



**CAMBRIDGESHIRE
& PETERBOROUGH**
COMBINED AUTHORITY

JAMES PALMER
CAMBRIDGESHIRE &
PETERBOROUGH MAYOR

Agenda Item No: 2.7

Report title: London Luton Airport Air Space (Stack) Consultation

To: Transport and Infrastructure Committee

Meeting Date: 06 January 2021

Public report: Yes

Lead Member: Mayor James Palmer

From: Paul Raynes
Director of Delivery and Strategy

Key decision: No

Forward Plan ref: Not applicable

Recommendations: The Transport and Infrastructure Committee is recommended to:

- a) Discuss a potential response from the Authority to NATS' consultation into the proposed changes to the arrivals at London Luton Airport; and
- b) Delegate responsibility to the Director of Delivery and Strategy, in consultation with the Chair, to respond to the consultation, reflecting the discussion, on behalf of the Transport & Infrastructure Committee following agreement at the Board.

Voting arrangements: A simple majority of all Members

1. Purpose

- 1.1 To seek views from Members of the Transport & Infrastructure Committee on the consultation being undertaken by London Luton Airport (LLA) and the National Air Traffic Services (NATS) into the proposed changes to the arrivals flightpaths and stacking arrangements for Luton.

2. Background

- 2.1 LLA and London Stansted Airport (STN) are among the busiest airports in the UK. They share the same arrival flightpaths to the same holding areas.
- 2.2 Luton Airport and NATS consider that if air traffic returns to its pre-pandemic growth trajectory, these flightpaths and stacking areas will be overcrowded and delays will result. They are therefore proposing separating the two airports' flightpaths and holding areas by establishing new ones for Luton's arrivals.
- 2.3 NATS and LLA have developed two options. Both holding stack options require aeroplanes to circle at or above 8,000ft over parts of Huntingdonshire and South Cambridgeshire. The difference between the two options is in the route from the holding stack to the final landing path. For Option 1 the exact route will be determined for each plane by air traffic control. However, for Option 2 around half the arrivals will be given one of two defined routes.
- 2.4 The proposed location of the holding stack and the Option 2 routes is shown in the map at Appendix A.

Process

- 2.5 Following the consultation, NATS and LLA expect to submit a formal Airspace Change Proposal to the Civil Aviation Authority in June 2021. If approved, it is planned that the suggested changes will not be implemented before February 2022.

Potential areas of concern and discussion

- 2.6 Transport & Infrastructure Committee Members' views are sought on the consultation proposals. The main issues are:
 - (a) *Noise pollution* – both options include the development of a new holding stack over parts of Huntingdonshire and South Cambridgeshire where aircraft would be at 8,000ft altitude. The Airspace Consultation Document notes that the typical noise that an observer on the ground might expect to experience from an arriving aircraft between 7,000 – 8,000ft would be 59-57 decibels for a turboprop aircraft. This is equivalent noise level to that of a normal conversation and a dishwasher.
 - (b) *Air quality* – in 2019, the UK became the first major economy in the world to pass laws to end its contribution to global warming by 2050. The target requires the UK to bring all greenhouse gas emissions to net zero by 2050. The consultation documents outline that most arrivals to LLA will be required to travel further for both Option 1 and Option 2. Using a combination of the NATS fuel analysis simulator and appropriate

scaling of traffic levels, it is noted in the Airspace Consultation document that the average LLA arrival in 2022 is expected to increase fuel use by c.89kg, emitting c.285kg more CO₂e.

Timescales & Delegation

- 2.7 The consultation closes on 5 February 2021, which is in advance of the next Transport & Infrastructure Committee meeting on 10 March 2021. Therefore, delegation is sought from the Committee for the Director of Delivery and Strategy to prepare the Authority's response, in consultation with the Chair of the Committee for agreement on the official response that is to be approved at the 26 January Board meeting. The response will be shared for comment with members of the Committee and members of the Board.
- 2.8 Cambridgeshire County Council, Huntingdonshire District Council and South Cambridgeshire District Council are being actively engaged as key stakeholders.
- 2.9 A link to the consultation can be found [here](#).

3. Financial Implications

- 3.1 None at this stage.

4. Legal Implications

- 4.1 The recommendations accord with CPCA's powers under Part 4 of the Cambridgeshire and Peterborough Combined Authority Order 2017 (SI 2017/251).
- 4.2 The meeting shall be conducted in accordance with Parts 2 and 3 of the Local Authorities and Police and Crime Panels (Coronavirus)(Flexibility of Local Authority and Police and Crime Panel Meetings)(England and Wales) Regulations 2020.

5. Other Significant Implications

- 5.1 None

6. Appendices

- 6.1 Appendix A – map showing the proposed stack configuration

7. Background Papers

- 7.1 None.