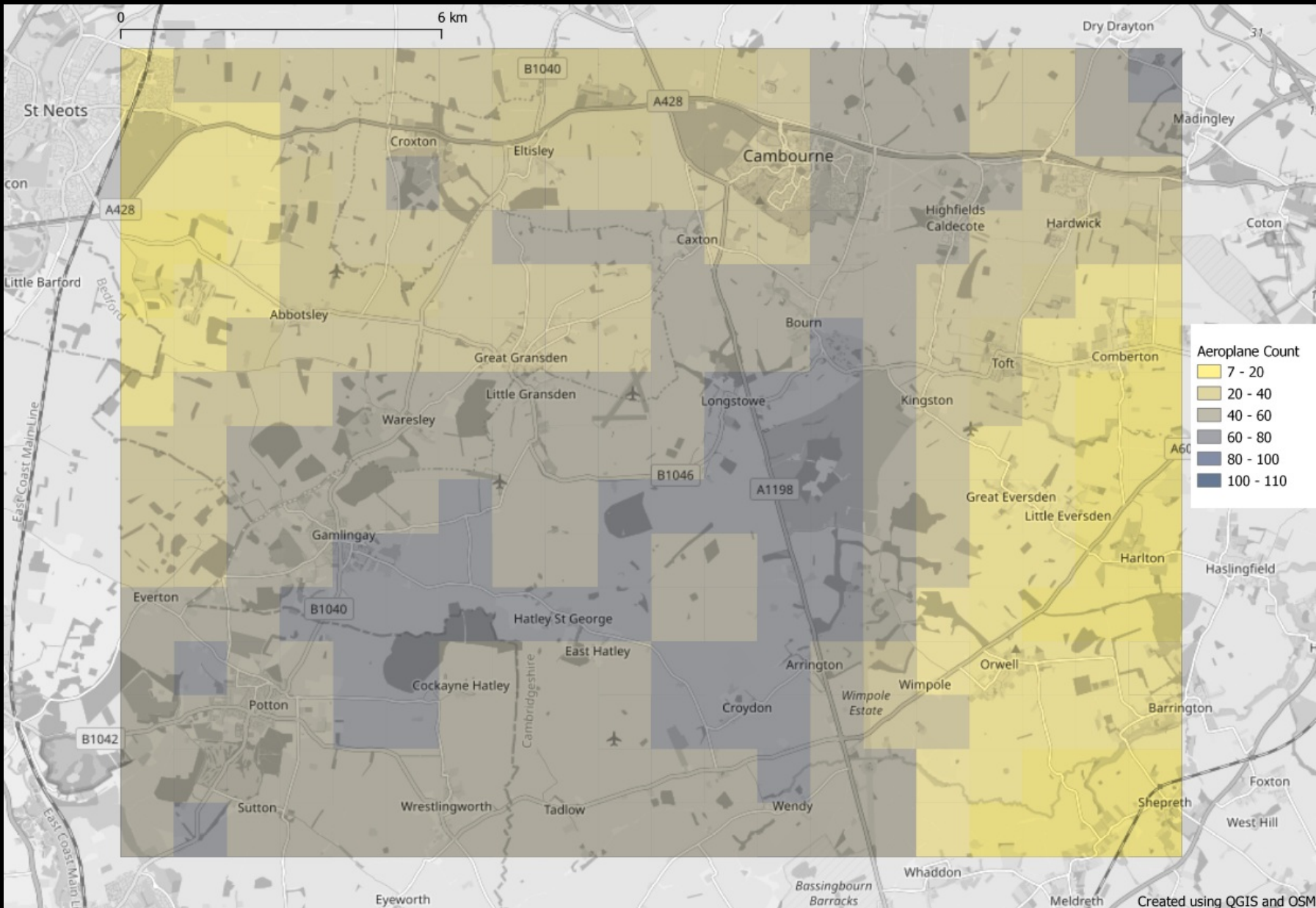
Counts By Hour

Dataset Num	April Num	May Num	June Num
113	23	47	43
15	1	11	3
3	0	1	2
0	0	0	0
6	0	0	6
0	0	0	0
1	0	1	0
134	38	50	46
759	220	308	231
341	93	122	126
179	49	73	57
156	53	50	53
329	103	120	106
534	139	205	190
530	128	181	221
513	163	161	189
346	78	98	170
241	61	88	92
376	89	139	148
371	72	135	164
432	88	163	181
396	140	133	123
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2,000
1 3 5 7 9 11 13 15 17 19 21 23 25 27 29 31 33 35 37 39 41 43 45 47 49 51 53 55 57 59 61 63 65 67 69 71 73 75 77 79 81 83 85 87
Day Number





analysis

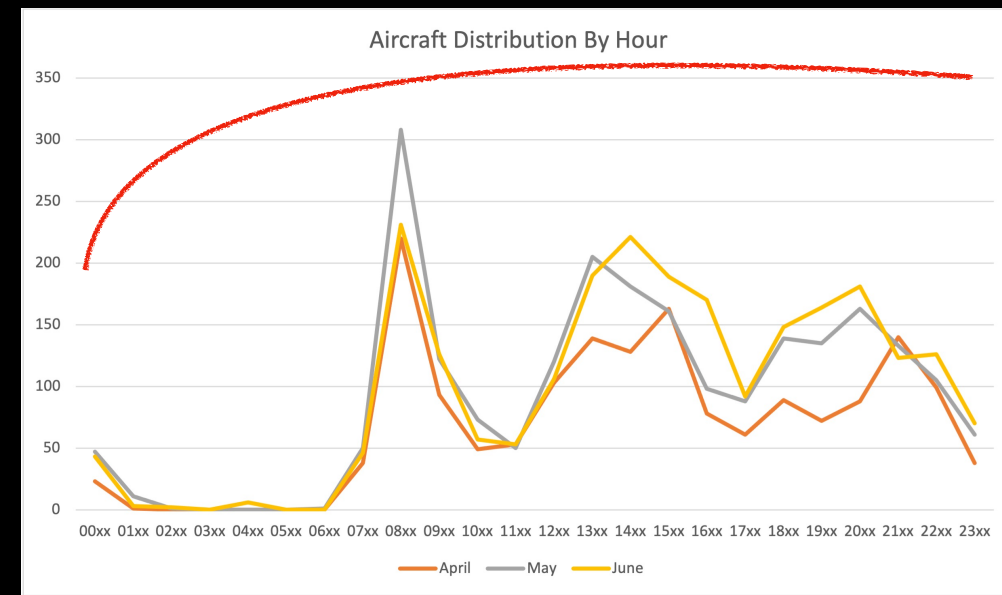
summary observations & experience

- flights increasing steadily since April
- obvious and disturbing hot spots during the day
- LLA excuse the altitude violations on every occasion
- what is good, bad, missing from the data gathering and analysis
 - pollution / environmental impact
 - population mental and general health impact data
 - historical baseline, equipment type, origin/destination data
 - noise monitoring / correlation exercise

impact on our communities

future misery

- troughs to be filled to handle growth
- LLA to grow to 18M then 32M
- multiple aircraft per minute
- night flights, increased cargo



what can be done & next steps

- don't just accept this because
 - you feel you won't be listened to
 - somewhere has to suffer this blight
- residents must complain whenever affected - smart reporting!
- complain to your councillors and your MP
- attend public surgeries - make your views known
- use social media to highlight this creeping menace
- if you have expertise please help
- lobby for PIR Stage 7 to be 2 years
- probably need a warchest

questions and answers