LTN

LUTON
BOROUGH COUNCIL

LONDON LUTON
AIRPORT

Executive Summary

Activity

London Luton Airport served just over 9.1 million passengers in 2009, a decrease of 10% compared with 2008. However, the services included 20 new routes resulting in a total of 90 destinations in 2009, an overall decrease of 3% year on year.

There were a total of 99,071 aircraft movements during 2009, a decrease of 16% compared with 2008. These aircraft movements consisted of 77,018 passenger flights, 12% less than in 2008. The most common aircraft types used for passenger aircraft movements were the Boeing 737 (42%), the Airbus A319 (25%) and Airbus A320/A321 aircraft (20%).

General Aviation movements were down 25% year on year and the cargo handled at the Airport decreased from 40,992 tonnes in 2008 to 28,698 tonnes during 2009. Most of this cargo was carried by the Airbus A300 freighter, the movements of which reduced from 1,714 in 2008 to 1,212 in 2009.

It should be noted that in line with other UK airports London Luton Airport has seen a significant reduction in the number of aircraft movements, passenger numbers and freight traffic during 2009.

Operational Matters

The mode of operation at the airport consisted, as usual, of a predominance of westerly operations, with landings from the direction of Stevenage and departures towards the M1 for 72% of the time. The proportion of movements during the night period as opposed to daytime remained at 8%, in line with 2008. No modification to any flight routes occurred, with the busiest departure route being Compton, towards the Tring area.

The Airport continued to develop the use of Continuous Descent Approaches (CDAs) at the Airport, and has provided to the London Luton Airport Consultative Committee (LLACC) and its sub-committee detailed statistics on CDA achievement. The overall achievement rate increased from 90% in 2008 to 92% in 2009 on Runway 08 (landing from the west) and from 82% in 2008 to 83% in 2009 on Runway 26 (landing from the east).

Developments

The Airport withdrew the draft Master Plan (MP) in July 2007 but intends to publish a revised MP in due course.

The only notable physical developments undertaken or commenced by London Luton Airport Operations Ltd (LLAOL) within the airport boundary in 2009 are as follows:-

- Continued works to the roundabout, drop off zone and bus set down area, of the Central Terminal Area.

Other developments on or adjacent to the site, which have been approved (although not necessarily implemented) and submitted by third parties include:-

- The completion and official opening of New Airport Way (East Luton Corridor);
- Erection of a seven storey (149 bedroom) hotel and 5 single storey B2 (general industrial) workshop units (Blush House);
- Installation of combined heat and power equipment including container, tank to store Liquefied Bio-Methane, exhaust stack, supplementary boiler, heat exchanger, absorption chiller, air blast chiller and vaporiser to serve a plastics recycling facility (Cargo 10)
- Construction of access road related to the development of land for mixed use – hotel, retail (A1-A5 uses), commercial (B1, B2 and B8 uses) and associated access road and electrical substation, which was approved subject to a S106 legal agreement in 2008 (Vauxhall Trailer Park).

Planning

The Local Plan (March 2006) policies LLA1 and LLA2, deal with growth and development at LLA and necessary sustainable transport measures. LLA3 and LLA4 deal with development within Public Safety Zones and Airport Safeguarding for guidance to developers of land primarily around the airport boundary. LLA is identified as an 'Action Area'. Policy LLA1 supports expansion provided it is not in conflict with national or regional aviation policies, and results in an aircraft noise impact that is below the 1999 level; and is in accordance with the most recent adopted Development Brief. Under the three year saving regime from adoption of the Local Plan (2006) - the saved polices in the Local Plan expired in March 2009. However, in September 2008 the Borough Council applied to the Secretary of State to extend the Airport Policies LLA1, LLA2 and LLA4, which was given approval in early 2009.

The second Luton-Dunstable-Houghton Regis Local Transport Plan (LTP2) was submitted to central Government in March 2006. It includes a long-term strategy, for the period up to 2020, one of the objectives of which is to achieve planned growth at the Airport. The strategy includes continued support for implementation of the Luton Dunstable Busway (LDB) and East Luton Corridor (ELC) schemes, both of which will improve access to the airport. The ELC scheme between Junction 10a and the airport was opened in Spring 2009. The final business case for the LDB was submitted in December 2009 and construction is expected to begin in Spring 2010.

Over the period up to 2011 the Plan is structured around a series of 'Shared Priorities', which have been agreed between Central and Local Government: accessibility, air quality, congestion and safety. Of these, accessibility is the most relevant to surface transport serving the Airport and under this heading the LTP proposes improvements at Luton Airport Parkway station (for example, providing a new entrance from Kimpton Road) a development that is consistent with the routeing of the LDB along Kimpton Road. The LTP sets out a range of other measures to give better access to the Airport, particularly for employees. In other respects the new LTP updates the first LTP, retaining many of the schemes in it (including the LDB and ELC schemes).

Noise

Aircraft noise in 2009 has been monitored continuously at the three fixed noise monitors and the Airport's noise contours regularly updated. The individual noise of each departure has been compared to the daytime and night-time noise violation limits. There were no daytime violations during 2009, with just one violation at night. This related to an ad hoc B707 Executive Jet and the operator was fined accordingly. The continuous monitoring indicates that the vast majority of aircraft operated with individual maximum noise levels well below the current violation limits.

The Airport has to operate within limits on the area of the day and night contours, set by planning conditions in 1998 when the new terminal was approved.

	Daytime (57dB $L_{Aeq,16h}$) in km^2	Night-time (48 dB $L_{Aeq,8h}$) in km^2
NOT TO BE EXCEEDED	31.5	85.0
NOISE REDUCTION ACTION PLAN TO BE IMPLEMENTED	19.6	60.6
ACTUAL 2009	14.9	28.5

The contours for 2009 have been produced using the aircraft noise modelling software, INM 7.0a. They also reflect further validation and improvement work carried out during 2009.

The areas within the 57dB(A) daytime contour (14.9 km^2) and the 48 dB(A) night-time contour (28.5 km^2) identify that the Airport is operating well within its planning limits. The 2009 results are significantly below the 1984 values and also below the 1999 predicted values which, if exceeded, would require a noise reduction plan to be implemented.

There has been a reduction in both the daytime and night-time contour areas from 2008 to 2009. This reflects the decrease in the total number of movements.

The population within these contours for 2009 is 5,701 (5,295 in 2008) for daytime noise greater or equal to 57 dB $L_{Aeq,16h}$, an increase of just under 8%. As mentioned in paragraph 6.4.1, this increase in the number of people affected between 2008 and 2009 is a direct result of the validation work carried out on the noise model (see paragraph 6.1), particularly in relation to the exact flightpaths followed by departing aircraft.

For night-time, the population within the night-time noise contour greater or equal to 48 dB $L_{Aeq,8h}$ is 10,311 (12,859 in 2008), a reduction of nearly 20%.

In response to the Environmental Noise Directive (2002/49/EC) and corresponding regulations a Draft Noise Action Plan was prepared by the airport during 2009, in partnership with the London Luton Airport Consultative Committee, the Air Traffic Control provider and airline partners. A 16 week consultation period on this document was launched on 28th September 2009 and following consideration of consultation responses a final Draft Noise Action Plan was due to be submitted to the Department for Environment, Food and Rural Affairs (DEFRA), for approval, at the end of January 2010. London Luton Airport will publish the final Noise Action Plan following formal adoption by the Secretary of State for Environment, Food and Rural Affairs.

Complaints

During 2009 a total of 648 complaints relating to LLA aircraft operations were received, compared to 1,174 in 2008, a decrease of 45% year on year.

The number of complainants reporting concerns throughout the year decreased from 544 in 2008 to 278 during 2009. Complainants were located in a wide area around the Airport, but there was a significant reduction in the number of complainants from areas such as Caddington, Harpenden, Wheathampstead and Whitwell, with a similar number to last year from Luton.

The number of specific aircraft events reported by complainants decreased from 3,175 in 2008 to 1,568 in 2009.

A total of 208 complaints (from 95 individuals) reported night noise disturbance from LLA operations during 2009, compared to 381 night noise complaints (from 201 individuals) in 2008, a decrease of 45%. A further 47 complaints received throughout the year reported night disturbance involving overflights of helicopters and aircraft operating to or from other airports.

Throughout 2009 the aircraft operations for which most complaints arose related to A300 freighters (13% of total complaints) and A320/A321 passenger jets (11% of total complaints). Despite an overall reduction in complaints involving Luton helicopter operations (from 119 to 35 year on year) and a decrease in the number of helicopters operating into or out of the airport (from 1,286 in 2008 to 760 during 2009) helicopters still accounted for more than 5% of Luton related complaints.

Employment

For this year the survey response rate from businesses related to the Airport was 72%. Out of a total of 81 companies surveyed, 58 valid responses were received.

It has been assessed that around 7,200 people work at or around the Airport site. From data provided by those companies that responded this year it is estimated that 72% of employees live in Luton, and of the jobs 85% are full time, and the male to female proportion of jobs are split males (61%) and females (39%).

Surface Access

Road traffic volumes increased for the majority of compared sites, for both summer and winter. The East Luton Corridor works continue to have an impact on the local road network, but the new dual carriageway between Airport Way and the Percival Way roundabout has been opened to two way traffic, which has improved the situation significantly. The number of scheduled train services increased over the summer but winter services decreased due to disruption caused by bad weather and strike action, when First Capital Connect operated an emergency timetable only for 2 months. National bus services decreased from 2,044 services per week in the summer of 2008 to 1,561 in 2009 and from 1,688 in the winter of 2008 to 1,585 in 2009. However, local bus services have marginally increased between winter 2008/2009 and winter 2009/2010. The proportion of airport passengers using bus or coach has increased from 12% in 2008 to 15% in 2009.

Staff car parking capacity, with 3,835 spaces, has remained unchanged during 2009. The total car parking facilities of just below 11,300 spaces on site and around 4,000 in off site parks is similar to that available last year, with a small reduction in capacity within the Short Term Car Park, following completion of the new Drop-Off Zone.

Conclusion

In 2009 London Luton Airport had a 10% decrease in passengers, with a 16% decrease in total aircraft movements. The Airport served just over 9.1 million passengers and carried just under 29,000 tonnes of cargo (30% less than last year). During the year there were a total of 20 new routes served (nett total of 5 as some routes ended during 2009). The Airport has continued to provide major employment for the area and around 7,200 people are estimated to work at or around the Airport site.

During 2009 there has been a significant reduction in both the number of complaints reporting disturbance from aircraft operations and in the number of aircraft events eliciting a complaint. There has also been a 49% decrease in the number of individuals reporting concerns to the airport, which is likely to be due in part to the reduced frequency of operations.

The contours for 2009 have been produced using the most recent aircraft noise modelling software, INM 7.0a. It can be seen that there has been a reduction in the daytime and night-time contour areas from 2008 to 2009, which reflects the decrease in the total number of movements.

The areas within the 57dB(A) daytime contour (14.9 km^2) and the 48 dB(A) night-time contour (28.5 km^2) identify that the Airport is operating well within its planning limits. The 2009 results are significantly below the 1984 values and also below the 1999 predicted values which, if exceeded, would require a noise reduction plan to be implemented.

The population affected has increased to just over 5,700 people during the daytime but reduced to just over 10,300 people at night. However, the Airport is still operating well within the limits set by the planning permission for the terminal resolved in February 1998.

1. *Background*

1.1. As a result of the Airport Act 1986, Luton Borough Council (LBC) formed a Limited Company, London Luton Airport Ltd, as freeholders and operators of the Airport in April 1987. In August of 1998, LLA Ltd then granted a 30 year agreement to a private consortium, known as London Luton Airport Operations Ltd (LLAOL), as the licensed managers and operators.

1.2. This report is the 31st Annual Monitoring Report (AMR) and unless otherwise stated, looks at the calendar year 2009. It has been produced jointly by LBC and LLAOL.

1.3. In 1978, LBC in accepting the conclusions of the report of the Council's Chief Executive, entitled "Luton Airport, A Plan for the Future", affirmed the importance of monitoring in connection with noise levels, employment and housing and the effect on the highway system and placed on record their willingness to discuss the results of such monitoring with interested bodies and in particular with the London Luton Airport Consultative Committee (LLACC). The arrangements for monitoring were approved in June 1979 and were reaffirmed in the Borough Council's 1985 Policy Document "Towards 5 million Passengers".

1.4. The results are also used to monitor the performance of the Borough of Luton Local Plan approved in 1997 - now superseded by the adopted Borough of Luton Local Plan March 2006 - and constitute one of the material considerations when the Borough Council considers development proposals or determines planning applications for further development of the Airport.

1.5. Any monitoring system of this nature will have minor inaccuracies that can only be resolved as the monitoring arrangements evolve. Where more accurate figures for previous years have become available, these have been incorporated in the Report. Where additional information for previous years has become available this has also been included in the Report. Where data is no longer available then this is also identified with reasons.

1.6. The Leq contours are produced by Bureau Veritas Acoustics & Vibration for LLAOL using the FAA INM (Integrated Noise Model) model and LLAOL provide the contour outputs to LBC.

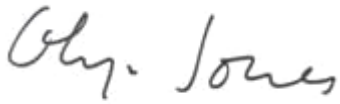
1.7. This is the 23rd Annual Monitoring Report to be prepared since LLA became a Limited Company. All operational statistics are saved directly from the Airport's electronic monitoring systems unless otherwise stated. Employment and surface access data is compiled from LBC's monitoring systems.

1.8. The INM model for calculating the Leq noise contours was proposed by LLAOL after reporting the benefits of this model to the Noise & Track Sub-Committee of the LLACC on 15th November 1999. Subsequently the LLACC agreed the proposed move to the INM method on 13th December 1999.

1.9. Following extensive work between LBC and LLAOL the 2004 AMR radically improved the speed of information delivery, the format and content in accordance with the wishes of LLACC. Sections 2-7 have been produced exclusively by LLAOL. Sections 8-10 have been produced by LBC with data input on employment counts and car parking supplied by LLAOL.

1.10. Following validation the statistics contained within this report may differ to those presented in the Quarterly Airfield Environment Report.

Sections 2-7



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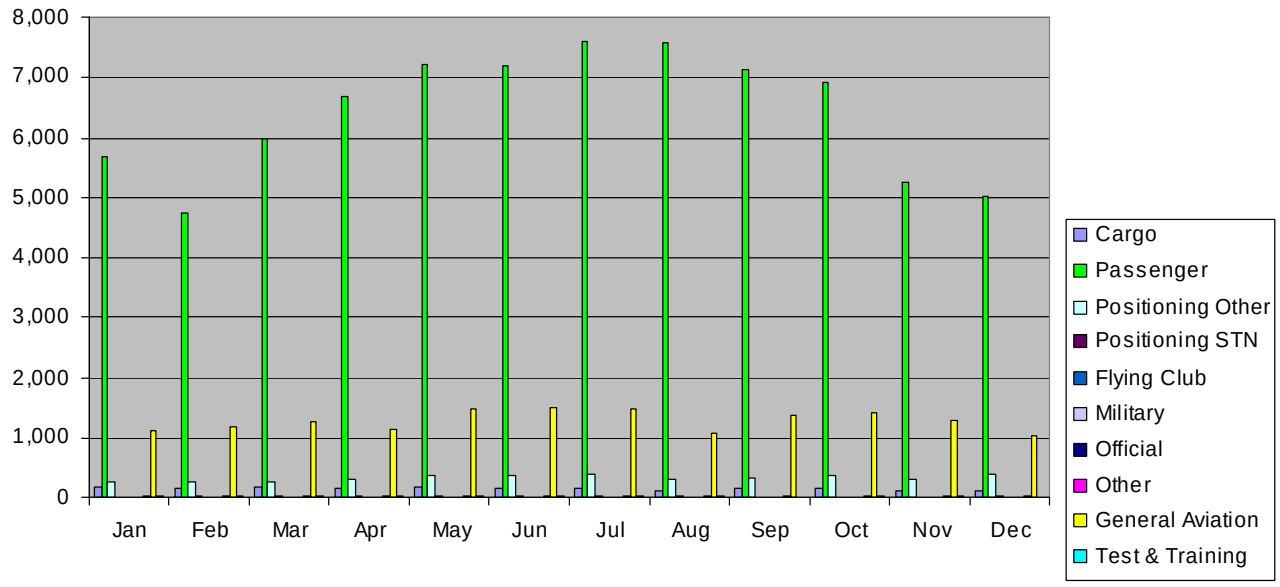
2. *Aircraft Movements*

2.1. Total Aircraft Movements

An aircraft movement is the take-off or landing of any aircraft from the Airport. There were a total of 99,071 aircraft movements during 2009 (compared with 117,861 in 2008), a decrease of 16%. This resulted in an average 271 movements per 24 hours (in comparison with 322 in 2008).

	Commercial						Non - Commercial						
	Cargo	Passenger	Positioning		*Total*	Flying Club	Military	Official	Other	General Aviation	Test & Training	*Total*	**Total**
			Other	STN									
Jan	171	5,697	257	15	*6,141*	0	0	2	37	1,124	30	*1,193*	**7,334**
Feb	152	4,766	271	27	*5,216*	0	2	4	35	1,175	31	*1,247*	**6,463**
Mar	172	5,993	283	23	*6,471*	0	0	1	37	1,258	30	*1,326*	**7,797**
Apr	159	6,680	304	34	*7,177*	0	2	6	33	1,141	25	*1,207*	**8,384**
May	168	7,205	368	18	*7,759*	0	0	10	40	1,483	30	*1,563*	**9,322**
Jun	162	7,180	374	30	*7,746*	0	6	4	32	1,490	17	*1,549*	**9,295**
Jul	162	7,602	396	19	*8,179*	0	0	2	25	1,478	21	*1,526*	**9,705**
Aug	119	7,564	293	22	*7,998*	0	0	4	25	1,078	19	*1,126*	**9,124**
Sep	137	7,117	336	10	*7,600*	0	0	4	26	1,392	11	*1,433*	**9,033**
Oct	150	6,926	373	14	*7,463*	0	0	6	35	1,415	22	*1,478*	**8,941**
Nov	129	5,255	292	14	*5,690*	0	0	10	24	1,296	27	*1,357*	**7,047**
Dec	129	5,033	378	33	*5,573*	0	0	0	30	1,010	13	*1,053*	**6,626**
2009 Total	**1,811**	**77,018**	**3,925**	**259**	***83,013***	**0**	**10**	**53**	**379**	**15,340**	**276**	***16,058***	**99,071**
2008 Total	**2,992**	**87,574**	**5,511**	**336**	***96,413***	**2**	**5**	**54**	**540**	**20,568**	**279**	***21,448***	**117,861**



2.1.1. Movement Classifications

Commercial	Operating for hire or reward
Non-Commercial	Not operating for hire or reward
Cargo	Aircraft movements which are solely for freight. It should be noted that freight can also be carried on aircraft in other categories.
General Aviation	Private Aircraft, Helicopters and Business Jets
Passenger	Commercial passenger flights
Other Positioning	Positioning flights to/from other Airports
STN Positioning	Positioning flights to/from London-Stansted Airport
Flying Club	Britannia Flying Club and other Light aircraft movements
Military	Flights on Military business
Official	Flights solely for official purposes by British or foreign civil government departments.
Other	Other non-commercial movements e.g. a departing aircraft that has made an unscheduled return to base.
Test & Training	Training Flights involving aircraft and also flights following or during aircraft maintenance

2.2. Aircraft Movements by Weight

Historically, aircraft operating at LLA have been classified in two groups, below or above 16 tonnes. Those below this weight were typically general aviation aircraft although in recent years many business jets can weigh in excess of 16 tonnes.

Aircraft Classifications (16 tonnes)

		2008	2009
Aircraft Over 16 Tonnes	Passenger	83,491	73,910
	Cargo	2,696	1,786
	Other	15,462	12,750
Aircraft Under 16 Tonnes	Passenger	4,083	3,108
	Cargo	296	25
	Other	11,833	7,492
TOTAL		**117,861**	**99,071**

2.3. Air Traffic Movements by Propulsion Type

Key – Jet, Helicopter, Propeller, Turbo-prop

AIRBUS A300-600 FREIGHTER	156	CANADAIR GLOBAL 5000	313
AIRBUS A300-600 PASSENGER	68	CANADAIR GLOBAL EXPRESS	1,055
AIRBUS A300-B4/C4/F4 FREIGHTER	1,056	CANADAIR REGIONAL JET 100	48
AIRBUS A310-300	8	CANADAIR REGIONAL JET 200 /440	16
AIRBUS A310-300 FREIGHTER	2	CANADAIR REGIONAL JET 900	14
AIRBUS A318	50	CESSNA 500/501 CITATION I	4
AIRBUS A319	19,243	CESSNA 510 CITATION MUSTANG	434
AIRBUS A319 CJ (EXEC)	93	CESSNA 525 CITATIONJET	1,386
AIRBUS A320	13,307	CESSNA 550/551/552 CITATION	764
AIRBUS A321	2,351	CESSNA 560 CITATION 5/ULTRA	28
AIRBUS A330-200	2	CESSNA 560E CITATION ENCORE	12
AVRO RJ100	6	CESSNA 560XL CITATION	1,564
AVRO RJ70	2	CESSNA 650 CITATION III/VI/VII	18
AVRO RJ85	2	CESSNA 680 CITATION SOVEREIGN	172
BAE 146-100 PASSENGER	4	CESSNA 750 CITATION X	522
BAE 146-200 PASSENGER	12	DASSAULT FALCON 10/100	12
BAE 146-300 FREIGHTER	2	DASSAULT FALCON 20/200	34
BEECHCRAFT 400/450/XP	337	DASSAULT FALCON 2000	499
BOEING 707 PASSENGER FAMILY	8	DASSAULT FALCON 2000 DX/EX	638
BOEING 717	2	DASSAULT FALCON 2000 LX	36
BOEING 727-100 PASSENGER	10	DASSAULT FALCON 50	70
BOEING 727-200 PASSENGER	4	DASSAULT FALCON 50EX	102
BOEING 737-300 FREIGHTER	24	DASSAULT FALCON 7X	224
BOEING 737-300 PASSENGER	1,270	DASSAULT FALCON 900	472
BOEING 737-300 WINGLETS	102	DASSAULT FALCON 900EX	805
BOEING 737-400 PASSENGER	152	EMBRAER 170	2
BOEING 737-500	178	EMBRAER 190	6
BOEING 737-500 WINGLETS	2	EMBRAER 195	10
BOEING 737-700	18,036	EMBRAER LEGACY 600	620
BOEING 737-700 WINGLETS	1,565	EMBRAER PHENOM 100	36
BOEING 737-800	405	EMBRAER RJ135	75
BOEING 737-800 WINGLETS	10,793	EMBRAER RJ145	70
BOEING 752-200 WINGLETS	183	FAIRCHILD DORNIER 328 JET	111
BOEING 757-200 FREIGHTER	112	FOKKER 100	40
BOEING 757-200 PASSENGER	1,134	GATES LEARJET 31	6
BOEING 767-200 PASSENGER	148	GATES LEARJET 35/36	112
BOEING 767-200ER	90	GATES LEARJET 40	190
BOEING 767-300 PASSENGER	2	GATES LEARJET 45	733
BOEING 767-300 WINGLETS	2	GATES LEARJET 55	16
BOEING 767-300ER	189	GATES LEARJET 60	290
BOEING BBJ2 (737-800)	22	GULFSTREAM 100 / IAI 1125 ASTRA	56
CANADAIR CHALLENGER 300	819	GULFSTREAM 150	32
CANADAIR CHALLENGER 600	14	GULFSTREAM 2	20
CANADAIR CHALLENGER 600 SRS	4	GULFSTREAM 200 /IAI 1126 GALAXY	335
CANADAIR CHALLENGER 601	177	GULFSTREAM 3	83
CANADAIR CHALLENGER 604	1,031	GULFSTREAM 300	78
CANADAIR CHALLENGER 605	457	GULFSTREAM 4	1,590
CANADAIR CHALLENGER 800 SRS	126	GULFSTREAM 400	60

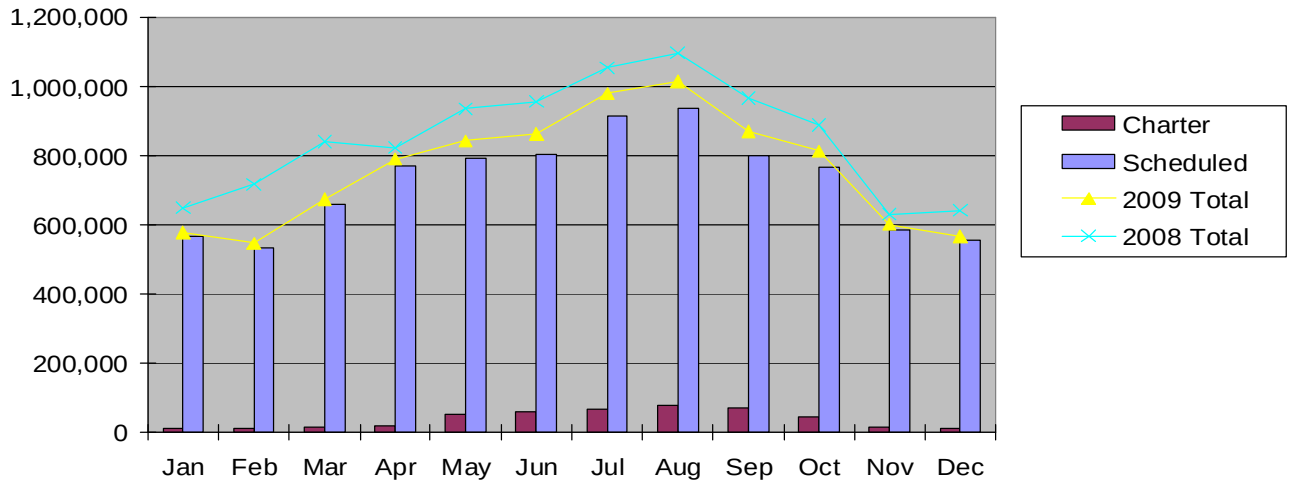
GULFSTREAM 450	541	CESSNA 404 TITAN	4
GULFSTREAM 5	677	DIAMOND STAR DA-40/42	2
GULFSTREAM 550	1,743	PIPER PA28 CHEROKEE	2
GULFSTREAM JET FAMILY	1	PIPER PA31 NAVAJO	16
HAWKER/RAYTHEON HORIZON	47	PIPER PA34 SENECA II/III	8
HS125 FAMILY	1	PIPER PA46 (PISTON)	2
HS125-1000	46	**Total**	**42**
HS125-600	2	AEROSPATIALE/ALENIA ATR42	40
HS125-700/750	318	AEROSPATIALE/ALENIA ATR72	2,936
HS125-800/850XP	1,459	BAE ATP	546
HS125-900/900XP	260	BAE JETSTREAM 41	24
ILYUSHIN 76TD-90	4	BEECHCRAFT 1900/1900C	4
MCD DOUGLAS DC-8-61	8	BEECHCRAFT 1900D	16
MCD DOUGLAS DC-8-63	14	BEECHCRAFT 200 KING AIR	234
MCD DOUGLAS DC-9-30	2	BEECHCRAFT 300/350 KING AIR	60
MCD DOUGLAS MD-82	48	BEECHCRAFT C90A/B/GT KING AIR	24
MCD DOUGLAS MD-83	76	BEECHCRAFT E90 KING AIR	4
MCD DOUGLAS MD-87	40	CASA/IPTN CN-235	4
MCD DOUGLAS MD-90	8	CESSNA 425 CONQUEST 1/CORSAIR	6
MISC JET TRANSPORT (TWIN)	6	CESSNA 441 CONQUEST 2	12
MITSUBISHI MU300 DIAMOND	2	CESSNA F406 CARAVAN 2	2
RAYTHEON 390 PREMIER 1	251	DE HAVILLAND DHC-8 DASH 8-300	6
YAKOVLEV YAK-40	2	DE HAVILLAND DHC-8 DASH 8-400	920
YAKOVLEV YAK-42 & 142	2	EMBRAER EMB-120 BRASILIA	2
Total	**93,133**	FAIRCHILD DORNIER 228	4
AEROSPATIALE AS350/550	2	FAIRCHILD DORNIER 328	32
AEROSPATIALE AS355/555	88	FOKKER 50/60	16
AEROSPATIALE AS365/565	10	FOKKER F27-500/600	4
AEROSPATIALE GAZELLE	2	GULFSTREAM JETPROP	4
AGUSTA A109	164	LOCKHEED L-100/182/382 HERCULES	6
BELL 206 JET RANGER	4	MISC SINGLE PROP	2
BELL 222/230/430	2	MITSUBISHI MU-2	2
EUROCOPTER EC135/635	18	PIAGGIO P180	34
EUROCOPTER EC155	276	PILATUS PC-12	60
ROBINSON R22	2	PIPER PA31T TURBO	18
ROBINSON R44	12	PIPER PA42 CHEYENNE 3/4	18
SIKORSKY S-61	2	PIPER PA46 (TURBO)	2
SIKORSKY S-76	172	SAAB 2000	26
SIKORSKY S-92	8	SOCATA TBM 700/850	28
Total	**762**	SW SA.226AT/227AT MERLIN IV	2
BEECHCRAFT 33-36 BONANZA	2	SW SA-227AC/BC METRO III	32
BEECHCRAFT 55/58 BARON	2	SW SA-227CC/DC METRO 23	4
CESSNA 172	2	**Total**	**5,134**
CESSNA 303 CRUSADER	2	**Total**	**99,071**

2.4. Passenger Statistics

Charter flights are flights in which the aircraft has been chartered (or leased) by a company, typically a tour operator. Charter seats are typically not sold directly by the airline. Scheduled flights are regular flights organised by the company which owns the aircraft.

A total of 9,129,053 passengers were handled at LLA during 2009: 8,677,665 on scheduled flights (95%) and 451,388 on charter flights (5%). This represents an overall decrease in passengers of 10% compared with 2008.

	2008			2009		
	Charter	Scheduled	**Totals**	Charter	Scheduled	**Totals**
Jan	13,508	635,114	**648,622**	11,441	565,467	**576,908**
Feb	17,082	699,492	**716,574**	12,178	533,562	**545,740**
Mar	22,062	817,835	**839,897**	15,619	657,549	**673,168**
Apr	20,184	802,309	**822,493**	19,039	769,738	**788,777**
May	55,989	878,521	**934,510**	50,785	791,313	**842,098**
Jun	72,142	883,713	**955,855**	58,080	804,262	**862,342**
Jul	92,878	959,573	**1,052,451**	66,788	913,031	**979,819**
Aug	104,753	991,203	**1,095,956**	76,592	936,319	**1,012,911**
Sep	85,735	880,058	**965,793**	69,638	799,887	**869,525**
Oct	54,012	833,050	**887,062**	44,835	767,499	**812,334**
Nov	16,559	613,537	**630,096**	14,579	585,324	**599,903**
Dec	14,486	625,927	**640,413**	11,814	553,714	**565,528**
Totals	**569,390**	**9,620,332**	**10,189,722**	**451,388**	**8,677,665**	**9,129,053**



2.5. Average passenger load per passenger carrying aircraft

Average Passengers on Scheduled and Charter Flights			
Year	Charter	Scheduled	**Total**
2005	131.90	123.33	**124.01**
2006	119.15	121.66	**121.46**
2007	115.88	123.37	**122.81**
2008	101.30	123.16	**121.72**
2009	92.31	125.34	**123.20**

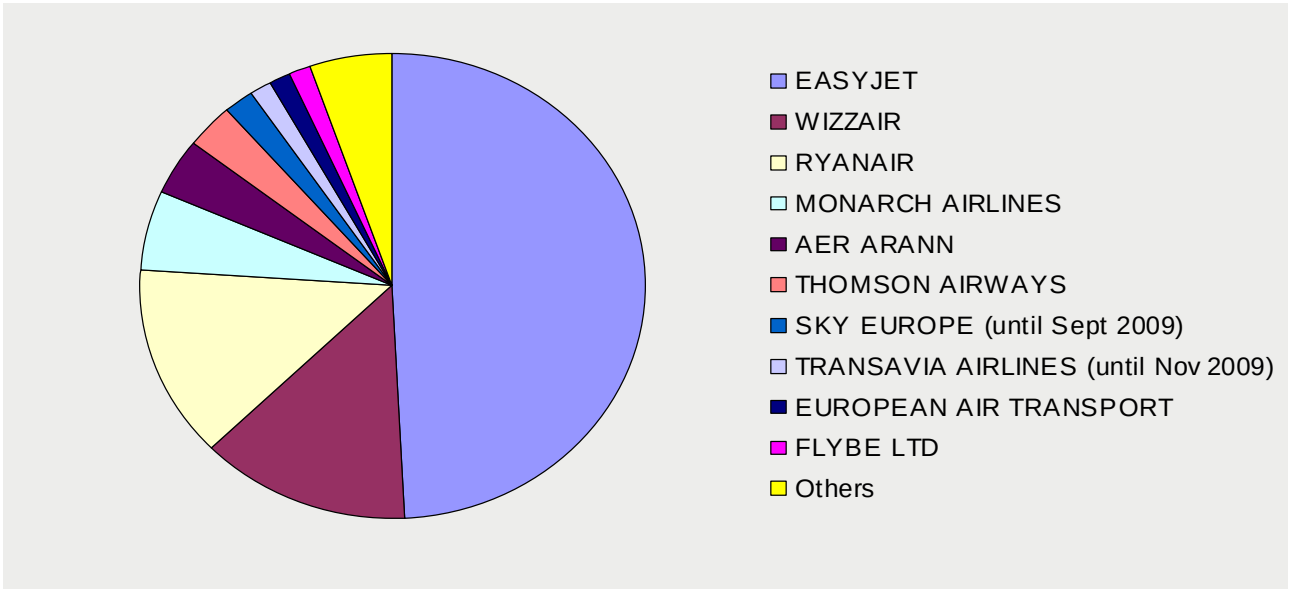
2.6. Passenger Breakdown by Region

	2008				2009			
	Domestic	EU	Non-EU	**Total**	Domestic	EU	Non-EU	**Total**
Jan	90,799	436,887	120,936	**648,622**	77,337	379,283	120,288	**576,908**
Feb	93,069	494,183	129,322	**716,574**	72,934	361,686	111,120	**545,740**
Mar	108,595	584,260	147,042	**839,897**	90,606	441,541	141,021	**673,168**
Apr	110,478	581,833	130,182	**822,493**	102,132	551,503	135,142	**788,777**
May	120,468	677,668	136,374	**934,510**	104,741	603,141	134,216	**842,098**
Jun	120,876	702,158	132,821	**955,855**	106,791	614,882	140,669	**862,342**
Jul	127,831	774,874	149,746	**1,052,451**	117,407	699,044	163,368	**979,819**
Aug	131,191	809,964	154,801	**1,095,956**	118,400	725,816	168,695	**1,012,911**
Sep	116,196	710,645	138,952	**965,793**	103,322	618,467	147,736	**869,525**
Oct	119,689	634,125	133,248	**887,062**	109,110	565,714	137,510	**812,334**
Nov	94,399	433,307	102,390	**630,096**	96,430	378,246	125,227	**599,903**
Dec	91,386	430,900	118,127	**640,413**	84,552	348,446	132,530	**565,528**
Totals	**1,324,977**	**7,270,804**	**1,593,941**	**10,189,722**	**1,183,762**	**6,287,769**	**1,657,522**	**9,129,053**

2.7. Movements by ten largest operators

Operator	**Movements**	**%**
EASYJET	37,258	49%
WIZZAIR	10,509	14%
RYANAIR	9,989	13%
MONARCH AIRLINES	4,278	6%
AER ARANN	2,948	4%
THOMSON AIRWAYS	2,360	3%
SKY EUROPE (until Sept 2009)	1,446	2%
TRANSAVIA AIRLINES (until Nov 2009)	1,112	1%
EUROPEAN AIR TRANSPORT	1,034	1%
FLYBE LTD	973	1%
Others	*4,040*	*5%*
TOTAL	**75,835**	**100%**

N.B This table includes movements for both passenger & cargo aircraft but excludes positioning flights and air-taxis.



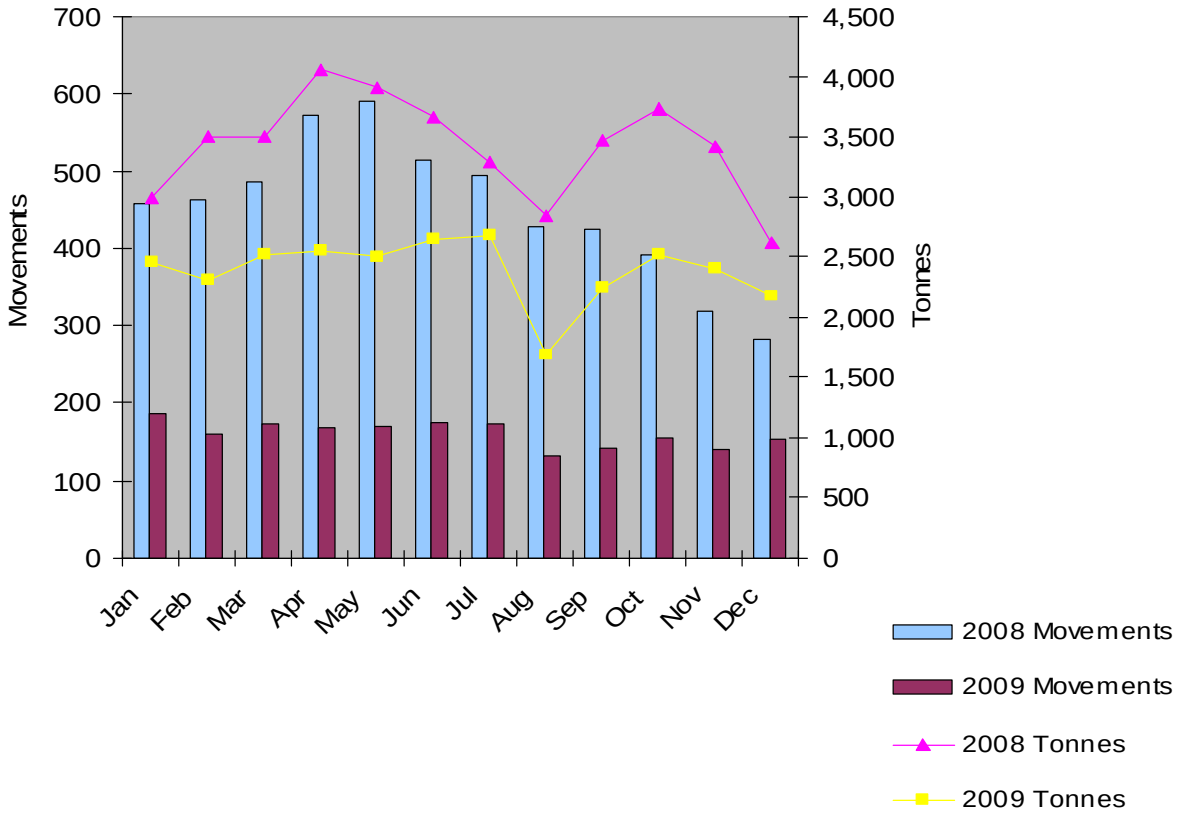
2.8. Movements and average seats by aircraft type

		Movements	Average Seats
EASYJET	AIRBUS A319	19,052	156
	AIRBUS A320	362	180
	BOEING 737-300 FREIGHTER	4	130
	BOEING 737-700	17,828	149
	BOEING 757-200 PASSENGER	12	195
	Total	37,258	153
WIZZAIR	AIRBUS A320	10,503	180
	BOEING 737-800 WINGLETS	4	186
	BOEING 757-200 PASSENGER	2	195
	Total	10,509	180
RYANAIR	BOEING 737-800	198	189
	BOEING 737-800 WINGLETS	9,791	189
	Total	9,989	189
MONARCH AIRLINES	AIRBUS A300-600 PASSENGER	54	361
	AIRBUS A320	2,077	174
	AIRBUS A321	2,118	214
	AIRBUS A330-200	1	358
	BOEING 737-300 FREIGHTER	2	130
	BOEING 737-800 WINGLETS	2	189
	BOEING 757-200 PASSENGER	24	204
	Total	4,278	197
AER ARRAN	AEROSPATIALE/ALENIA ATR42-200/	32	49
	AEROSPATIALE/ALENIA ATR72	2,916	71
	Total	2,948	71
THOMSON AIRWAYS	AIRBUS A320	1	180
	AIRBUS A321	4	218
	BOEING 737-300 PASSENGER	530	148
	BOEING 737-300 WINGLETS	97	149
	BOEING 737-800	168	189
	BOEING 737-800 WINGLETS	715	189
	BOEING 752-200 WINGLETS	143	234
	BOEING 757-200 PASSENGER	698	234
	BOEING 767-300ER	4	293
	Total	2,360	195
SKY EUROPE	AIRBUS A320	116	179
(until Sept 2009)	BOEING 737-300 PASSENGER	663	147
	BOEING 737-500	160	128
	BOEING 737-700	278	149
	BOEING 737-800	96	186
	BOEING 757-200 PASSENGER	56	198
	MCD DOUGLAS MD-82 / MD83	77	168
	Total	1,446	154
TRANSAVIA AIRLINES	BOEING 737-700 WINGLETS	1,102	149
(until Nov 2009)	BOEING 737-800 WINGLETS	10	186
	Total	1,112	149
EUROPEAN AIR TRANSPORT	AIRBUS A300-B4/C4/F4 FREIGHTER	893	0
	BOEING 757-200 FREIGHTER	80	0
	Total	973	0
FLYBE	DE HAVILLAND DHC-8 DASH 8-400	918	78
	EMBRAER 195	4	118
	Total	922	78
Others	*Total*	*4,040*	*72*
TOTAL		**75,835**	**155**

2.9. Total Cargo Movements & Tonnage

	2008		2009	
	Tonnes	Movements	Tonnes	Movements
Jan	2,997	459	2,455	187
Feb	3,497	463	2,305	160
Mar	3,494	487	2,513	172
Apr	4,058	574	2,557	168
May	3,908	590	2,508	170
Jun	3,660	513	2,650	176
Jul	3,283	493	2,677	172
Aug	2,845	427	1,690	132
Sep	3,469	425	2,248	142
Oct	3,739	393	2,525	156
Nov	3,419	318	2,399	140
Dec	2,624	283	2,171	154
Total	**40,992**	**5,425**	**28,698**	**1,929**

N.B The cargo movement count is the total number of movements that carried cargo as opposed to flights that are primarily operated for the carriage of cargo. This is because a proportion of cargo tonnage is carried on passenger aircraft. Consequently the movement figures in Table 2.9 will differ from Table 2.1 which shows dedicated cargo movements.



3. *Routes*

Destination	Code	Country	Charter Operator	Scheduled Operator
Aberdeen	ABZ	UK		easyJet
Alicante	ALC	Spain		easyJet/Monarch
Amsterdam	AMS	Netherlands		easyJet
Antalya	AYT	Turkey	Thomson	
Arrecife	ACE	Spain (Canaries)	Thomson/Monarch	Monarch / Ryanair
Bacau	BCM	Romania		Blue Air
Barcelona	BCN	Spain		easyJet
Belfast City	BHD	UK		easyJet
Bergerac	EGC	France		Ryanair
Berlin	SXF	Germany		easyJet
Beziers	BZR	France		Ryanair
Bodrum	BJV	Turkey	First Choice/Thomson	
Bordeaux	BOD	France		easyJet
Bourgas	BOJ	Bulgaria	Thomson	Wizz Air
Brest	BES	France		Ryanair
Bucharest	BBU	Romania		Wizz Air
Budapest	BUD	Hungary		Wizz Air/easyJet
Cagliari	CAG	Italy (Sardinia)		easyJet
Cluj-Napoca	CLJ	Romania		Wizz Air
Corfu	CFU	Greece	Thomson	
Dalaman	DLM	Turkey	First Choice/Thomson	
Derry	LDY	UK		Ryanair
Dortmund	DTM	Germany		easyJet
Dublin	DUB	Ireland		Ryanair
Edinburgh	EDI	UK		easyJet
Eilat	ETH	Israel		
Faro	FAO	Portugal	First Choice/Thomson	easyJet/Monarch
Fuerteventura	FUE	Spain (Canaries)	First Choice	Monarch
Funchal	FNC	Portugal	Thomson	
Galway	GWY	Ireland		Aer Arran
Gdansk	GDN	Poland		Wizz Air
Geneva	GVA	Switzerland		easyJet
Gerona	GRO	Spain		Ryanair
Gibraltar	GIB	Spain		Monarch
Glasgow	GLA	UK		easyJet
Grenoble	GNB	France		easyJet
Hamburg	HAM	Germany		easyJet
Heraklion	HER	Greece	Thomson	
Ibiza	IBZ	Spain (Balearics)	Thomson/First Choice	easyJet/Monarch
Inverness	INV	UK		easyJet
Isle of Man	IOM	UK		Flybe
Istanbul	SAW	Turkey		easyJet
Jersey	JER	UK		Flybe
Katowice	KTW	Poland		Wizz Air
Kaunas	KUN	Lithuania		Ryanair

Destination	Code	Country	Charter Operator	Scheduled Operator
Kerry	KIR	Ireland		Ryanair
Kiev	IEV	Ukraine		Wizz Air
Knock	NON	Ireland		Ryanair
Krakow	KRK	Poland		easyJet
Larnaca	LCA	Cyprus	First Choice/Thomson	Monarch
Las Palmas	LPA	Spain (Canaries)	Thomson/Monarch	Monarch / Ryanair
Lisbon	LIS	Portugal		easyJet
Madrid	MAD	Spain		easyJet
Mahon	MAH	Spain (Balearics)	Thomson/Monarch	easyJet/Monarch
Malaga	AGP	Spain	Thomson	easyJet/Monarch
Malta	MLA	Malta	Thomson	Ryanair
Marrakech	RAK	Morocco		Ryanair
Milan	MXP	Italy		easyJet
Monastir	MIR	Tunisia	First Choice/Thomson	
Montpellier	MPL	France		easyJet
Murcia	MJV	Spain		Ryanair
Nice	NCE	France		easyJet
Nimes	FNI	France		Ryanair
Palma	PMI	Spain (Balearics)	/Thomson/Monarch	easyJet/Monarch
Paphos	PFO	Cyprus	First Choice/Thomson	easyJet
Paris	CDG	France		easyJet
Pisa	PSA	Italy		easyJet
Poprad	TAT	Slovakia		Danube Wings
Poznan	POZ	Poland		Wizz Air
Prague	PRG	Czech Rep		Wizz Air
Reus	REU	Spain	Thomson	Ryanair
Rhodes	RHO	Greece	Thomson	
Rovaniemi	RVN	Finland	First Choice	
Rzeszów	RZZ	Poland		Ryanair
Salzburg	SZG	Austria	Thomson	
Sharm El Sheikh	SSH	Egypt	Thomson	easyJet
Sofia	SOF	Bulgaria		Wizz Air
Tel Aviv	TLV	Israel		El Al / easyJet
Tenerife	TFS	Spain (Canaries)	Thomson/Monarch	Monarch / Ryanair
Thessalonika	SKG	Greece	Thomson	
Timisoara	TSR	Romania		Wizz Air
Trapani	TPS	Italy (Sicily)		Ryanair
Turin	TRN	Italy		easyJet
Varna	VAR	Bulgaria		Wizz Air
Warsaw	WAW	Poland		Wizz Air
Waterford	WAT	Ireland		Aer Arran
Wroclaw	WRO	Poland		Wizz Air
Zagreb	ZAG	Croatia		Wizz Air
Zakynthos	ZTH	Greece	Thomson/Monarch	
Zurich	ZRH	Switzerland		easyJet

(Destinations available as at 31st December 2009)

New route for 2009

For more information visit:- www.london-luton.com

3.1. New Routes

NEW ROUTES 2009

Destination	Country	Launch	Airline
Poprad	Slovakia	01-Dec-09	Danubewings
Paphos	Cyprus	04-Nov-09	easyJet
Tel Aviv	Israel	04-Nov-09	easyJet
Sharm El Sheikh	Egypt	03-Nov-09	easyJet
Tenerife	Canary Islands	27-Oct-09	Ryanair
Arrecife	Canary Islands	29-Oct-09	Ryanair
Las Palmas	Canary Islands	26-Oct-09	Ryanair
Fuerteventura	Canary Islands	21-Oct-09	Monarch Scheduled
Montpellier	France	07-Jul-09	easyJet
Mahon	Balearic Islands	06-Jul-09	easyJet
Milan (Malpensa)	Italy	06-Jul-09	easyJet
Forli	Italy	02-Jul-09	Windjet
Varna	Bulgaria	27-Jun-09	Wizz Air
Bacau	Romania	01-Jun-09	Blue Air
Tel Aviv	Israel	03-May-09	EL AL
Limoges	*France*	*03-May-09*	*Ryanair*
Bergerac	*France*	*30-Mar-09*	*Ryanair*
Jersey	UK	29-Mar-09	flybe
Prague	Czech Republic	19-Feb-09	Wizz Air
Lvov	*Ukraine*	*04-Jan-09*	*Wizz Air*

KEY - Started and ended 2009

2009	
AIRLINE	**NEW ROUTES**
easyJet	6
Ryanair	5
Wizz Air	3
Danubewings	1
Monarch Scheduled	1
EL AL	1
flybe	1
Blue Air	1
Windjet	1
TOTAL	**20**
2009 NETT TOTAL	**5**

ALL ROUTES ENDING 2009

Destination	Country	Ended	Airline
Rotterdam	Netherlands	Nov-09	Transavia
Vienna	Austria	Nov-09	easyJet
Athens	Greece	Nov-09	easyJet
Milan Bergamo	Italy	Oct-09	Ryanair
Bergerac	France	Oct-09	Ryanair
Limoges	France	Sep-09	Ryanair
Bratislava	Slovakia	Sep-09	Sky Europe
Poprad	Slovakia	Sep-09	Sky Europe
Kosice	Slovakia	Sep-09	Sky Europe
Prague	Czech Republic	Sep-09	Sky Europe
Warsaw	Poland	Jul-09	easyJet
Biarritz	France	May-09	Ryanair
Almeria	Spain	Mar-09	Monarch Scheduled
Szeczzin	Poland	Mar-09	Ryanair
Lvov	Ukraine	Jan-09	Wizz Air

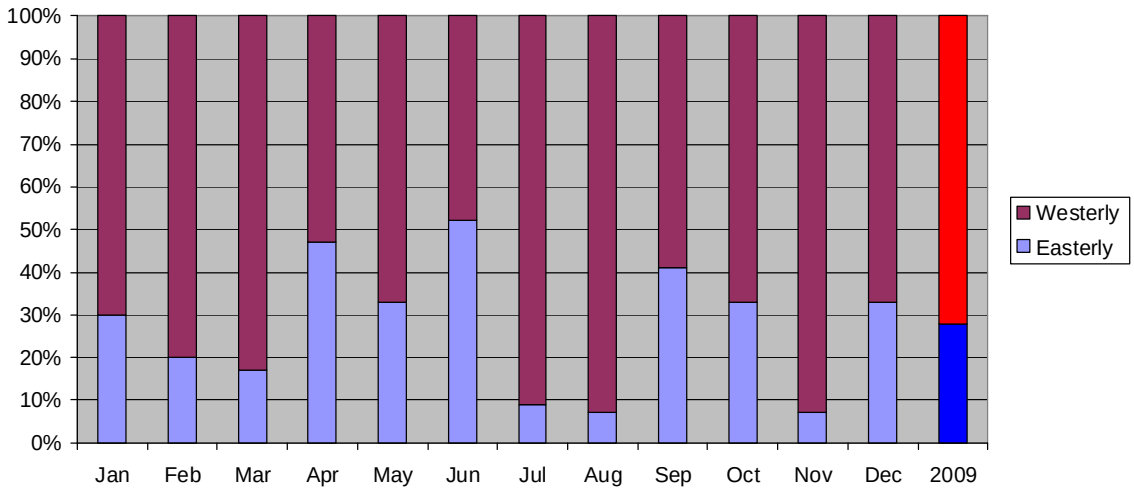
AIRLINE	ROUTES ENDED
easyJet	3
Ryanair	5
Wizz Air	1
Transavia	1
Monarch Scheduled	1
Sky Europe	4
TOTAL	**15**

4. *Runway Usage*

The runway usage split (dictated primarily by wind direction) during 2008 was 28% easterly and 72% westerly (compared with 29% / 71% for 2008). A monthly breakdown is shown below, highlighting an exceptionally high level of westerly operations during July/August 2009. A breakdown of runway usage over the last five years is also shown, giving a historical split of 29% easterly and 71% westerly.

Year	Easterly	Westerly
2009	28%	72%
2008	29%	71%
2007	29%	71%
2006	30%	70%
2005	29%	71%
Average	**29%**	**71%**

Month	Easterly	Westerly
Jan	30%	70%
Feb	20%	80%
Mar	17%	83%
Apr	47%	53%
May	33%	67%
Jun	52%	48%
Jul	9%	91%
Aug	7%	93%
Sep	41%	59%
Oct	33%	67%
Nov	7%	93%
Dec	33%	67%
2009	**28%**	**72%**



4.1. Runway split of aircraft movements during 92-day summer period

In the UK it is standard practice to average noise levels over a 16 hour daytime period (07:00–23:00, local time) and a 92-day summer season (16th June – 15th September). As part of the Night Noise Policy, LLA also produces an 8 hour night-time contour on a quarterly basis.

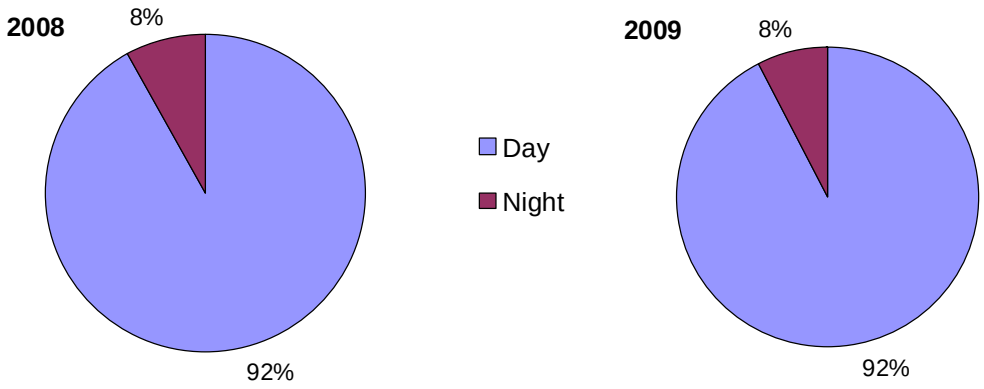
	Day (0700-2300 local)		Night (2300-0700 local)	
Year	Westerly	Easterly	Westerly	Easterly
2009	81%	19%	80%	20%
2008	86%	14%	85%	15%
2007	84%	16%	85%	15%
2006	66%	34%	71%	29%
2005	67%	33%	69%	31%
Average	**77%**	**23%**	**78%**	**22%**

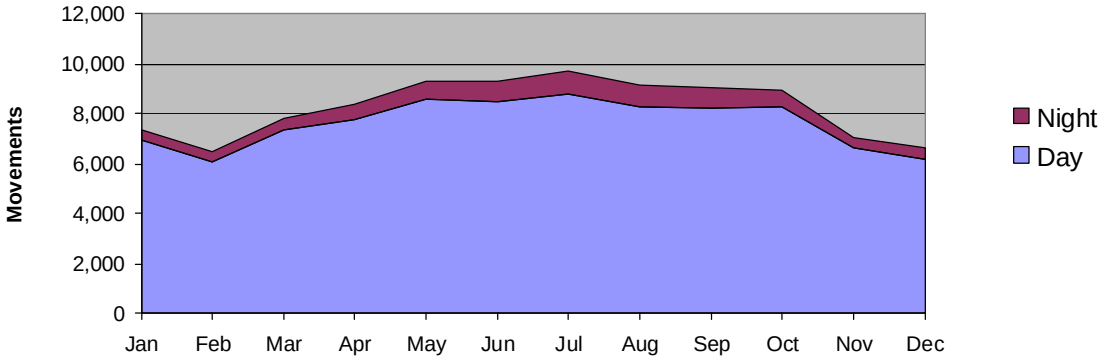
4.2. Day / Night Ratio of Movements

There were 7,472 night movements during 2009 (compared to 9,881 for 2008 a decrease of 24%), an average 20 movements per night (compared to 27 last year). The average ratio of total aircraft movements during 2009 was 92% day / 8% night (in line with 92% day / 8% night in 2008).

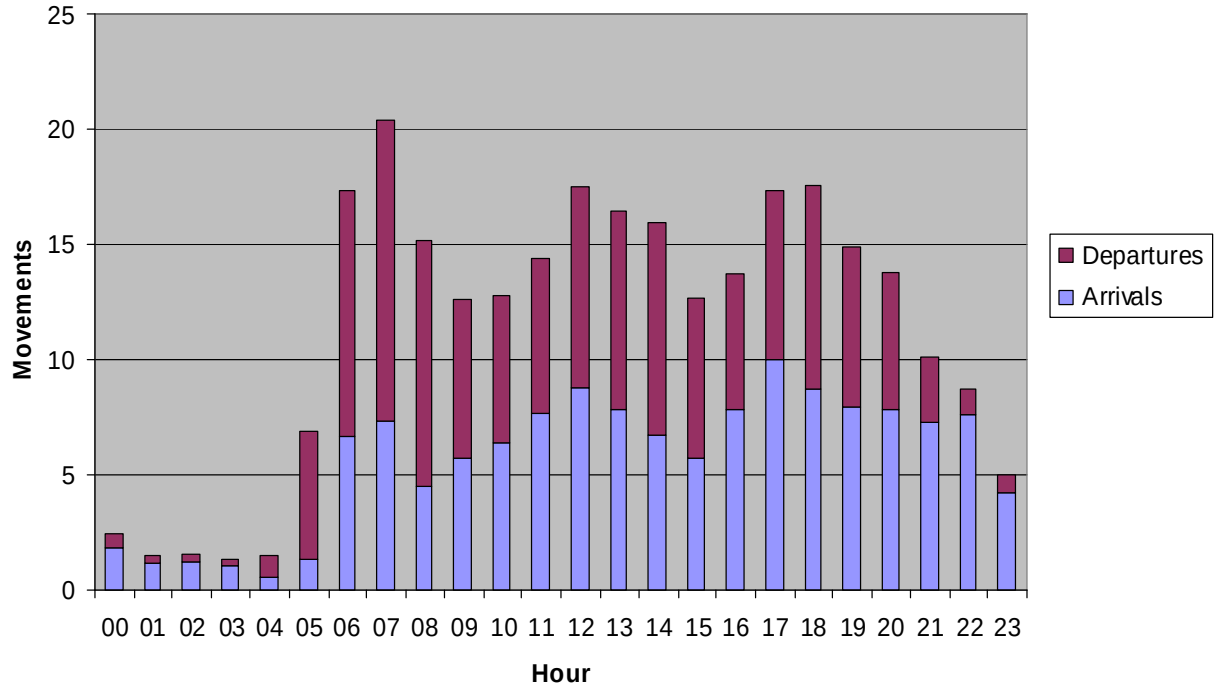
The number of night movements quoted here within Section 4.2 will differ from those within Section 6 as the 8 hour Leq contour calculation period extends between 23:00 - 07:00, 7 days a week. The figures quoted here cover the night period, as defined in the Night Noise Policy for noise violation purposes, 23:00 until 06:00, Mon-Sat and until 07:00 on Sundays.

	Arrivals		Departures		Totals		
	Day	Night	Day	Night	Day	Night	Total
Jan	3,396	290	3,522	126	**6,918**	**416**	**7,334**
Feb	2,981	242	3,112	128	**6,093**	**370**	**6,463**
Mar	3,604	297	3,758	138	**7,362**	**435**	**7,797**
Apr	3,743	447	4,043	151	**7,786**	**598**	**8,384**
May	4,092	580	4,475	175	**8,567**	**755**	**9,322**
Jun	4,041	604	4,470	180	**8,511**	**784**	**9,295**
Jul	4,129	704	4,675	197	**8,804**	**901**	**9,705**
Aug	3,891	676	4,373	184	**8,264**	**860**	**9,124**
Sep	3,906	620	4,331	176	**8,237**	**796**	**9,033**
Oct	3,937	526	4,313	165	**8,250**	**691**	**8,941**
Nov	3,237	300	3,384	126	**6,621**	**426**	**7,047**
Dec	2,998	297	3,188	143	**6,186**	**440**	**6,626**
Total	**43,955**	**5,583**	**47,644**	**1,889**	**91,599**	**7,472**	**99,071**

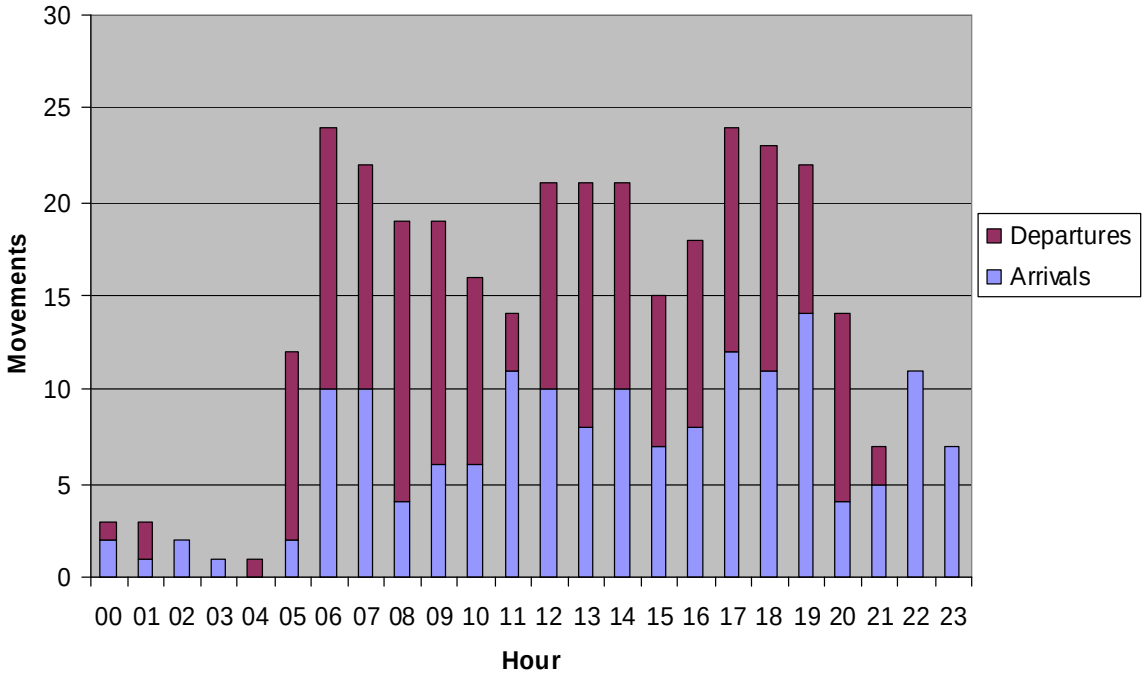




4.3. Annual Average Hourly Movements



4.4. Average Hourly Movements 7th Busiest Day of 2009 (19th June)



4.4.1. From the above two graphs it can be seen that generally the busiest times of the day for movements are 06:00-08:00, 12:00-14:00 and 17:00-19:00. The busiest time for departing aircraft is 07:00-08:00 annually and 08:00 09:00 on the 19th June. The busiest time for arrivals is 17:00-18:00 annually and 19:00-20:00 on the 19th June.

4.5. Departure Route Analysis

The following table reports the total number of departures on each flight route, differentiating between easterly (08) and westerly (26) operations. Night movements quoted below departed between 23:00 - 06:00, Mon-Sat and until 07:00 on Sunday.

		Clacton*		Compton		Olney		Other**		Heli	Total
		08	26	08	26	08	26	08	26		
Jan	Day	438	976	386	931	211	497	14	43	26	3,522
	Night	16	50	12	37	3	8	0	0	0	126
	Total	*454*	*1,026*	*398*	*968*	*214*	*505*	*14*	*43*	*26*	*3,648*
Feb	Day	254	1,008	232	1,003	116	426	7	36	30	3,112
	Night	8	44	9	40	7	17	1	2	0	128
	Total	*262*	*1,052*	*241*	*1,043*	*123*	*443*	*8*	*38*	*30*	*3,240*
Mar	Day	246	1,215	244	1,239	122	605	10	35	42	3,758
	Night	15	40	10	50	5	16	0	2	0	138
	Total	*261*	*1,255*	*254*	*1,289*	*127*	*621*	*10*	*37*	*42*	*3,896*
Apr	Day	726	775	839	895	330	390	21	32	35	4,043
	Night	25	26	36	40	10	12	0	2	0	151
	Total	*751*	*801*	*875*	*935*	*340*	*402*	*21*	*34*	*35*	*4,194*
May	Day	561	1,081	666	1,296	245	528	15	40	43	4,475
	Night	17	41	37	62	5	13	0	0	0	175
	Total	*578*	*1,122*	*703*	*1,358*	*250*	*541*	*15*	*40*	*43*	*4,650*
Jun	Day	878	772	1,007	964	366	372	41	30	40	4,470
	Night	32	35	41	54	5	10	2	1	0	180
	Total	*910*	*807*	*1,048*	*1,018*	*371*	*382*	*43*	*31*	*40*	*4,650*
Jul	Day	157	1,534	185	1,951	65	700	4	50	29	4,675
	Night	11	68	10	89	2	14	1	1	1	197
	Total	*168*	*1,602*	*195*	*2,040*	*67*	*714*	*5*	*51*	*30*	*4,872*
Aug	Day	119	1,438	134	1,886	46	681	1	52	16	4,373
	Night	8	60	8	87	2	14	4	1	0	184
	Total	*127*	*1,498*	*142*	*1,973*	*48*	*695*	*5*	*53*	*16*	*4,557*
Sep	Day	631	921	818	1,139	299	439	20	37	27	4,331
	Night	30	40	39	51	10	3	2	1	0	176
	Total	*661*	*961*	*857*	*1,190*	*309*	*442*	*22*	*38*	*27*	*4,507*
Oct	Day	527	1,073	592	1,270	270	490	15	40	36	4,313
	Night	20	42	22	57	9	11	0	3	1	165
	Total	*547*	*1,115*	*614*	*1,327*	*279*	*501*	*15*	*43*	*37*	*4,478*
Nov	Day	112	1,255	91	1,132	48	658	5	51	32	3,384
	Night	5	46	6	54	1	13	0	1	0	126
	Total	*117*	*1,301*	*97*	*1,186*	*49*	*671*	*5*	*52*	*32*	*3,510*
Dec	Day	409	853	381	804	225	450	17	28	21	3,188
	Night	13	46	10	44	6	20	1	2	1	143
	Total	*422*	*899*	*391*	*848*	*231*	*470*	*18*	*30*	*22*	*3,331*
Day Total		*5,058*	*12,901*	*5,575*	*14,510*	*2,343*	*6,236*	*170*	*474*	*377*	*47,644*
Night Total		*200*	*538*	*240*	*665*	*65*	*151*	*11*	*16*	*3*	*1,889*
Total		**5,258**	**13,439**	**5,815**	**15,175**	**2,408**	**6,387**	**181**	**490**	**380**	**49,533**

** Clacton/Dover/Detling departures have been merged as the immediate flight routes follow the same path.*
*** This category relates to those aircraft that are not required to follow Noise Preferential Routes, such as Test/Training flights and the Flying Club.*

4.6. Arrivals Route Analysis

The following table reports the total number of arrivals, differentiating between easterly (08) and westerly (26) operations. Night movements quoted below arrived between 23:00 - 06:00, Mon-Sat and until 07:00 on Sunday. This report also includes percentage figures for flights that have achieved a Continuous Descent Approach (CDA), helping reduce both noise and fuel consumption, which requires a section of level flight no greater than 2.5Nm following the descent from 5000ft altitude.

		Arrivals				CDA*		
		08	26	Heli	Total	08 (%)	26 (%)	Total (%)
Jan	Day	1,029	2,341	26	**3,396**	93	77	**82**
	Night	79	211	0	**290**	80	61	**66**
	Total	***1,108***	***2,552***	***26***	***3,686***	***92***	***76***	***81***
Feb	Day	593	2,358	30	**2,981**	93	83	**85**
	Night	63	179	0	**242**	70	67	**68**
	Total	***656***	***2,537***	***30***	***3,223***	***90***	***82***	***84***
Mar	Day	569	2,993	42	**3,604**	95	85	**86**
	Night	61	236	0	**297**	78	74	**75**
	Total	***630***	***3,229***	***42***	***3,901***	***93***	***84***	***85***
Apr	Day	1,732	1,977	34	**3,743**	94	84	**89**
	Night	220	226	1	**447**	88	79	**83**
	Total	***1,952***	***2,203***	***35***	***4,190***	***93***	***83***	***88***
May	Day	1,342	2,710	40	**4,092**	95	86	**89**
	Night	173	404	3	**580**	85	81	**82**
	Total	***1,515***	***3,114***	***43***	***4,672***	***94***	***85***	***88***
Jun	Day	2,089	1,911	41	**4,041**	94	85	**90**
	Night	287	316	1	**604**	84	75	**79**
	Total	***2,376***	***2,227***	***42***	***4,645***	***93***	***84***	***89***
Jul	Day	352	3,747	30	**4,129**	95	86	**87**
	Night	64	640	0	**704**	84	79	**80**
	Total	***416***	***4,387***	***30***	***4,833***	***93***	***85***	***86***
Aug	Day	262	3,613	16	**3,891**	94	87	**88**
	Night	69	607	0	**676**	96	77	**79**
	Total	***331***	***4,220***	***16***	***4,567***	***95***	***86***	***86***
Sep	Day	1,587	2,292	27	**3,906**	94	83	**88**
	Night	262	358	0	**620**	83	75	**78**
	Total	***1,849***	***2,650***	***27***	***4,526***	***93***	***82***	***86***
Oct	Day	1,326	2,575	36	**3,937**	91	85	**87**
	Night	182	343	1	**526**	85	75	**78**
	Total	***1,508***	***2,918***	***37***	***4,463***	***91***	***84***	***86***
Nov	Day	237	2,967	33	**3,237**	90	78	**79**
	Night	14	286	0	**300**	100	69	**70**
	Total	***251***	***3,253***	***33***	***3,537***	***91***	***78***	***78***
Dec	Day	1,023	1,954	21	**2,998**	92	79	**83**
	Night	65	231	1	**297**	75	70	**71**
	Total	***1,088***	***2,185***	***22***	***3,295***	***91***	***78***	***82***
Day Total		***12,141***	***31,438***	***376***	***43,955***	***94%***	***84%***	***86%***
Night Total		***1,539***	***4,037***	***7***	***5,583***	***84%***	***75%***	***77%***
Total		**13,680**	**35,475**	**383**	**49,538**	**92%**	**83%**	**85%**

4.7. Flight routes and sample flight tracks

Figures 4.8 and 4.9 show indicative flight routes for easterly and westerly operations. Flight routes shown are typical 3km swathes for departing aircraft on Noise Preferential Routings (NPRs) and arrivals which are established on final approach. Departure routes are valid up to an altitude of 3000ft during the daytime and 4000ft at night, after which time Air Traffic Control at the London Terminal Control Centre (LTCC) can give the aircraft a more direct heading.

Figures 4.10 and 4.11 display actual radar flight data taken over a 24 hour period during summer 2009 for both westerly and easterly operations. Arriving traffic is shown in red with departures in green.

Figures 4.12 and 4.13 show the same 24 hour periods as above, displaying the aircraft radar data in altitude bands up to 10,000ft above mean sea level. These radar tracks show a single mode of operation only i.e. easterly or westerly operations and include both arriving and departing aircraft.

Figures 4.14, 4.15 and 4.16 display aircraft track density plots for the summer period 16th June – 15th September 2009. A track density plot is a map which displays the pattern of aircraft flight tracks passing over the region around the Airport during a specified period. The system analyses the number of flights passing over each grid element of an array defined by the user.

The track density plot takes into account all London Luton aircraft and provides a useful indication of the general patterns for flight operations.

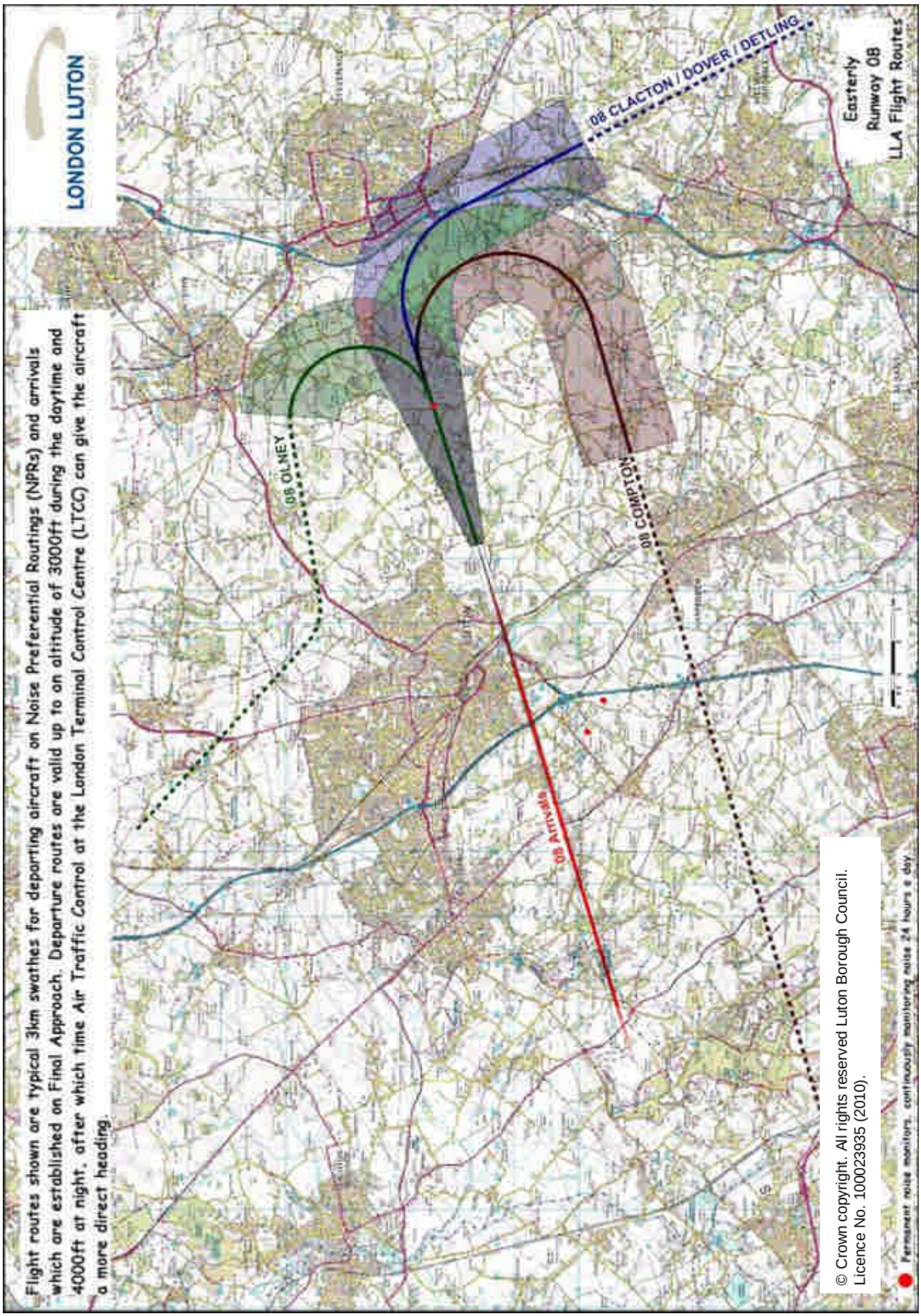
Figures 4.14 and 4.15 show arrivals and departures only with 4.16 showing all LLA movements.

The colour coding from blue to yellow represents the range 3 to over 150 flight tracks over a grid element. If any grid element is not colour-coded, the number of aircraft flight tracks passing over that element during the 92 day summer period was less than 3 flights.

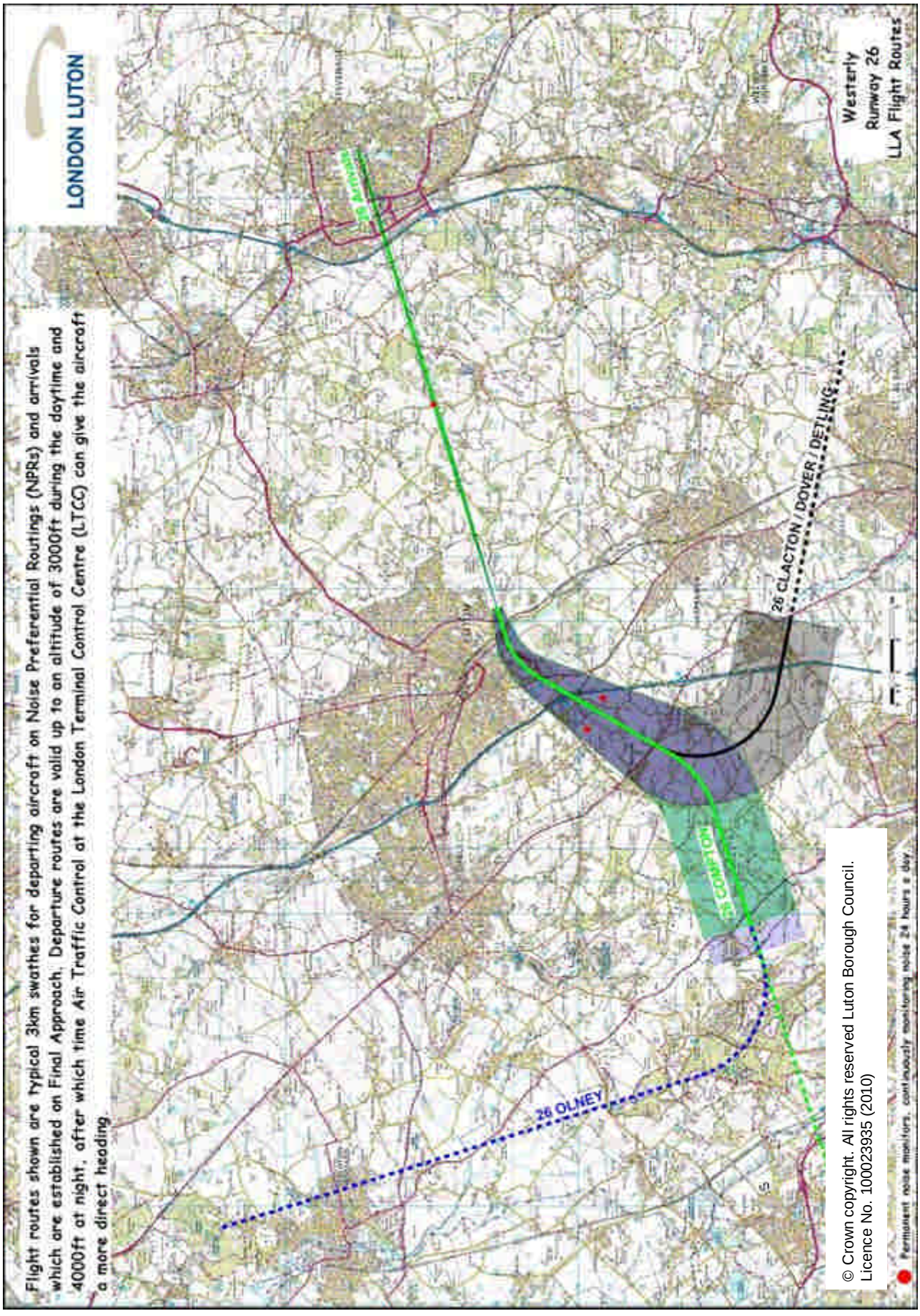
The yellow areas represent locations where operations are more densely concentrated over the given period.

It should be noted that the following sample flight tracks only include operations for LLA and overflights from other Airports have been omitted for clarity.

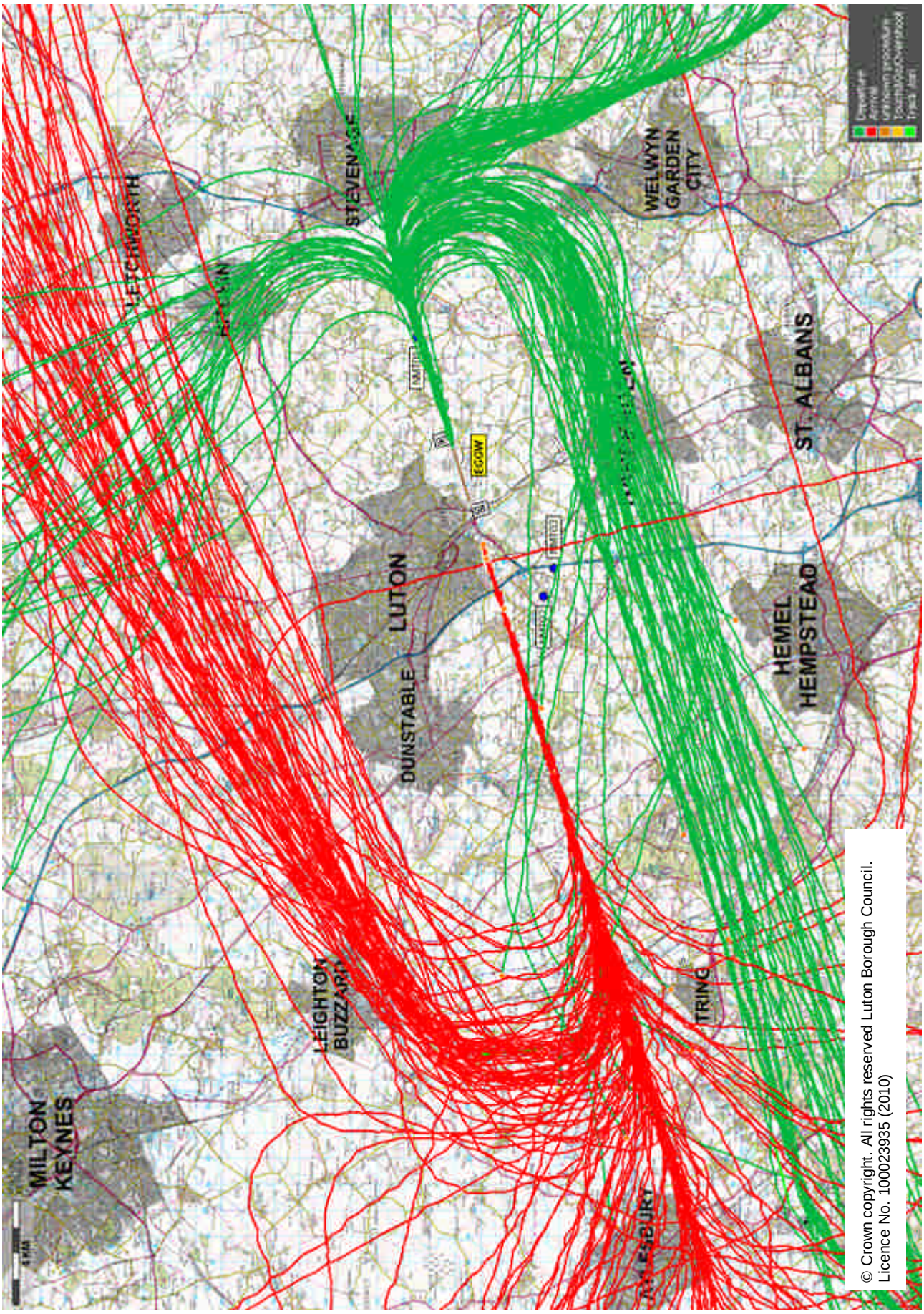
4.8. Plan showing Easterly (08) flight routes



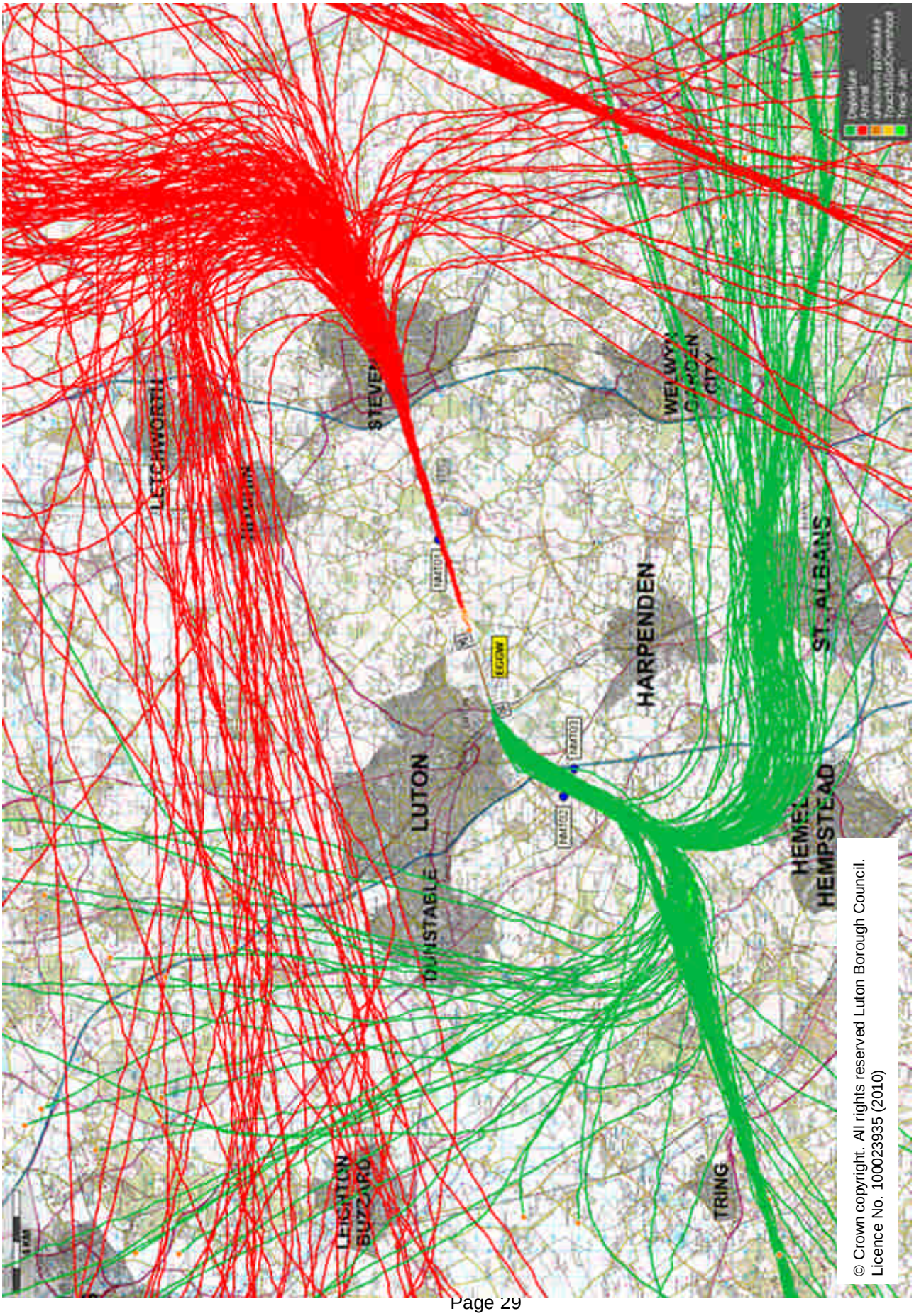
4.9. Plan showing Westerly (26) flight routes



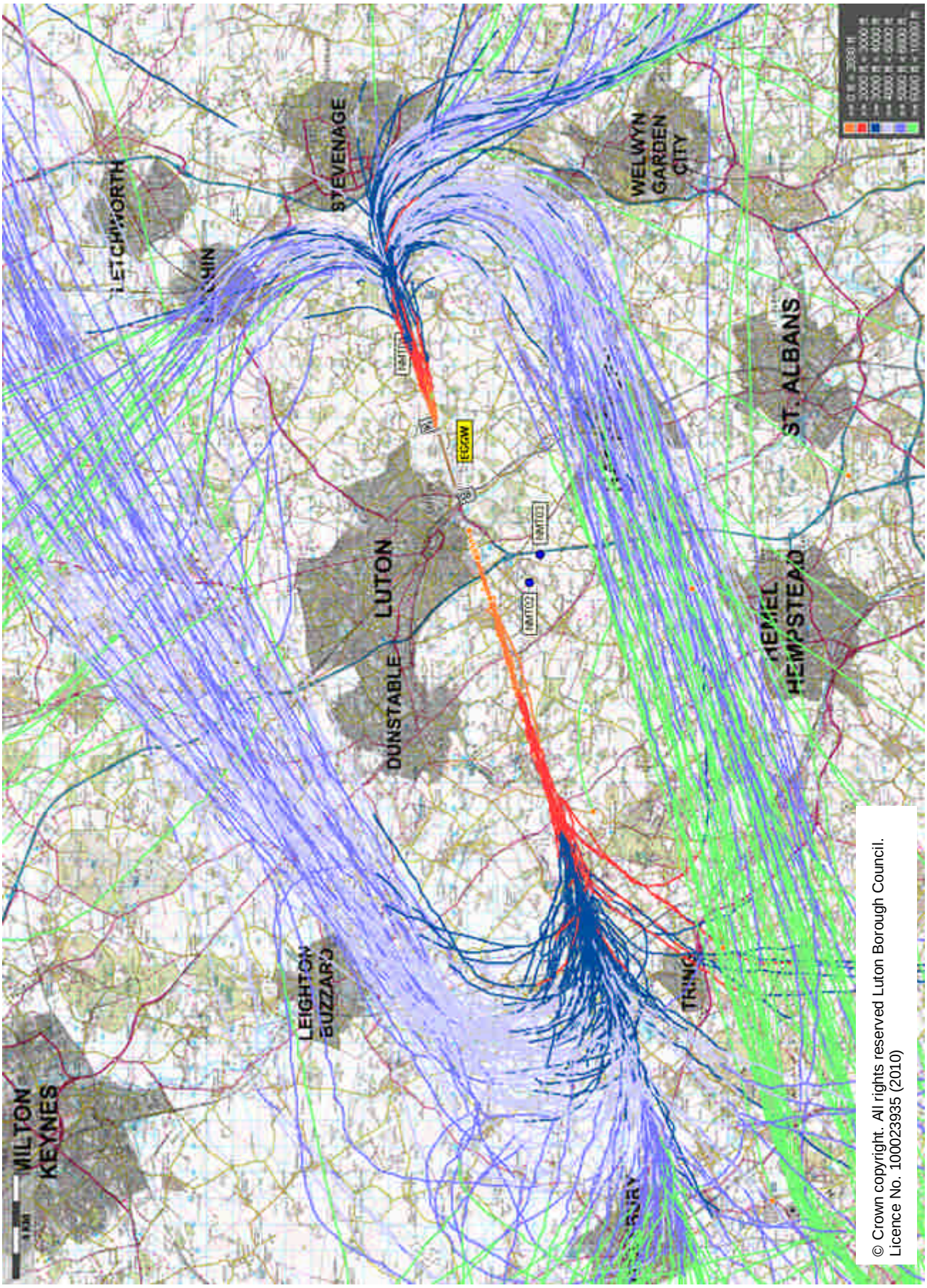
4.10. Arrivals and Departures – Easterly (08) Flight Routes (24 hour period)



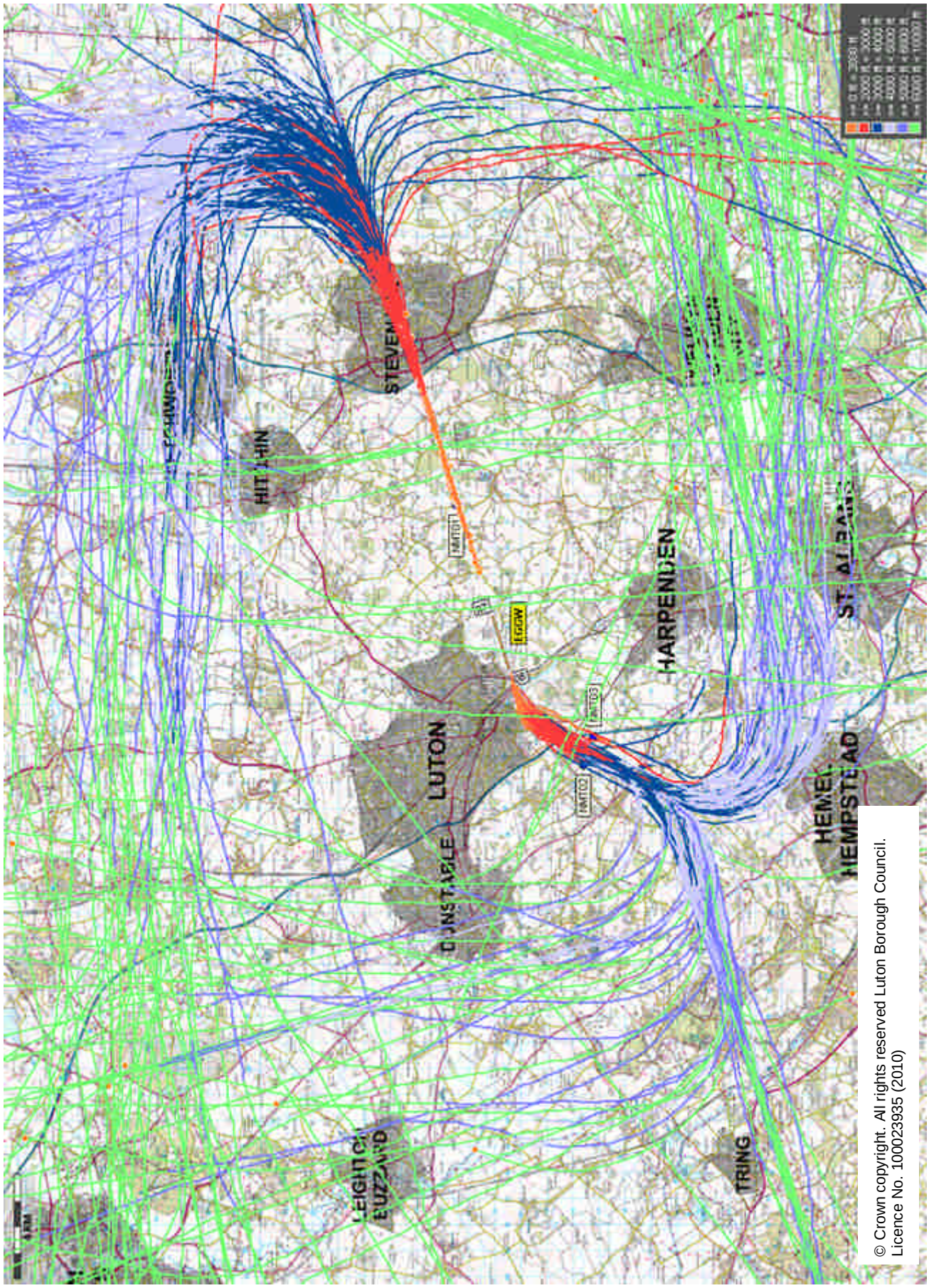
4.11. Arrivals and Departures – Westerly (26) Flight Routes (24 hour period)



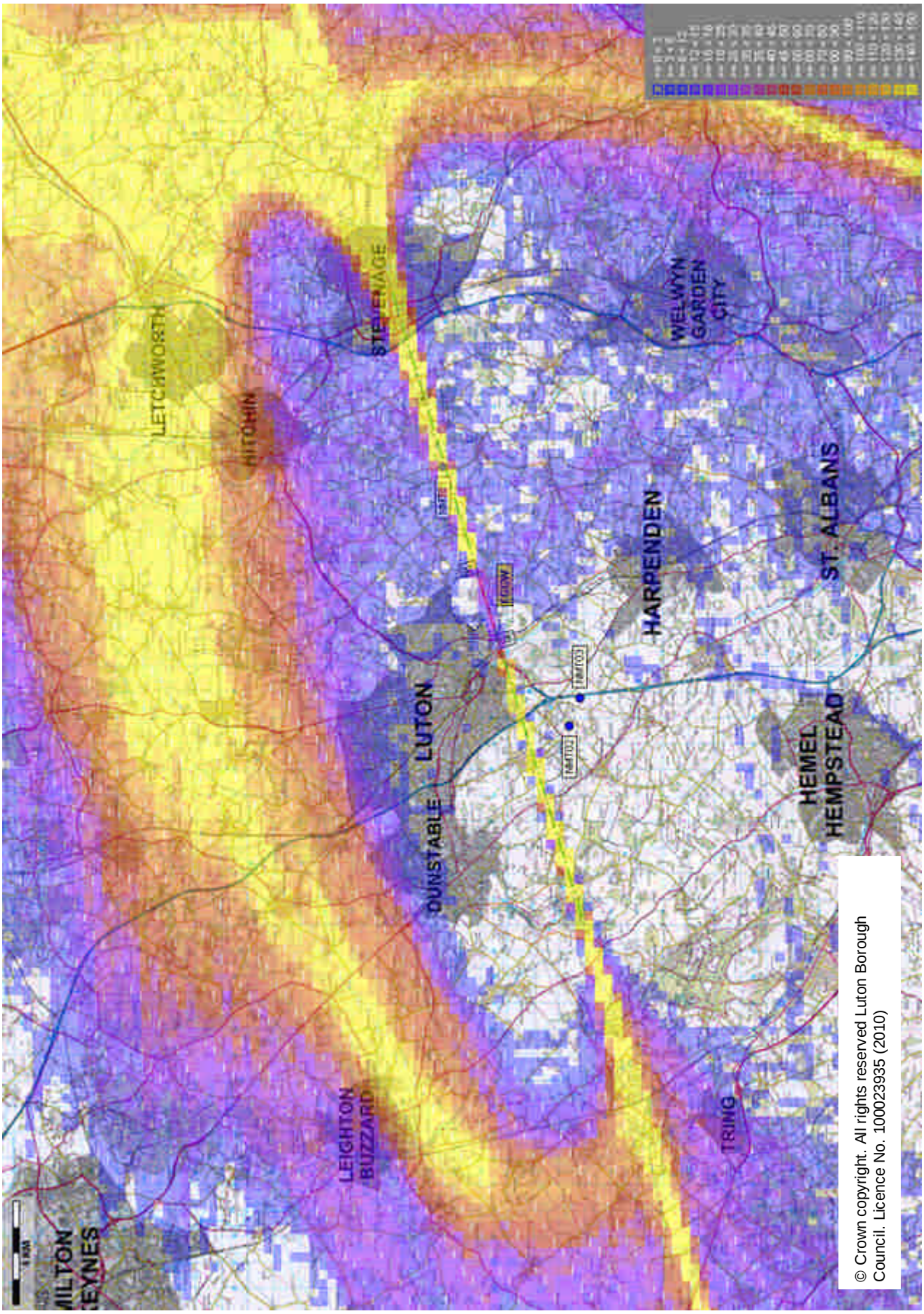
4.12. Flight Levels – Easterly (08) Flight Routes (24 hour period)



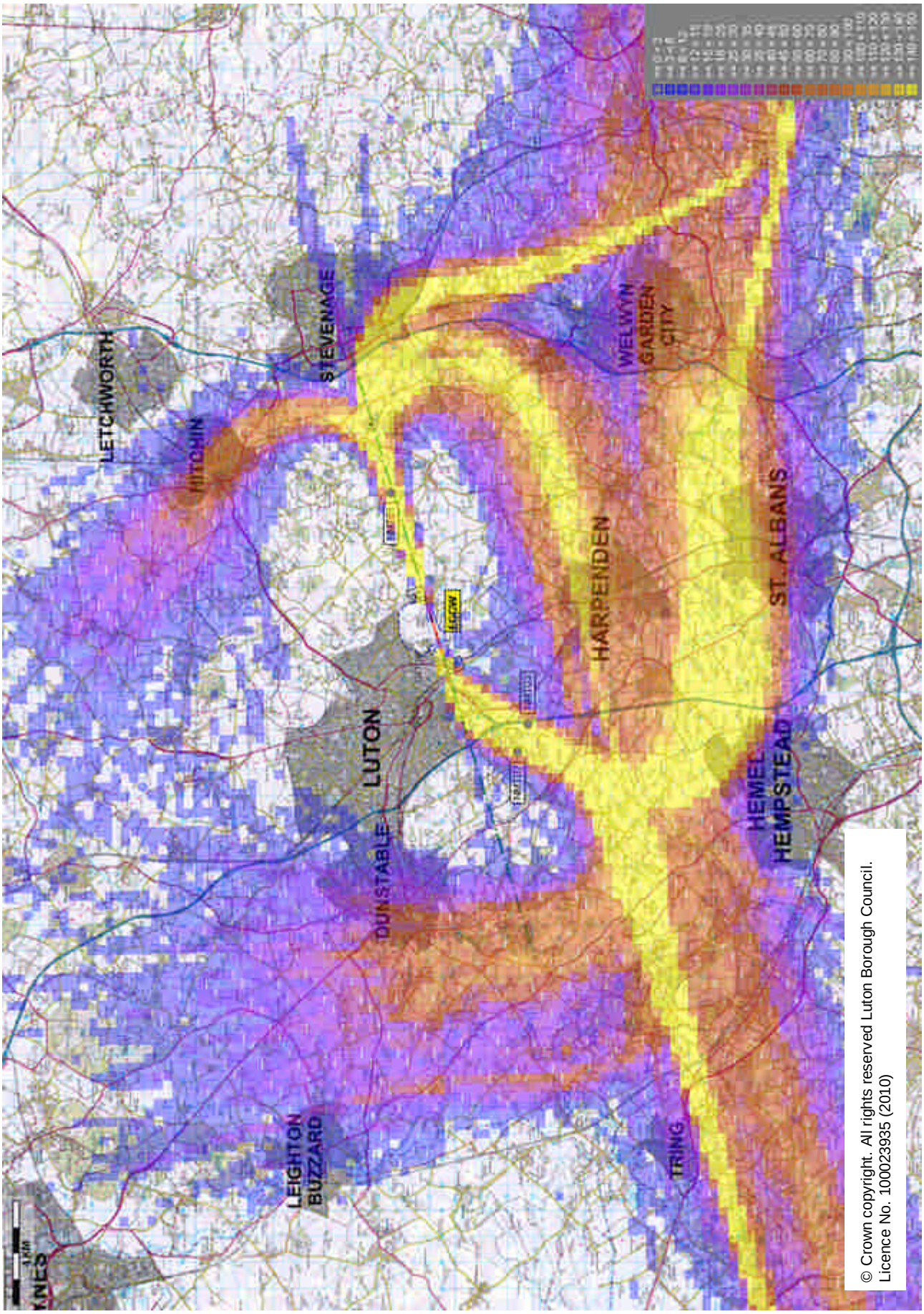
4.13. Flight Levels – Westerly (26) Flight Routes (24 hour period)



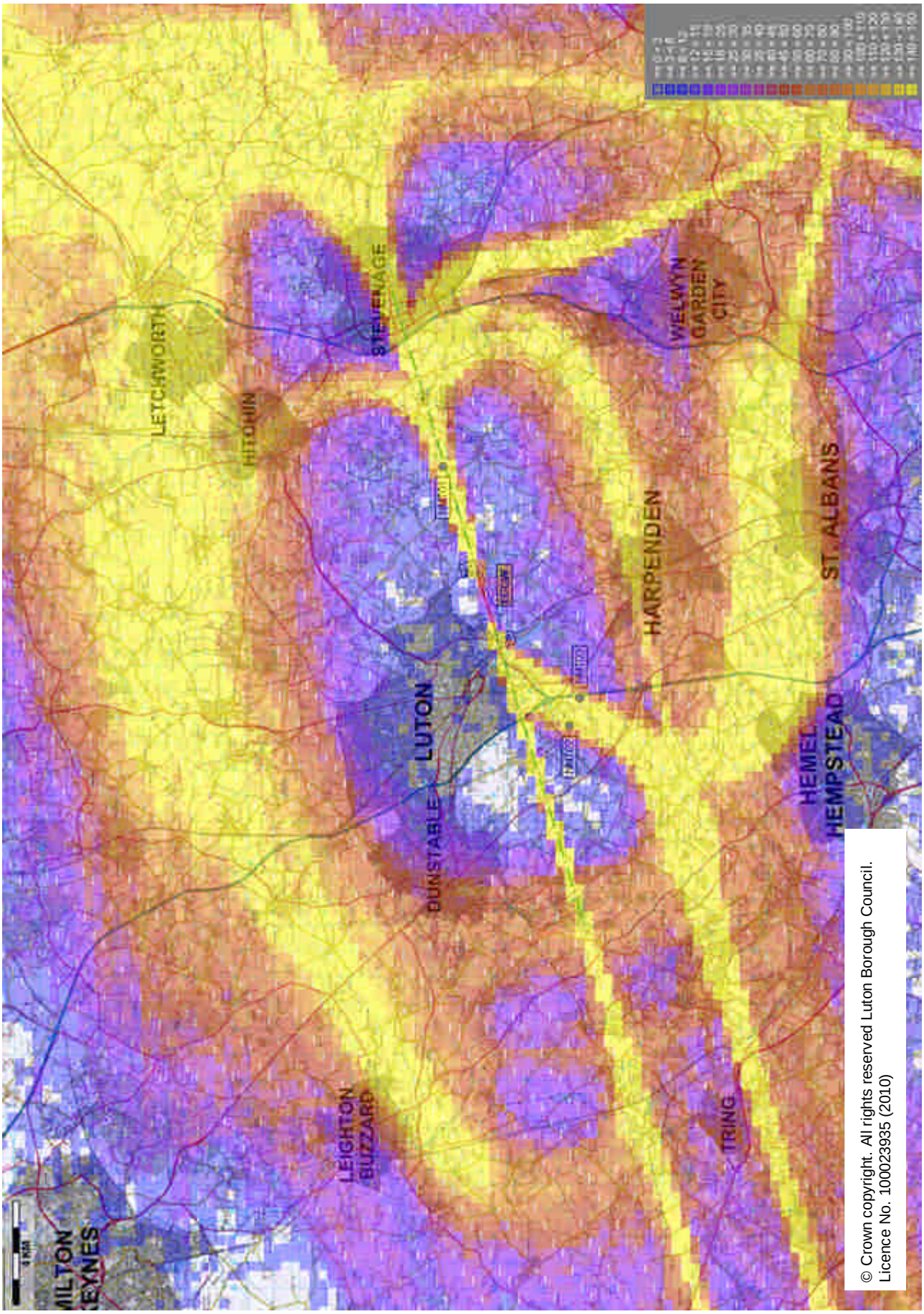
4.14. Plot Density – 16th June – 15th September 2009 - Arrivals only



4.15. Plot Density – 16th June – 15th September 2009 - Departures only



4.16. Plot Density – 16th June – 15th September 2009 - Arrivals and Departures



5. *Noise Monitoring Data*

The aircraft noise generated by the operation of the Airport has always been an important consideration and is incorporated in the planning framework for the area in which the Airport is located (see Section 10). Regard must be paid to the Borough of Luton Local Plan, so aircraft noise is monitored and reviewed by the LLACC on a quarterly basis.

Furthermore, in response to the Environmental Noise Directive (2002/49/EC), which requires all Member States within the European Union to produce Noise Maps and Action Plans for the main sources of environmental noise, including airports, a Draft Noise Action Plan was prepared by the Airport during 2009. This was produced in partnership with the London Luton Airport Consultative Committee, the Air Traffic Control provider and airline partners and a 16 week consultation period on this document was launched on 28th September 2009. Following consideration of consultation responses and taking into account these views, a final Draft Noise Action Plan was due to be submitted to the Department for Environment, Food and Rural Affairs (DEFRA), for approval, at the end of January 2010. London Luton Airport will publish the final Noise Action Plan following formal adoption by the Secretary of State for Environment, Food and Rural Affairs.

5.1. Departure Noise Levels

LLAOL use the ICAO standard for noise monitoring at the Airport. This covers all times of the day and night and all seasons, but it is standard practice that only departures are reported. Figures 4.8 and 4.9 show the locations of the monitoring points, which are set at 6,500m from the aircraft start of roll, at either end of the runway. This method records the maximum noise level at a point, rather than the way it is spread over the surrounding area, which is separately measured by Leq. The maximum-recorded noise level for each departure is used. All aircraft type departures are recorded not just jets, however helicopters and small light aircraft are not required to follow Noise Preferential Routings (NPRs) so they will not be recorded.

Data shows a decrease in the number of departure noise events recorded in 2009 compared to 2008 (from 44,113 to 39,767) in line with the general reduction in the total number of movements. During 2009 no departures exceeded the 94dB(A) daytime noise violation limit and only one exceeded the night-time violation limit of 85dB(A).

The detection threshold for the noise monitoring terminals is set at the lowest level to record the maximum number of aircraft noise events. However, a number of smaller aircraft types such as business jets and propeller aircraft, typically with a Maximum Take-Off Weight (MTOW) of less than 30,000kg, get very close to but do not reach the detection threshold. Ambient background noise is also an important factor in detecting aircraft noise as strong winds and specific incidents such as loud road traffic, emergency vehicle sirens, lawn mowers, tractors, drills etc. can register noise levels louder than an aircraft overhead, which results in not all aircraft movements being correlated with noise events. Generally the louder noise events have more certainty of being correlated with aircraft movements.

During the daytime 98% of departing aircraft recorded maximum noise levels of less than 79dB(A), with 86% registering below 76dB(A) and 38% of daytime departures registering below 73dB(A). Throughout the year 623 daytime departures (2%) registered maximum noise levels above 79dB(A) but there were no daytime noise exceedences.

The night period is taken as 23:00 – 06:00 local time, Monday to Saturday, and until 07:00 on a Sunday. During the night 96% of departures recorded maximum noise levels below 79dB(A), with 78% below 76dB(A) and 43% of night departures registering below 73dB(A). During the year 59 night departures (4%) registered maximum noise levels above 79dB(A) but only 1 departure exceeded the 85dB(A) night-time noise violation limit. Details of this noise penalty are listed in section 5.5.

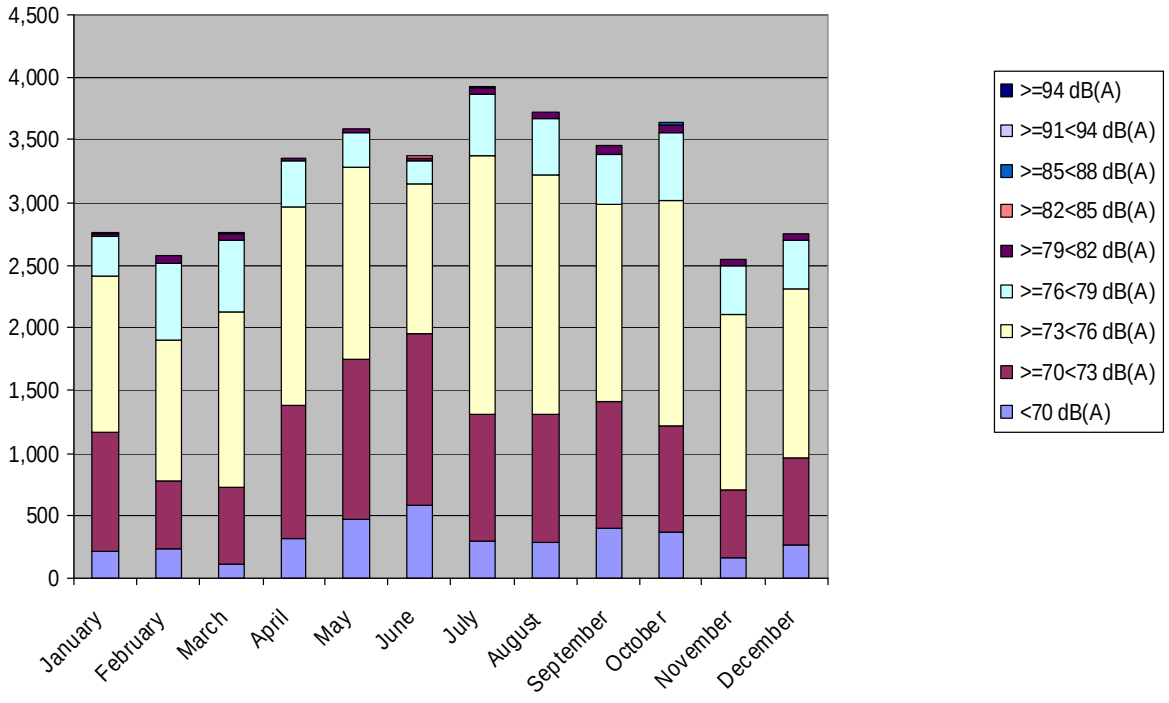
5.2. Noise and Track Monitoring System

The Topsonic Noise & Track Monitoring system has been operational for 100% of the time during 2009. New features and system enhancements continue to improve the functionality and capabilities available to the Airfield Environment Office and the Topsonic system has been utilised in compiling the details within this report.

5.3. Daytime Noise Levels

The following table identifies maximum daytime noise levels recorded by departing aircraft at the fixed noise monitoring terminals between the hours of 06:00 and 23:00 local time, Monday to Saturday and from 07:00 until 23:00 on Sunday.
(Any aircraft exceeding the Daytime Noise Violation Limit of 94dB(A) is fined accordingly)

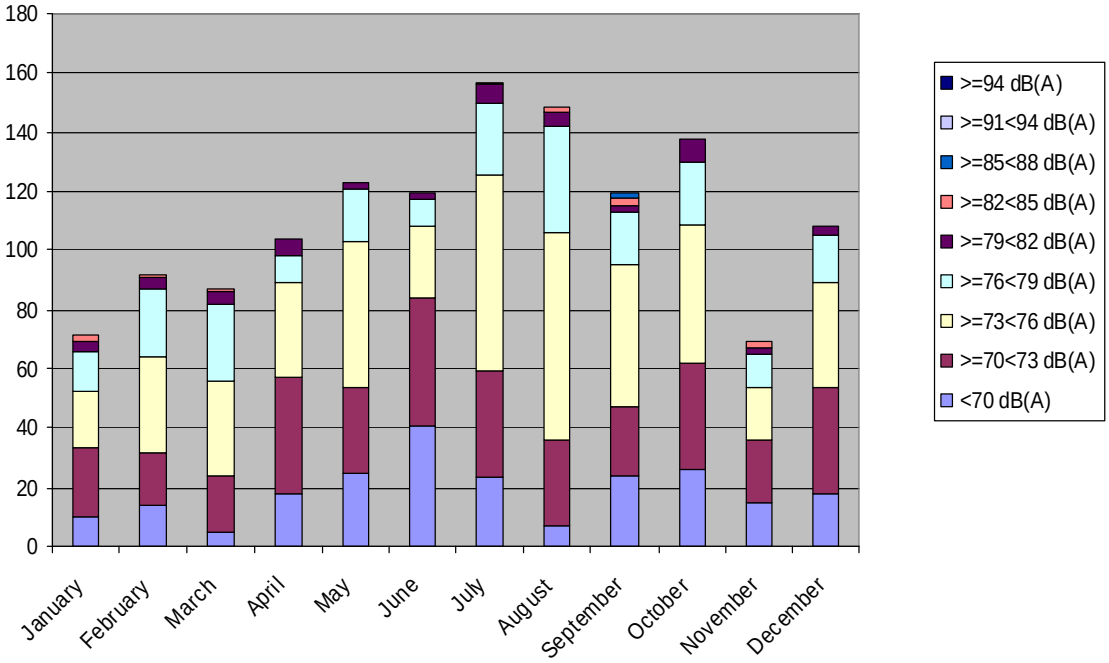
	Number of Departures (Daytime)										
	<70 dB(A)	>=70<73 dB(A)	>=73<76 dB(A)	>=76<79 dB(A)	>=79<82 dB(A)	>=82<85 dB(A)	>=85<88 dB(A)	>=88<91 dB(A)	>=91<94 dB(A)	>=94 dB(A)	Total
January	224	942	1,252	305	28	7	2	0	0	0	2,760
February	228	539	1,134	608	62	1	0	1	0	0	2,573
March	119	604	1,402	566	59	6	2	1	0	0	2,759
April	317	1,057	1,591	371	18	2	0	0	0	0	3,356
May	472	1,282	1,540	269	22	3	1	1	0	0	3,590
June	593	1,367	1,199	172	20	12	2	0	0	0	3,365
July	311	1,007	2,056	491	46	7	2	0	0	0	3,920
August	283	1,030	1,905	453	50	6	1	0	0	0	3,728
September	410	1,010	1,571	395	61	7	0	0	0	0	3,454
October	364	855	1,791	538	74	10	1	0	0	0	3,633
November	172	544	1,384	391	48	5	0	0	0	0	2,544
December	266	698	1,350	381	49	4	1	0	1	0	2,750
% Total	*9.8%*	*28.5%*	*47.3%*	*12.9%*	*1.4%*	*0.1%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	***100%***
Total	**3,759**	**10,935**	**18,175**	**4,940**	**537**	**70**	**12**	**3**	**1**	**0**	**38,432**



5.4. Night Noise Levels

The following table identifies maximum night time noise levels recorded by departing aircraft at the fixed noise monitoring terminals between the hours of 23:00 and 06:00 local time, Monday to Saturday and until 07:00 on Sunday morning.
(Any aircraft exceeding the Night Noise Violation Limit of 85dB(A) is fined accordingly)

	Number of Departures (Night)										
	<70 dB(A)	>=70<73 dB(A)	>=73<76 dB(A)	>=76<79 dB(A)	>=79<82 dB(A)	>=82<85 dB(A)	>=85<88 dB(A)	>=88<91 dB(A)	>=91<94 dB(A)	>=94 dB(A)	Total
January	10	23	19	14	3	2	0	0	0	0	71
February	14	18	32	23	4	1	0	0	0	0	92
March	5	19	32	26	4	1	0	0	0	0	87
April	18	39	32	9	6	0	0	0	0	0	104
May	25	29	49	18	2	0	0	0	0	0	123
June	41	43	24	9	2	0	0	0	0	0	119
July	23	36	67	24	6	1	0	0	0	0	157
August	7	29	70	36	5	1	0	0	0	0	148
September	24	23	48	18	2	3	1	0	0	0	119
October	26	36	47	21	8	0	0	0	0	0	138
November	15	21	18	11	2	2	0	0	0	0	69
December	18	36	35	16	3	0	0	0	0	0	108
% Total	*16.9%*	*26.4%*	*35.4%*	*16.9%*	*3.5%*	*0.8%*	*0.1%*	*0.0%*	*0.0%*	*0.0%*	***100%***
Total	**226**	**352**	**473**	**225**	**47**	**11**	**1**	**0**	**0**	**0**	**1,335**



5.5. Noise Violations

LLAOL operates a noise surcharge policy whereby aircraft landing fees are increased by a certain proportion should the noise level recorded be above the agreed permitted dB(A) level. The daytime noise violation limit of 94dB(A) is in line with the other major London airports whilst the night noise violation limit is 85dB(A), which is lower than the other main London airports .

For Day Flights

06:00 – 22:59 Local Time (Monday to Saturday)
07:00 – 22:59 Local Time (Sunday)

>94 dB(A) 400% surcharge

For Night Flights

23:00 – 05:59 Local Time (Monday to Saturday)
23:00 – 06:59 Local Time (Sunday)

>85 – 91 dB(A) 300% surcharge

>91 – 95 dB(A) 500% surcharge

>95 dB(A) 600% surcharge

5.5.1. Daytime Noise Violations during 2009

There were no violations of the daytime noise limit in 2009, in line with 2008.

5.5.2. Night Noise Violations during 2009

There was 1 violation of the night noise limit in 2009 (details below), compared to 2 in 2008.

Date / Time (Local)	Aircraft Type	Noise Level	Penalty
27/09/2009 01:12 hrs	B707 Executive Jet	87.8 dB(A)	300% of runway charge

6. *Noise Contours*

6.1 Leq

Since 1989, the preferred measure of aircraft noise has been the A-weighted equivalent noise level, Leq. This indicator takes account of all the noise energy that occurs over a particular time period and thus takes account of all the aircraft movements, both departures and arrivals, that occurred in that period. In the UK, the noise impact of an airport is primarily described in terms of the LAeq averaged over the 16 hour period from 0700 – 2300 for an average day between the 16th June and 15th September. In addition, London Luton Airport also produces contours for the 8 hour night period between 2300 and 0700 for an average summer night in terms of the LAeq, 8h indicator.

The daytime contours show the LAeq,16h values in 3 dB(A) steps from 57 dB(A) to 72 dB(A). The night contours show the LAeq, 8h values also in 3 dB(A) starting at 48 dB(A). These values relate to guidance provided in Planning Policy Guidance Note 24 – Planning & Noise.

Year on year changes in the noise impact are dependent on changes in the number and type of aircraft that used the airport and also the departure routes flown. In addition, changes in the size and shape of the contours can also depend on differences in the runway usage which in turn depends on the relative proportion of westerly and easterly modes of operation, known as the modal split, which is determined by the prevailing wind direction.

The Aircraft Noise Model

The noise contours for the airport are produced using INM (the Integrated Noise Model), which is the method used by many airports in the UK.

In 2008 an updated version (7.0) of the model was issued and this was used to derive the 2008 contours. The previous year contours were produced using version (6.2a) of the model. In addition, the 2008 contours included slightly different departure tracks to reflect better the actual routes flown by the aircraft. This followed a study comparing the modelled tracks with the actual tracks.

The contours for 2009 have been produced using a further updated version of the aircraft noise modelling software, INM 7.0a. The contours also reflect further validation and improvement work carried out during 2009. For this reason a direct comparison year on year is not possible as the results for 2008 were not produced using exactly the same methodology. The difference in outcome between the methodologies, however, is small.[1]

It can be seen that there has been a reduction in both the daytime and night-time contour areas from 2008 to 2009. This reflects the decrease in the total number of movements.

The 2009 results are significantly below the 1984 values and also below the 1999 predicted values which, if exceeded, would require a noise reduction plan to be implemented.

[1] The use of INM 7.0a, together with the other improvements included for the 2009 contours give rise to an increase in the daytime and night-time contour areas (57dB(A) and 48dB(A) respectively) of no more than 1% compared with the methodology used for 2008. Although the contour area has changed little, the precise location of the contours has given rise to larger changes in the population affected (see 6.4 below).

6.2 Annual Noise Contours Summer 2009

6.2.1. As indicated above, work has been completed on the production of the annual noise contours for LLAOL for the summer 2009 covering the standard summer period from the 16th June to the 15th September inclusive.

6.2.2. The daytime results are shown below and are compared with the equivalent results for the previous summer, the base year of 1984, and also the predicted contour for 1999:

Contour areas (Daytime)

$L_{Aeq, 16\ hour}$ Day time	*1984 (km^2)*	*1999 (km^2)*	2008 (km^2)	2009 (km^2)	Difference 2009-2008 (km^2)
>72	*1.63*	*1.5*	0.9	0.9	0.0
>69	*2.80*	*2.5*	1.5	1.5	0.0
>66	*4.86*	*4.4*	2.8	2.7	-0.1
>63	*9.1*	*7.3*	5.2	5.0	-0.2
>60	*17.18*	*11.8*	9.4	8.6	-0.8
>57	***31.52***	***19.6***	**16.6**	**14.9**	**-1.7**

6.2.3. The night-time results are shown below and are compared with the results for the previous summer, the base year of 1984, also the predicted contour for 1999:

Contour areas (Night-time)

$L_{Aeq, 8\ hour}$ Night time	*1984 (km^2)*	*1999 (km^2)*	2008 (km^2)	2009 (km^2)	Difference 2009-2008 (km^2)
>72	*0.79*	*1.1*	0.4	0.3	-0.1
>69	*1.39*	*1.8*	0.6	0.5	-0.1
>66	*2.42*	*3.0*	1.0	0.9	-0.1
>63	*4.01*	*5.2*	1.9	1.5	-0.4
>60	*7.06*	*8.3*	3.6	2.7	-0.9
>57	*13.05*	*13.2*	6.8	5.1	-1.7
>54	*24.48*	*21.6*	12.2	9.2	-3.0
>51	*44.92*	*36.0*	21.8	16.0	-5.8
>48	***85.04***	***60.6***	**38.5**	**28.5**	**-10.0**

6.2.4. The modal split for summer 2009 was 80% westerly / 20% easterly compared with 85% / 15% W/E in summer 2008.

6.2.5. In terms of movements, there was a decrease in the total daytime movements from 27,800 to 24,262 and also a decrease in night-time movements from 4,366 to 3,460 (over the 92 day contour period).

6.3 Contour Population Counts

The following information has been utilised to carry out population count analysis on the noise contours:

i) Ordnance Survey Mastermap Address-Point (2007) data for the study area; and
ii) Office of National Statistics Census data (2001) for the study area for households and resident population within each census output area intersected by the noise contours. Autocad MAP 2009 was utilised to undertake the analysis.

6.3.1. Procedure

The following describes the steps undertaken to derive the final statistics:

1. Average population per dwelling was calculated for each census output area.
2. A count was made for the Mastermap Address Points lying within each noise contour boundary.
3. The figure in (i) was applied to each dwelling in (ii) to provide an average population for each dwelling.
4. The dwellings and population in (iii) were compared against each contour.
5. The data resulting from step (iv) was summed for each noise contour. The procedure above assumes that the population density within each census output area is homogenous.

6.4 Day-Time Contour Results

$L_{Aeq, 16\ hour}$ Day time	2008 Dwellings	2008 Population	2009 Dwellings	2009 Population
>72	0	0	0	0
>69	0	0	0	0
>66	5	12	5	12
>63	38	86	260	659
>60	684	1,731	892	2,236
>57	**2,203**	**5,295**	**2,483**	**5,701**

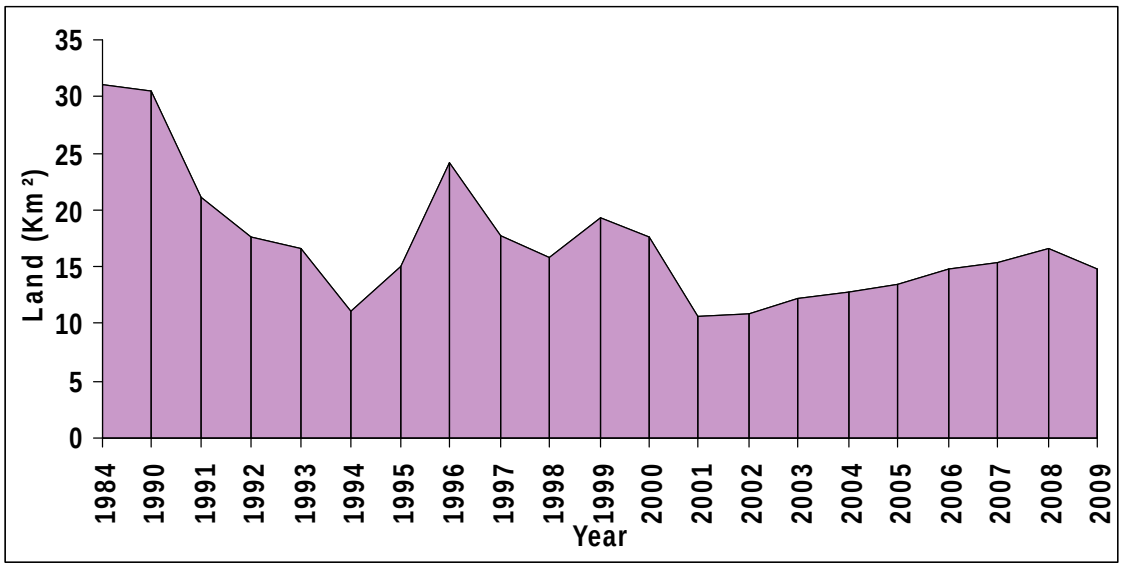
6.4.1 The increase in the number of people affected between 2008 and 2009 is a direct result of the validation work carried out on the noise model (see paragraph 6.1 above), particularly in relation to the exact flightpaths followed by departing aircraft.

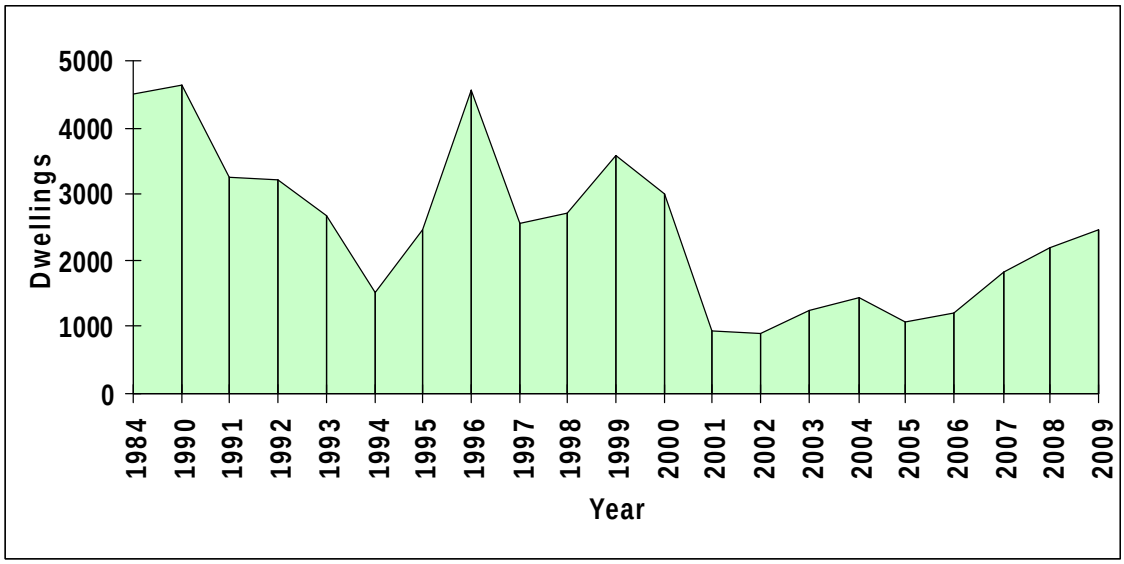
6.5 Night-Time Contour Results

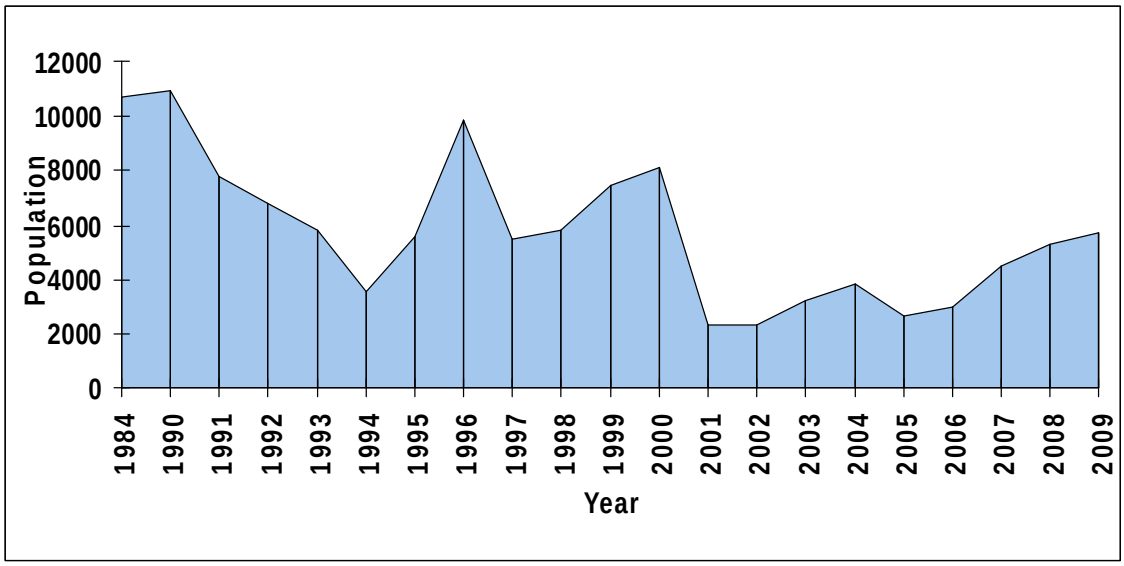
$L_{Aeq, 8hour}$ Night time	2008 Dwellings	2008 Population	2009 Dwellings	2009 Population
>72	**0**	**0**	**0**	**0**
>69	0	0	0	0
>66	0	0	0	0
>63	0	0	0	0
>60	18	38	8	19
>57	266	662	264	667
>54	966	2,393	1,305	3,604
>51	2,857	6,607	2,165	5,162
>48	**5,844**	**12,859**	**4,623**	**10,311**

In the above tables the results for households and resident populations are cumulative, i.e. values presented for larger contours (geographically) include the values for those contours within them.

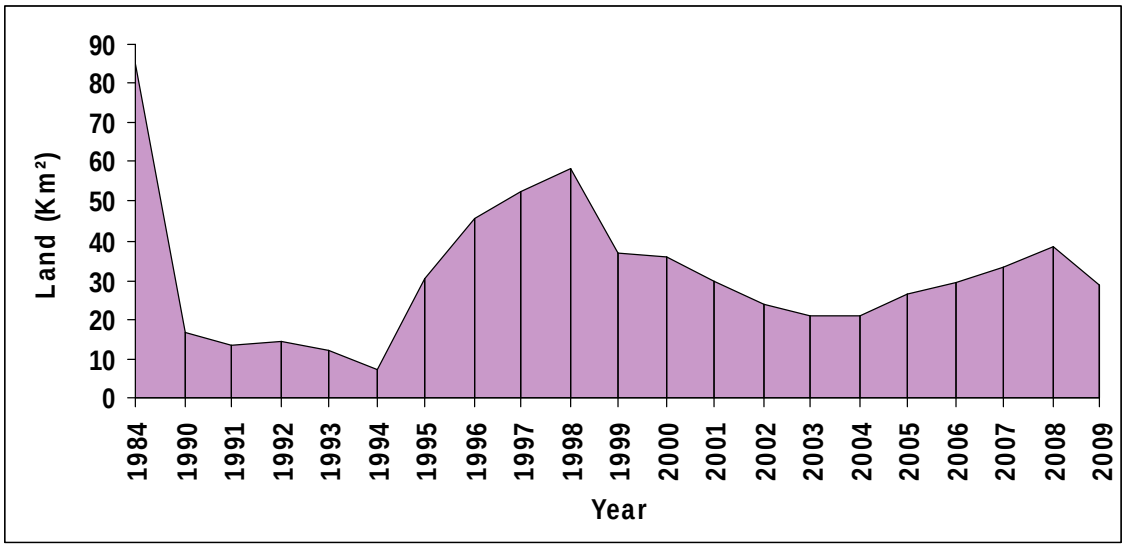
6.6 Noise Impact Within 16-Hour (Day) Leq Contours

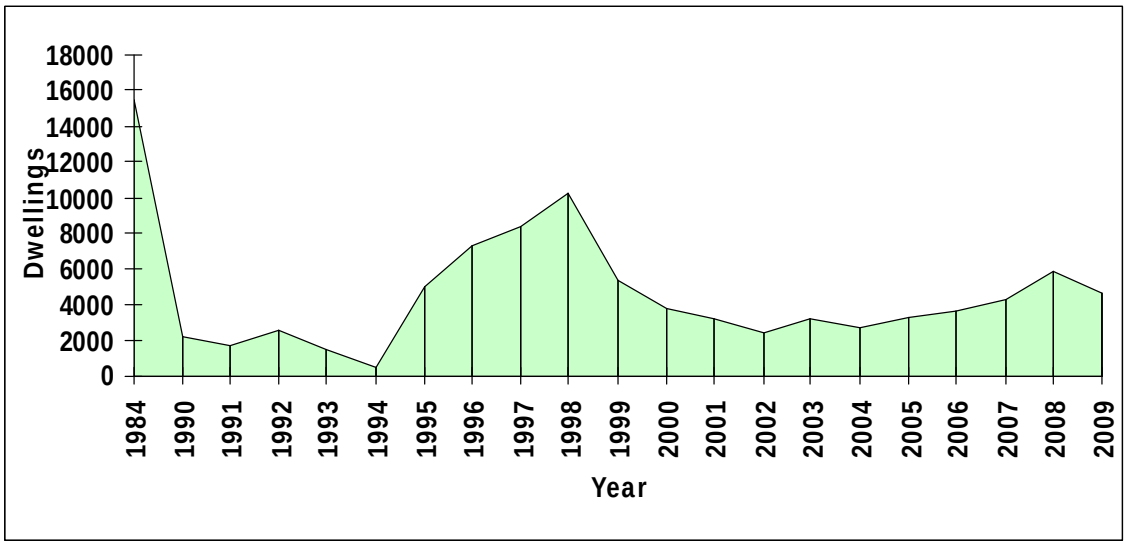


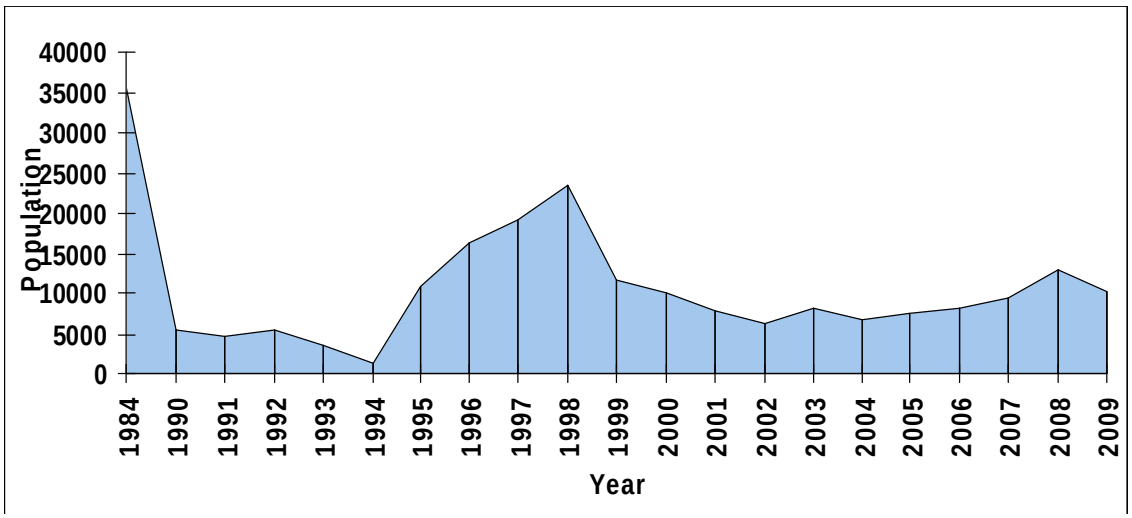




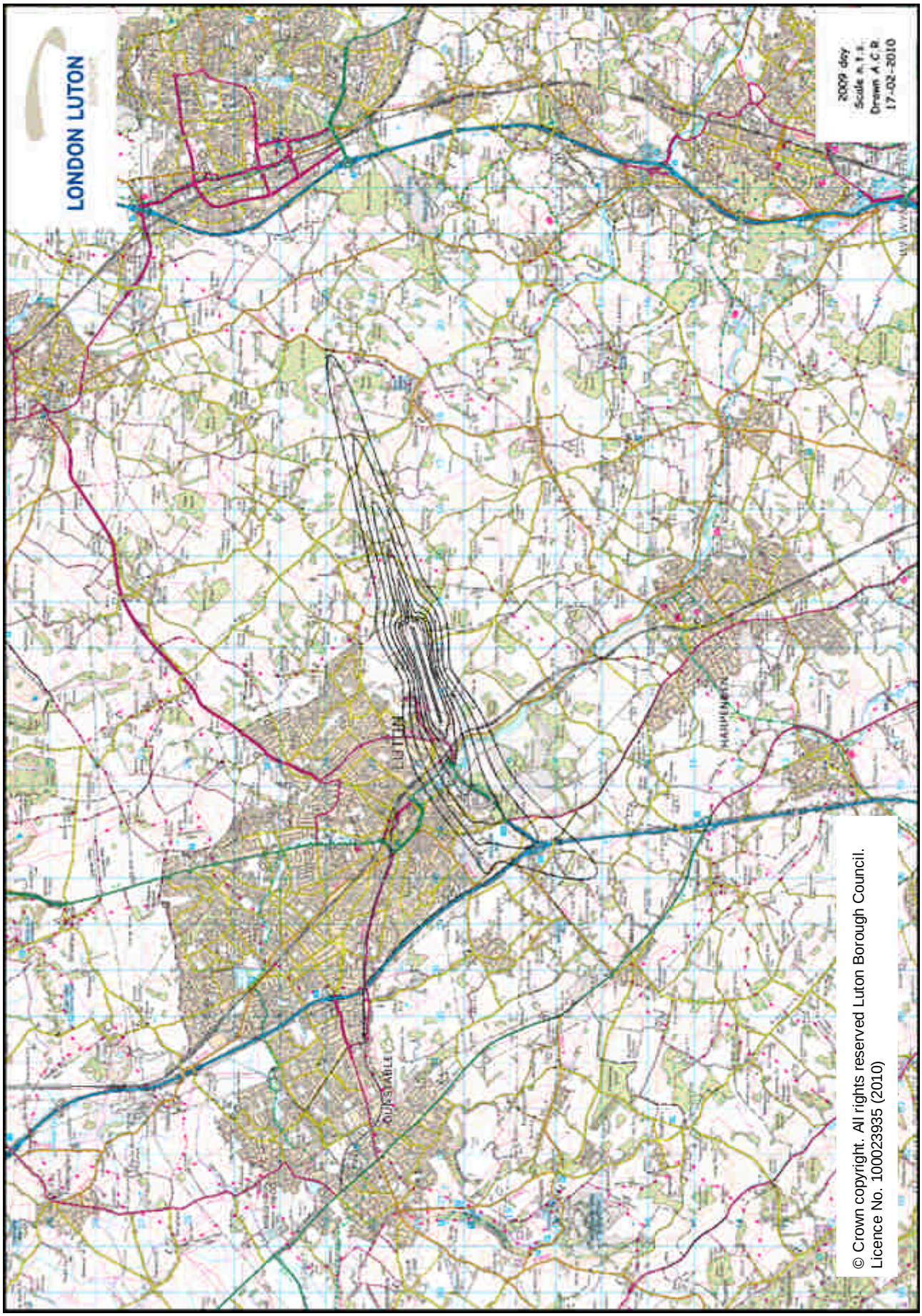
6.7 Noise Impact Within 8-Hour (Night) Leq Contours



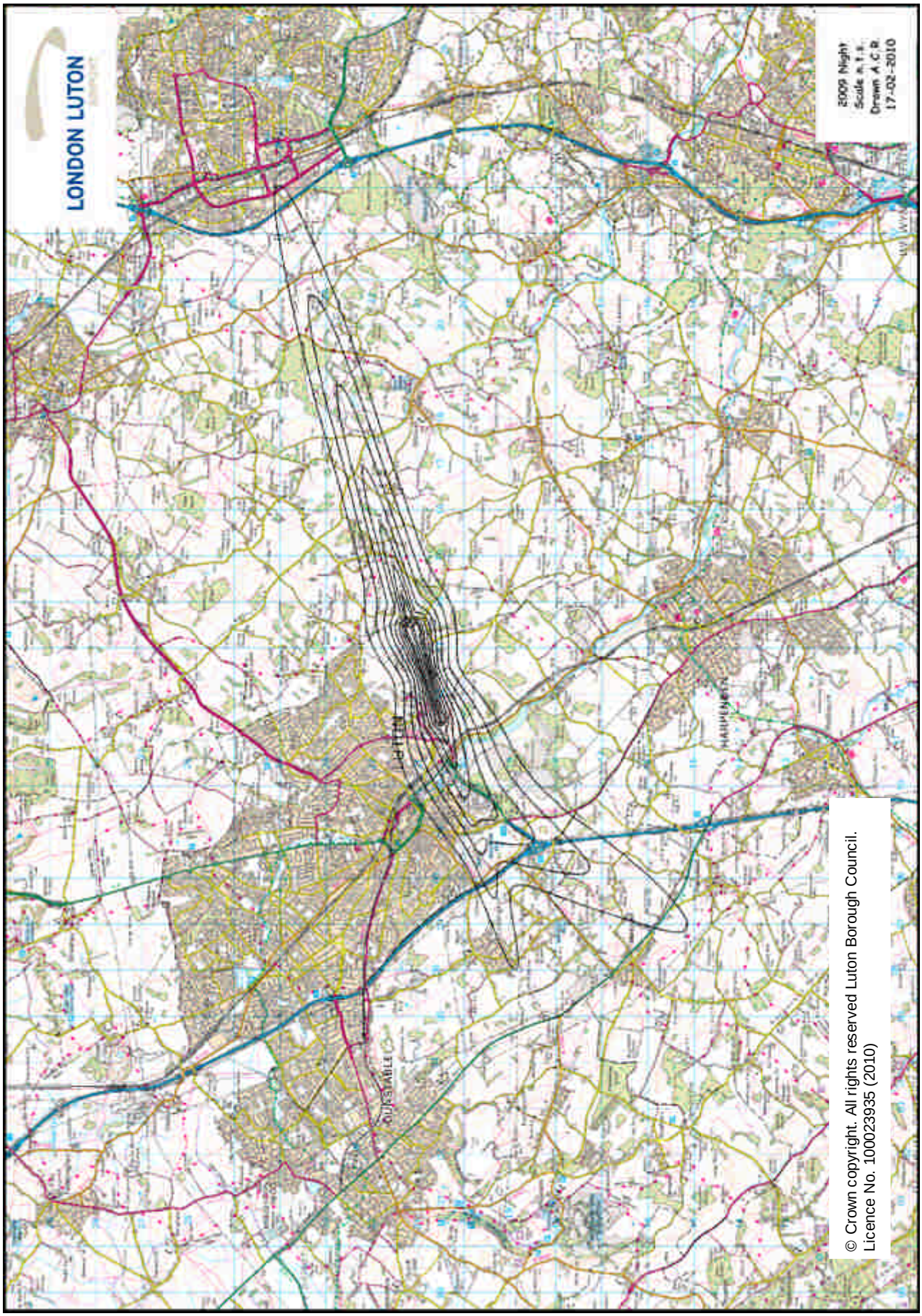




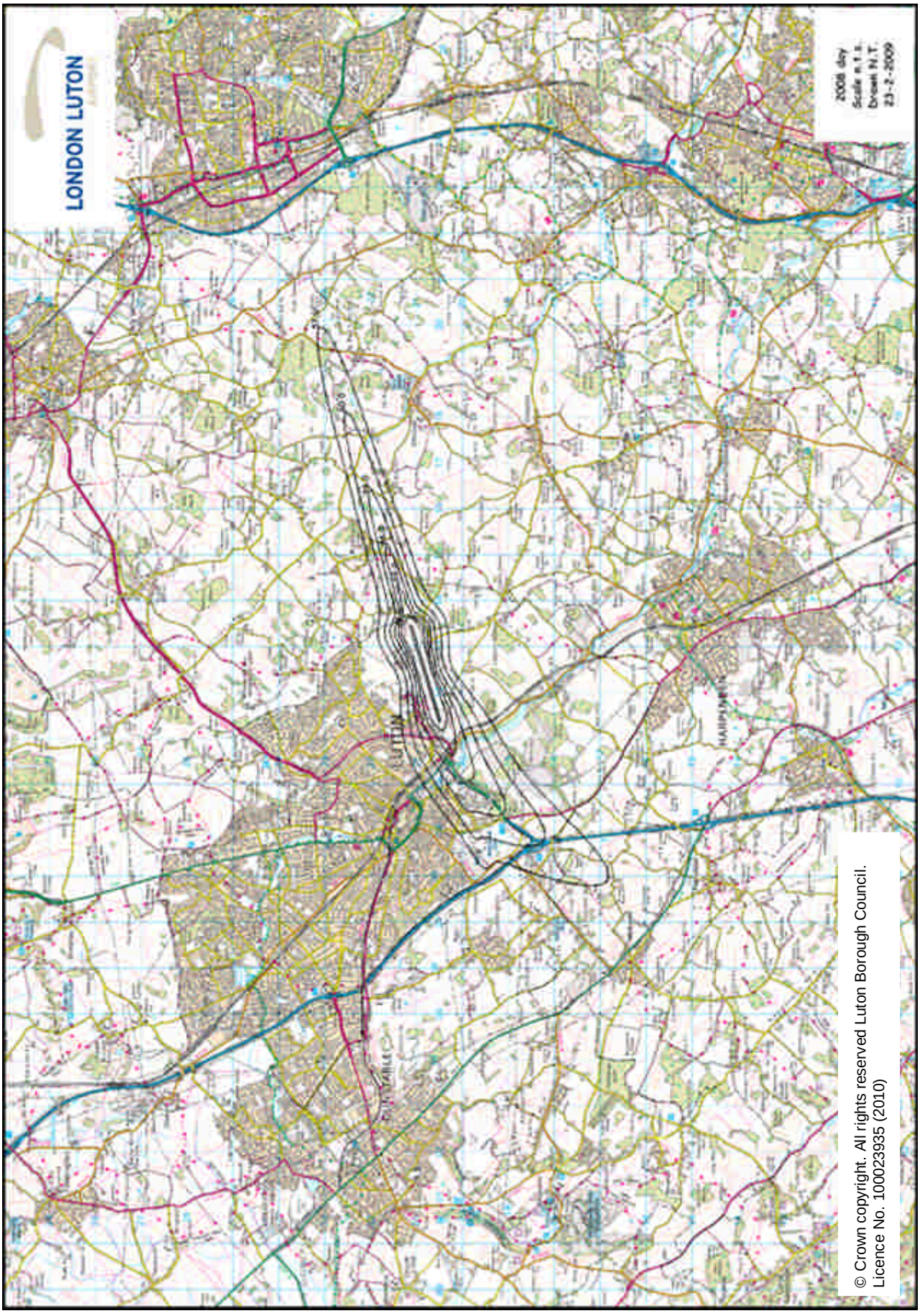
6.8 Annual Day Noise Contours 2009



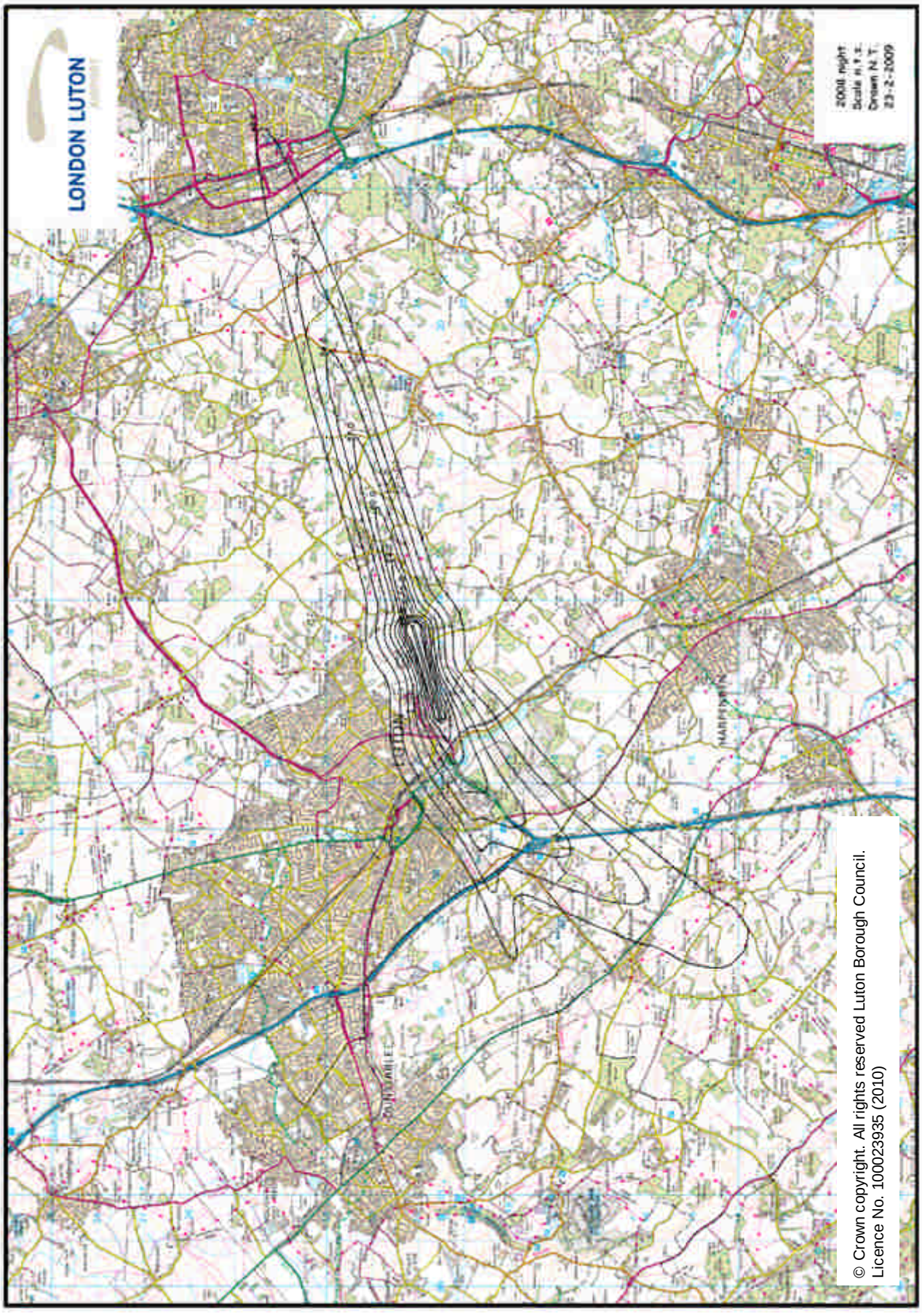
6.9 Annual Night Noise Contours 2009



6.10 Annual Day Noise Contours 2008



6.11 Annual Night Noise Contours 2008



6.12 Quarterly Night Noise Contours

6.12.1. The Night Jet Policy, which became effective from 1st April 2002, undertook to provide noise contour information for an average night for each quarter, with the results shown below.

6.13 Night Noise Contour Results (km²)

L_{Aeq}, 8hr Night	Jan – Mar 2008	Jan – Mar 2009	Apr – Jun 2008	Apr – Jun 2009	Jul – Sep 2008	Jul – Sep 2009	Oct - Dec 2008	Oct - Dec 2009
>72	0.4	0.3	0.4	0.3	0.4	0.3	0.3	0.2
>69	0.5	0.4	0.6	0.5	0.6	0.5	0.5	0.4
>66	0.8	0.7	1.0	0.8	1.0	0.9	0.7	0.6
>63	1.4	1.1	1.7	1.4	1.8	1.5	1.2	0.9
>60	2.6	2.0	3.1	2.5	3.5	2.8	2.3	1.7
>57	4.9	3.7	6.0	4.6	6.6	5.2	4.3	3.0
>54	8.9	6.8	11.2	8.4	12.0	9.3	7.9	5.5
>51	15.7	11.7	20.0	14.7	21.3	16.2	13.9	9.8
>48	**27.9**	**20.5**	**35.0**	**25.7**	**37.9**	**28.8**	**25.0**	**16.8**
W/E Split (%)	*82/18*	*78/22*	*55/45*	*59/41*	*77/23*	*79/21*	*80/20*	*77/23*

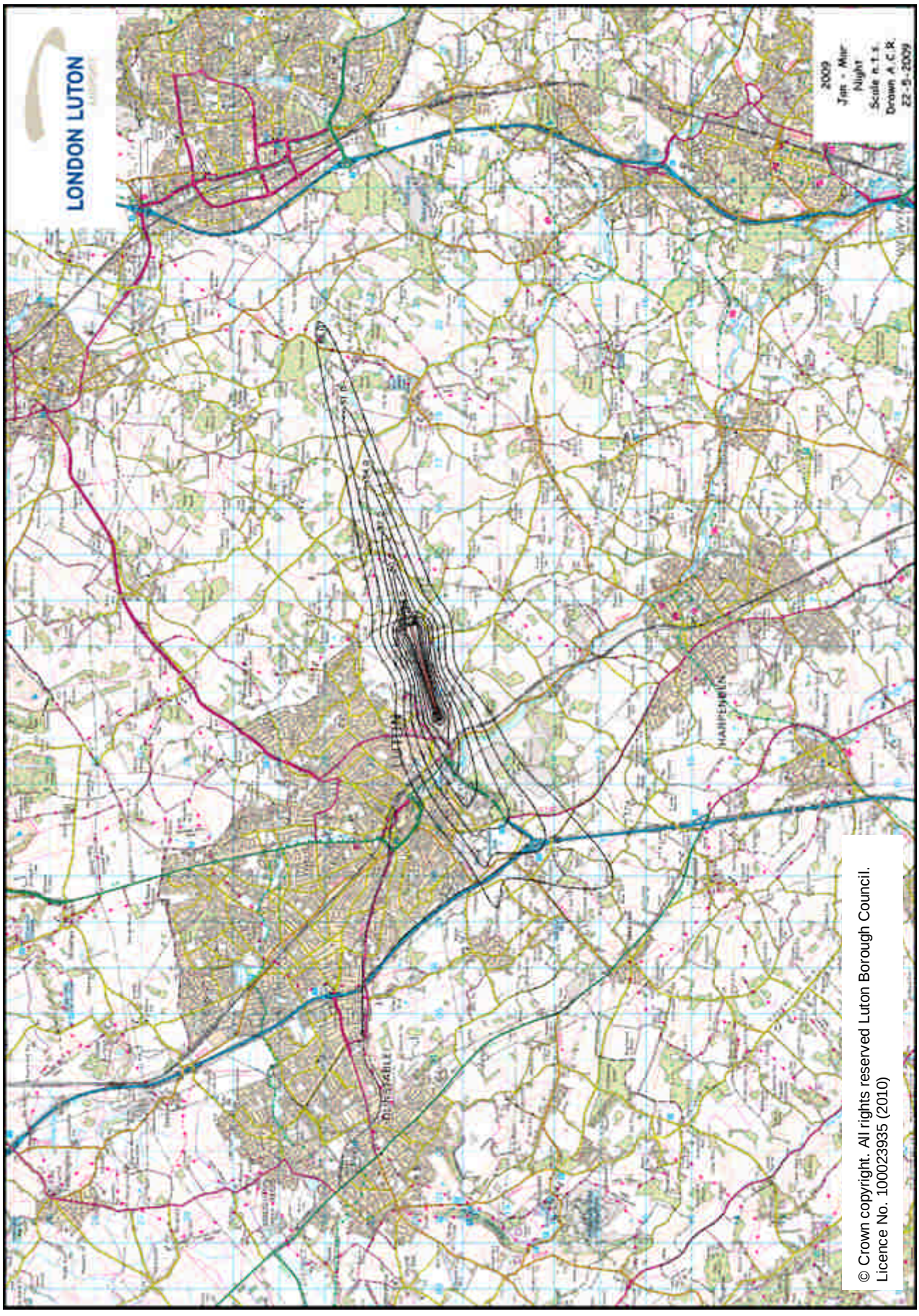
6.13.1 As indicated in paragraph 6.1, the 2009 contours were produced using version 7.0a of INM together with further validation and improvements, whereas the 2008 results were produced using the previous version of INM (7.0). Although the results for 2008 and 2009 are not directly comparable, the different methodologies account for no more than a 1% increase in area enclosed by the contours.

6.13.2 It can be seen, therefore, that for each quarter there was a substantial reduction in the contour area, as a result of the reduced number of aircraft movements (see paragraph 6.14 below).

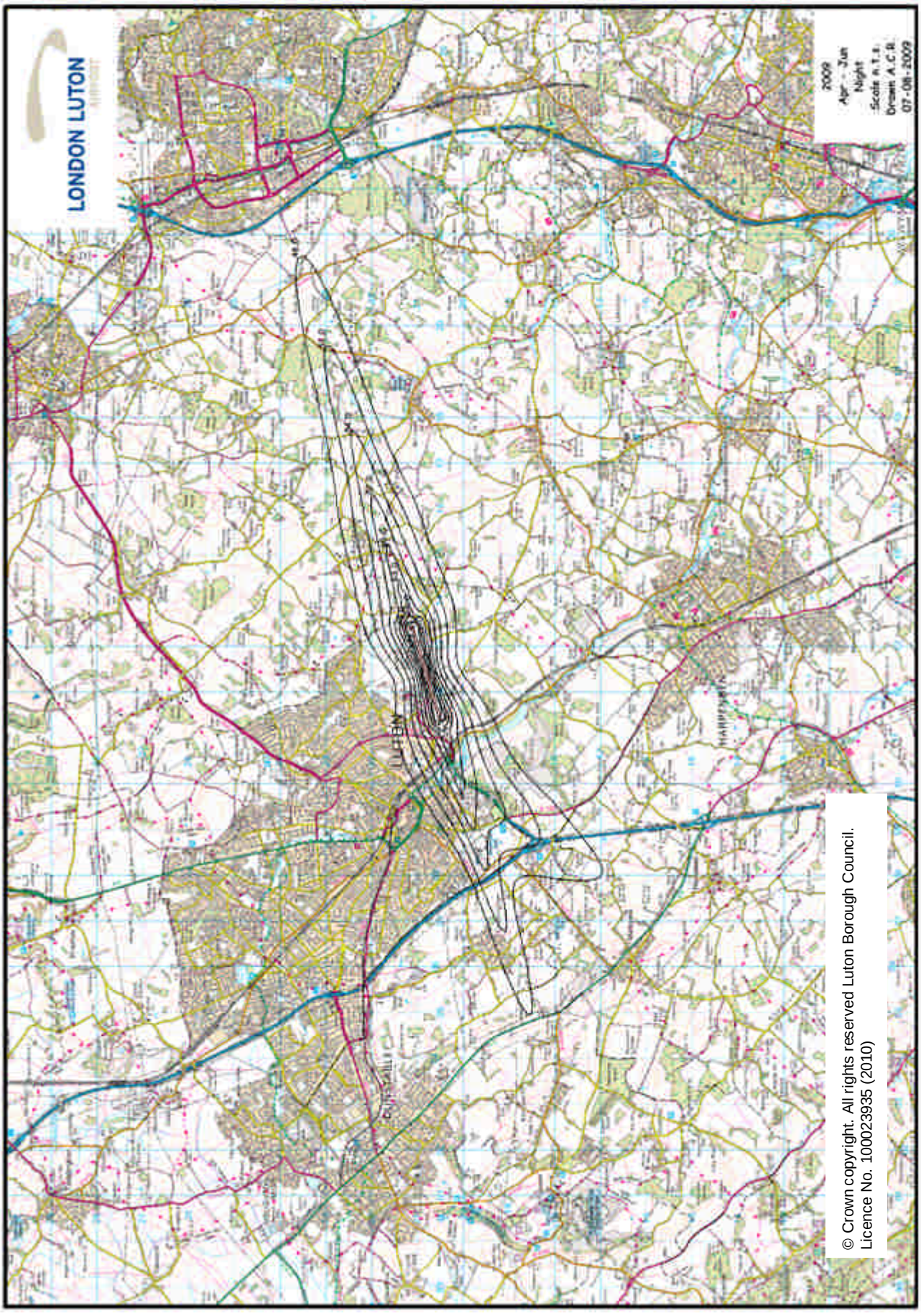
6.14 Night Noise Movements by INM Aircraft Type

Aircraft Type	Jan – Mar 2008	Jan – Mar 2009	Apr – Jun 2008	Apr – Jun 2009	Jul – Sep 2008	Jul – Sep 2009	Oct - Dec 2008	Oct - Dec 2009
737300	5	7	72	62	64	106	28	27
737400	0	0	4	15	0	42	0	17
737700	713	333	1276	518	1,504	687	630	197
737800	587	451	713	608	854	673	543	328
757RR	80	49	82	78	114	111	76	58
A300	194	144	206	38	194	123	169	113
A320	137	106	136	248	276	254	95	250
A321	145	106	169	156	202	158	136	101
A319	16	150	52	454	77	560	105	300
767300	9	0	7	5	7	6	5	4
767JT9	0	0	0	0	0	0	5	0
CL600	146	33	229	25	185	12	120	14
CNA500	26	40	60	43	54	54	28	57
GIV	97	60	115	66	81	58	69	77
HS748A	215	152	256	149	236	149	146	154
LEAR35	189	87	206	117	196	86	133	121
MU3001	61	36	75	54	51	59	55	40
SD330	37	1	46	0	48	0	6	0
Other	*226*	*207*	*239*	*405*	*187*	*293*	*196*	*304*
Total	**2,883**	**1,962**	**3943**	**3,041**	**4,330**	**3,341**	**2,545**	**2,162**

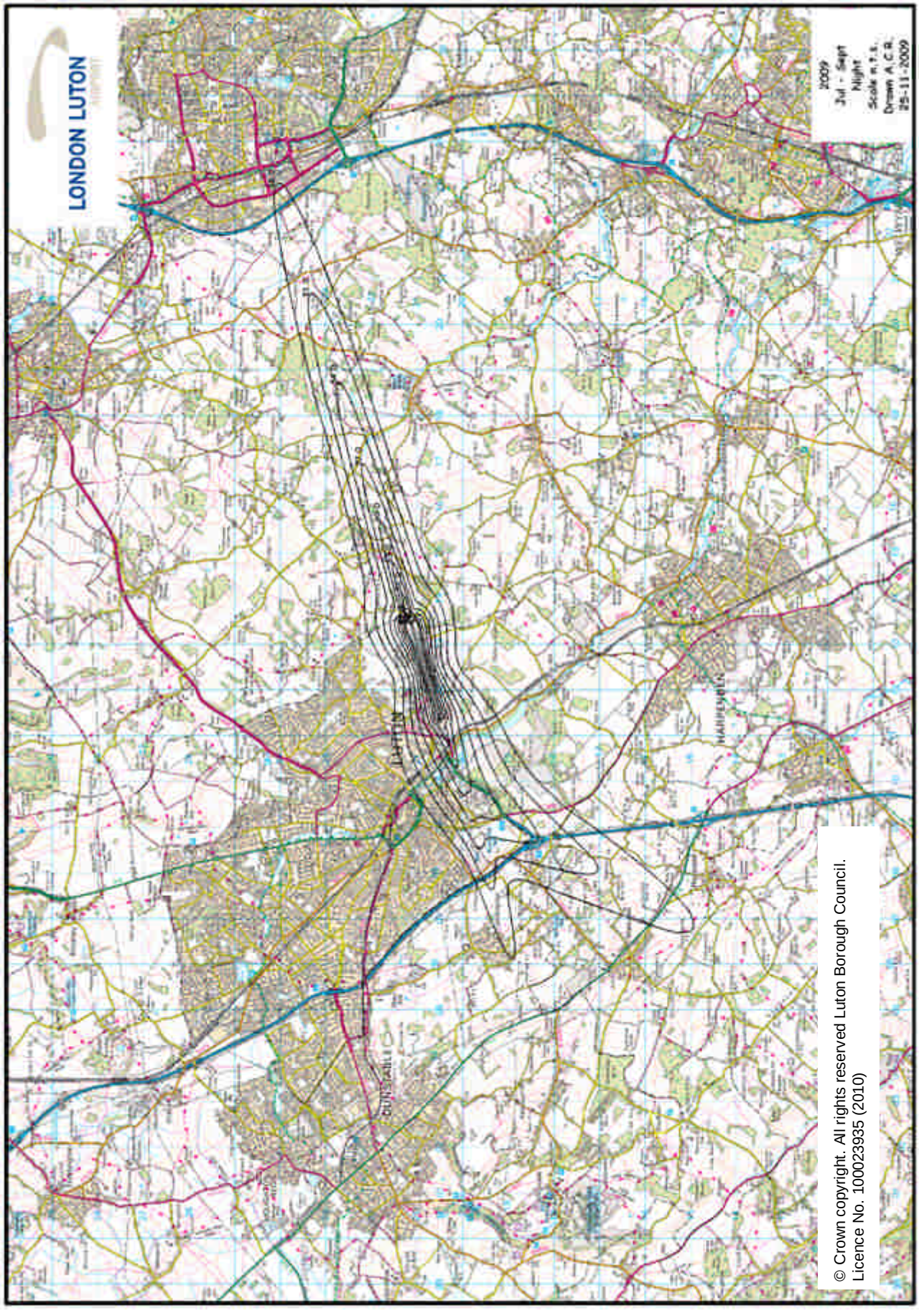
6.15 Quarterly Night Noise Contours 2009 Jan – Mar



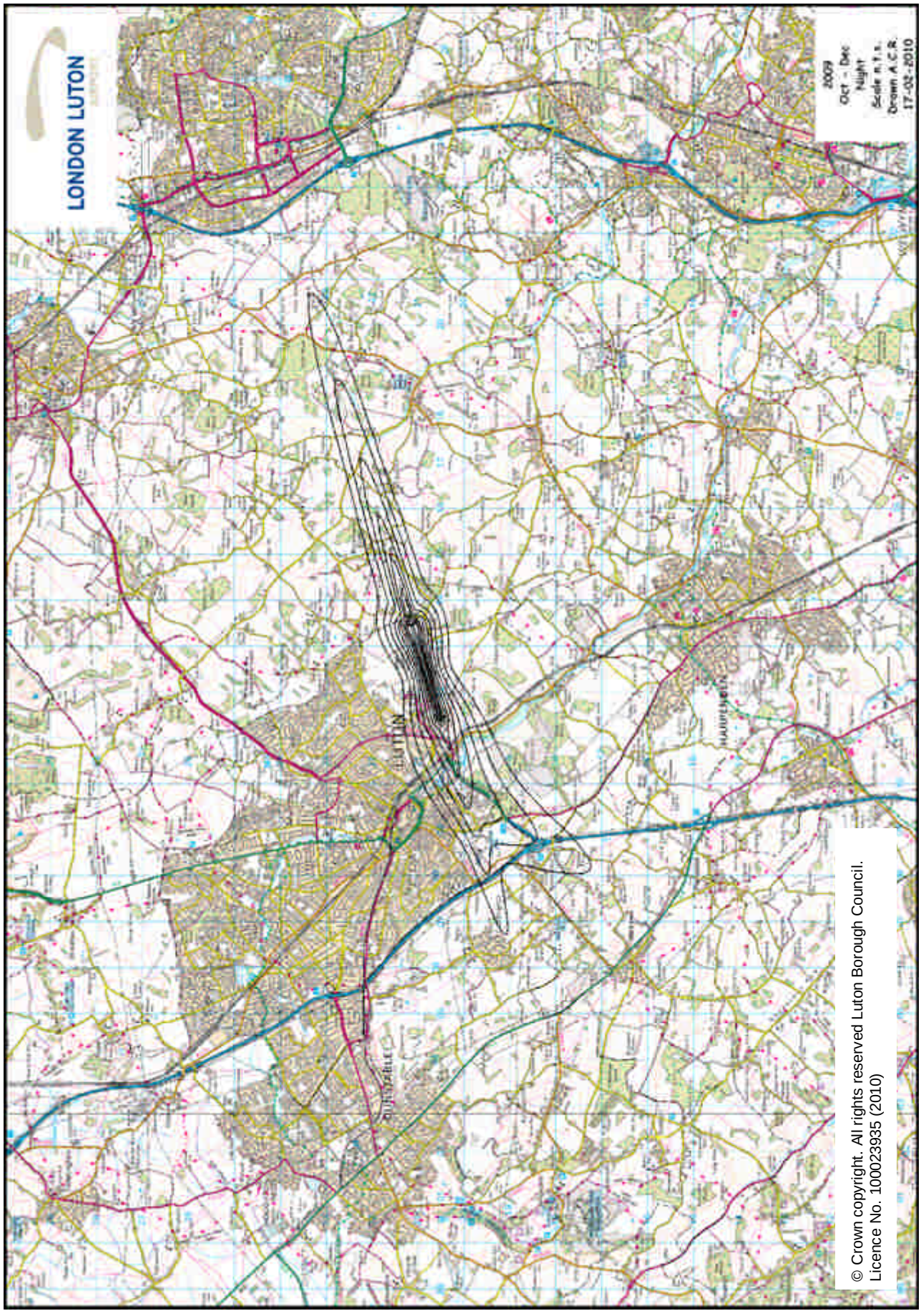
6.16 Quarterly Night Noise Contours 2009 Apr – Jun



6.17 Quarterly Night Noise Contours 2009 Jul – Sep



6.18 Quarterly Night Noise Contours 2009 Oct – Dec



7. *Complaints*

7.1 Total Complaints relating to LLA aircraft operations

	2008	2009
Total No. of Complaints relating to LLA aircraft operations	1,174	648
No. of Complainants	544	278
No. of Events (eliciting a complaint)	3,175 (1,928*)	1,568
Average No. of Complaints per Complainant	2.1	2.3
Average No. of Events per Complainant	5.8 (3.5*)	5.6
Average No. of Events per Complaint	2.7 (1.6*)	2.4
No. of Aircraft Movements per Complaint	100	153
No. of Aircraft Movements per Event	37 (61*)	63

* *2008 Figures excluding 1,247 events reported by 4 individuals in Ayot St Lawrence, Harpenden, Hemel Hempstead and Tring. (N.B. A further 2,745 events reported during 2008 by one individual in Harpenden have been logged as general disturbance and frequency complaints (both day and night).*

N.B. During 2009 one individual in Harpenden has continued to report a large number of events. Whilst these events (1,478) are no longer included in statistics (in agreement with the LLACC) the complaints received from this individual (reporting general disturbance and frequency) are still included in the complaints total and this individual is included in the complainants total.

(Where a high proportion of events originate from one or more sources, these are identified in the above table).

7.1.1. During 2009 a total of 648 complaints (on average less than 2 complaints per 24 hours) relating to LLA aircraft operations were received by the Airfield Environment Office, compared with 1,174 in 2008.

7.1.2. Within this number of complaints it should be noted that an annual total of 762 helicopter movements (on average 1 helicopter rotation at the airport per day) resulted in 35 complaints (involving 277 events). The vast majority of these events (96%) were reported by two individuals in northwest Harpenden.

7.1.3. A further 133 complaints (757 events) not attributable to LLA traffic were received throughout 2009 compared with 258 (1,273 events) last year. 60 of these complaints (45%) related to non-LLA helicopters operating to/from other airfields.

7.1.4. A total of 278 individuals reported concerns to the Airfield Environment Office during the year, in comparison with 544 in 2008. Statistics identify that 191 of the complainants (69%) contacted the airport only once during the year and that 72 individuals (26%) were reporting concerns for the first time.

7.1.5. Within the 648 complaints received during the year, a total of 1,568 events (eliciting a complaint) were listed, compared to 3,175 events in 2008.

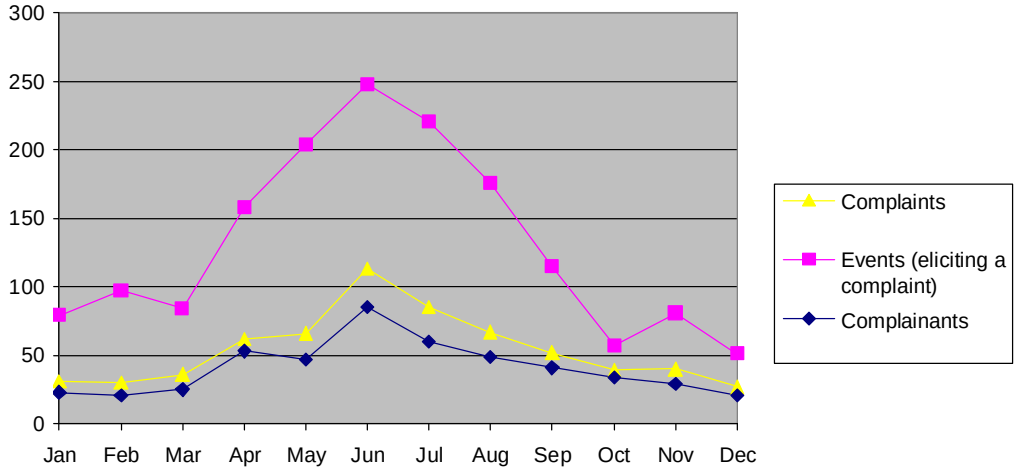
7.1.6. During 2009 a further 1,478 events were reported by one individual in Harpenden but, in agreement with the LLACC, these events relating to general noise disturbance are no longer included in statistics although a total of 40 complaints from this complainant, reporting general disturbance and frequency (both day and night), have been incorporated in all statistics.

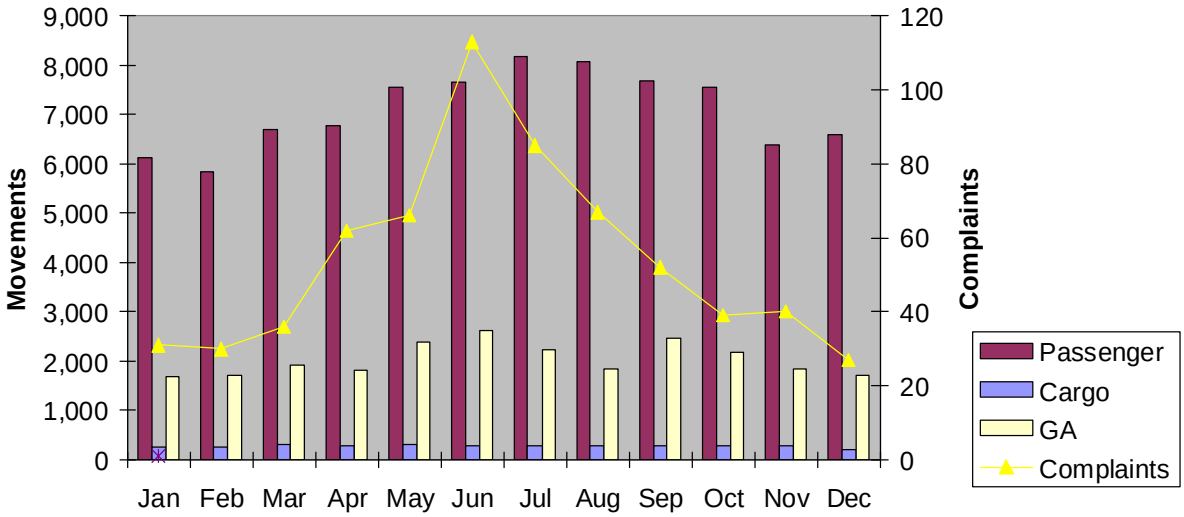
7.2 Monthly complaint statistics

	Complaints	Events (eliciting a complaint)	Complainants
Jan	31	79	23
Feb	30	97	21
Mar	36	84	25
Apr	62	158	53
May	66	204	47
Jun	113	248	85
Jul	85	221	60
Aug	67	176	49
Sep	52	115	41
Oct	39	57	34
Nov	40	81	29
Dec	27	51	21
Totals	**648**	**1,568**	**278***

N.B. 50% of complaints in June 2009 were received during the last 10 days of the month, coinciding with the hot weather and prolonged spell of easterly winds.

* This total number of complainants annually takes into account a number of repeat complainants.





7.3 Breakdown of Reported Disturbance

It is important to note that the reasons detailed below are those reported by the complainant and not the result of any subsequent investigation.

Disturbance	Day	Night	General*	Total
Aircraft Noise	324	130	77	**531**
Off Track	191	6	19	**216**
Low-Flying	88	22	4	**114**
Frequency	53	11	39	**103**
Safety	3	0	0	**3**
Vibration	3	0	0	**3**
Air Quality	1	0	0	**1**

It should be noted that complaints received may relate to more than one type of disturbance (i.e. noisy, low and off track) and the above figures will therefore not correlate to the total number of complaints.

** The 'General' category relates to non-specific reports of disturbance.*

7.4 Areas of Reported Concerns

Reported Concerns	No.of Complaints	% of Total Complaints
Departures - Westerly	246	38%
Arrivals - Easterly	122	19%
Departures - Easterly	111	17%
Frequency/Gen. Disturbance	78	12%
Helicopters	35	5%
Go-arounds	19	3%
Arrivals - Westerly	17	3%
Ground Noise	9	1%
Engine Ground Runs	5	0.8%
Alleged Air Prox*	3	0.5%
Training Flights	2	0.3%
Air Quality	1	0.2%
Total	**648**	100%

** Upon investigation the aircraft involved were found to have maintained sufficient separation distance and safety was not compromised at any time.*

7.4.1. During the year 95 individuals reported a total of 208 complaints concerning night noise disturbance from LLA operations (on average just over 1 complaint every 2 days). This amounts to 32% of all complaints received in 2009, compared to 381 night noise complaints during 2008 (from 201 individuals), a decrease of 45%. It should be noted that 46% of the reported night disturbance reports during 2009 originated from just 4 individuals, in Harpenden, Hemel Hempstead, Pepperstock and Tring. A further 47 complaints reported disturbance relating to overflights of helicopters and aircraft operating to or from other airports during the night.

7.4.2. Within the 246 complaints concerning westerly departures 150 were of a general nature, 64 to specific aircraft following the Clacton/Dover/Detling route, 23 to aircraft on the Compton route and 7 related to aircraft on the Olney 1B route. Two other complaints involved positioning flights following off-airways flight routes.

7.4.3. Of the 111 complaints attributed to easterly departures 24 were of a general nature, 76 to aircraft following the Compton heading, 2 to aircraft on the Olney flight route and 6 related to aircraft on the Clacton/Dover/Detling heading. Three other complaints related to positioning flights following off-airways flight routes.

7.4.4. Whilst 77 of the 122 complaints concerning easterly arrivals reported general disturbance, 45 related specifically to aircraft on approach to land from the Lorel Reporting Point.

7.4.5. During July/August 2009 winds favoured an unusually high frequency of westerly operations (92% of the time), resulting in increased complaints from areas west of the airport. This coincided with periods of adverse weather, with heavy rain and high winds and during this time a small number of aircraft were given revised vectors immediately after take-off for reasons of weather avoidance. This resulted in a rise in the number of complaints from Caddington residents, with 41% of complainants from that area reporting aircraft off track during this time.

7.5 Nature of Disturbance

7.5.1. **Noise** was cited as a main disturbance in 82% of complaints and 33% of complaints involved aircraft being perceived as **off-track.** Concerns of aircraft flying **low** were reported in 18% of complaints and in 16% of complaints the **frequency** of operations was reported. It should be noted that complaints received may relate to more than one type of disturbance (i.e. noisy, low and off-track).

7.5.2. Of the 648 complaints relating to LLA aircraft operations registered during the year 412 complaints (64%) were clearly correlated to a specific aircraft type although many complaints were of a general nature.

7.6 Complaints by Aircraft Type

Aircraft Type*	No. of correlated complaints	% of Total complaints	Annual No. of Movements of Aircraft Type	Movements of Aircraft Type per correlated complaint**
A300 (MNG Cargo/DHL)	86	13.3%	1,212	14
A320/A321 (Monarch/Wizzair)	71	11.0%	15,658	221
Helicopter	35	5.4%	762	22
B737-700 (easyJet/Transavia)	29	4.5%	19,601	676
B737-800 (Ryanair/Thomsonfly)	23	3.5%	11,198	487
GLF2/GLF3 (GA)	21	3.2%	181	9
A319 (easyJet/GA)	19	2.9%	19,336	1018
B767 (El Al/Thomsonfly)	17	2.6%	413	24
B757 (El Al/Thomsonfly/Monarch/DHL)	16	2.5%	1,317	82
MD80/MD83 (GA/Special Charter)	16	2.5%	164	10
GLF4/5 (GA)	11	1.7%	4,611	419
ATP (Atlantic Airlines)	7	1.1%	546	78
B707 (GA)	7	1.1%	8	1
B737-300 (Thomsonfly/Sky Europe)	6	0.9%	1,372	229
Other Private Aircraft	*28*	4.3%	*9,926*	*355*
Other Passenger Operations	*12*	1.9%	*3,602*	*300*
Other Cargo Operations	*8*	1.2%	*166*	*21*
Total	**412**	**63.6%**	**99,071**	**240**

* Operators in brackets refer to the predominant operator(s) of aircraft type.

** This is the total number of aircraft movements per correlated complaint
i.e. 99,071 movements / 412 correlated complaints = 240

7.7 Origin of Complaints

The chart below identifies the areas around the Airport from which complaints were received.

Location	Complaints	Events* (eliciting a complaint)	Complainants	*Average complaints per complainant*	*Average Events per Complainant*
Aldbury	1	1	1	1	1
Aley Green	2	2	2	1	1
Ampthill	1	0	1	1	0
Ardeley	1	0	1	1	0
Ayot St Lawrence	18	121	4	4.5	30
Ballinger	1	0	1	1	0
Bendish	4	2	2	2	1
Berkhamsted	1	2	1	1	2
Blackmore End	4	3	3	1.3	1
Breachwood Green	11	14	6	1.8	2.3
Burcott	2	0	1	2	0
Caddington	56	80	29	1.9	2.8
Cholesbury	1	1	1	1	1
Codicote	1	1	1	1	1
Cublington	1	1	1	1	1
Dagnall	1	0	1	1	0
Dunsmore, Wendover	4	6	1	4	6
Dunton	1	3	1	1	3
Eaton Bray	5	2	2	2.5	1
Edlesborough	3	3	3	1	1
Flamstead	17	92	5	3.4	18
Gubblecote	1	0	1	1	0
Gustard Wood	5	0	5	1	0
Hardwick	1	3	1	1	3
Harpenden[#]	126	363	28	4.5	13
Heath & Reach	3	21	2	1.5	10
Hemel Hempstead[#]	39	191	2	19	95
Hitchin	4	5	4	1	5

Location	Complaints	Events* (eliciting a complaint)	Complainants	*Average complaints per complainant*	*Average Events per Complainant*
Horton	1	1	1	1	1
Ivinghoe	1	0	1	1	0
Ivinghoe Aston	1	2	1	1	2
Kensworth	6	4	6	1	4
Kimpton	12	17	4	3	4.2
King's Walden	7	7	1	7	7
Kinsbourne Green	4	5	2	2	2.5
Knebworth	1	1	1	1	1
Leighton Buzzard	6	3	5	1.2	0.6
Letchworth	3	3	3	1	1
Little Gaddesden	22	47	4	5.5	12
Long Marston	1	0	1	1	0
Luton	55	67	31	1.7	2.2
Markyate	18	15	11	1.6	1.4
Mentmore	9	74	2	4.5	37
Nettleden	1	0	1	1	0
Pepperstock	30	67	4	7.5	17
Pitstone	3	5	3	1	1.7
Sharpenhoe	1	0	1	1	0
Slapton	8	20	3	2.7	6.7
Slip End	13	27	9	1.4	3
St Albans	5	2	5	1	0.4
St Leonards	1	0	1	1	0
Stevenage	7	1	7	1	0.1
Studham	6	6	3	2	2
Tebworth	1	1	1	1	1
Tewin Wood	1	1	1	1	1
The Lee, Bucks	3	4	2	1.5	2
Toddington	4	0	2	2	0

Location	Complaints	Events* (eliciting a complaint)	Complainants	*Average complaints per complainant*	*Average Events per Complainant*
Tring[#]	23	164	9	2.6	18
Walkern	1	2	1	1	2
Ware	1	1	1	1	1
Weedon	1	1	1	1	1
Welwyn	2	0	2	1	0
Wendover	6	11	1	6	11
Weston Turville	2	5	1	2	5

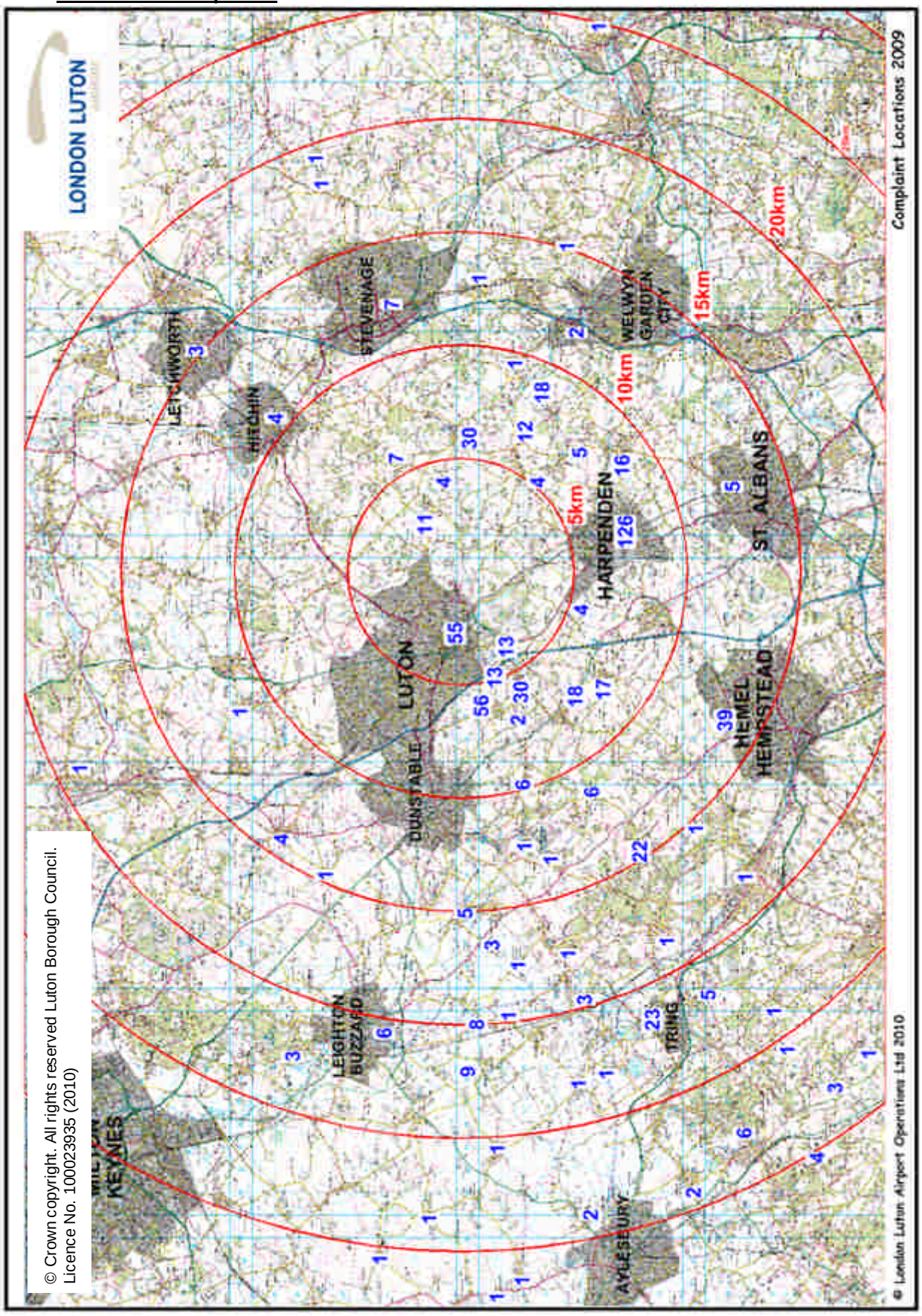
Location	Complaints	Events* (eliciting a complaint)	Complainants	*Average complaints per complainant*	*Average Events per Complainant*
Wheathampstead	16	21	8	2	26
Whipsnade	1	0	1	1	0
Whitwell	30	40	16	1.9	2.5
Wiggington	5	7	4	1.2	1.7
Wingrave	1	3	1	1	3
Woodside	13	16	7	1.9	2.3
Totals	**648**	**1,568**	**278**	**2.3**	**5.6**

*Where complaints are of a general nature (i.e. frequency or general disturbance), individual events may not have been specified.

[#] A total of 84 complaints (326 events) from Harpenden were reported by just four individuals. In Hemel Hempstead 38 complaints (190 events) were reported by one individual and one Tring resident reported 10 complaints (141 events).

(Furthermore one individual in Harpenden has continued to report a large number of events throughout the year. Whilst these events (1,478) are no longer included in statistics (in agreement with the LLACC) the complaints received from this individual (reporting general disturbance and frequency) are still included in the complaints total and this individual is included in the complainants total.)

7.8 Location of Complaints



7.9 Method of Complaint Receipt

How Received	% of Total Complaints
E-mail	57%
Telephone	39%
Fax	3%
Letter	1%

Any concerns relating to LLA aircraft operations can be reported to the Airfield Environment Office by the following means:

Postal Address: **Airfield Environment Office**
London Luton Airport
Navigation House
Airport Way
Luton
Beds
LU2 9LY

Direct Telephone: **(01582) 395382 (24 hours)**

Direct Fax: **(01582) 395500**

Direct email*: noise@ltn.aero

***** A link also exists on the www.london-luton.co.uk website, providing a template for reporting concerns relating to aircraft activity, which is then sent directly to the Airfield Environment Office for logging, investigation and response.

7.10 Community Relations

7.10.1. Community Visits to the Airport

Invitations are often extended to local residents and LLACC members to visit the Airfield Environment Office (AEO) for a demonstration of the Aircraft Noise & Track Monitoring System, to discuss specific concerns and to view for themselves flight tracks of LLA aircraft operation in their area.

During 2009 the airport hosted visits for residents from Pepperstock and Harpenden.

In December the airport welcomed members of the Chiltern Countryside Group to the airport, primarily to discuss the Draft Noise Action Plan and later the same month the Environmental Health Officer for North Herts DC accepted an invitation to visit the Airfield Environment Office to better understand the monitoring of airport operations.

Throughout the year the Airfield Environment Office was also host to five local students, giving them an insight into the work involved within the department.

7.10.2. Airport Visits to the Community

Following the launch of the London Luton Airport Draft Noise Action Plan consultation on 28th September 2009 a number of Local Authorities and interested parties invited the Airport to attend meetings to help them better understand the document and the consultation process.

During November and December 2009 representatives from the Airport attended meetings with Luton Borough Council, North Herts District Council, Bucks County Council/Aylesbury Vale District Council and Central Bedfordshire Council.

In agreement with LLACC two Public Exhibitions on the Draft Noise Action Plan were also scheduled to give local residents an opportunity to discuss any concerns in person with Airport representatives. These Exhibitions were promoted by LLACC members and advertised in the local press and on the airport website. On both occasions the Public Exhibitions took place prior to LLACC meetings at Putteridge Bury Conference Centre, on 12th October 2009 and 4th January 2010.

8. *Employment*

8.1. Introduction

Employment at and surrounding London Luton Airport (LLA) contributes significant economic benefits to Luton as a whole and to the sub-region. A large number of businesses are based in Luton due to the presence of the Airport. Thus, any analysis of the Airport's impact upon the locality needs to contain an economic perspective, and this includes employment. A survey of employers within and around the Airport boundary has been conducted, the results of which are summarised below.

8.2. Methodology And Response Rates

8.2.1 As over the last three years, the majority of survey administration has been carried out by LLAOL, with all analysis being undertaken by the Research and Intelligence Team at Luton Borough Council. A questionnaire (compiled by the Borough Council in conjunction with LLAOL) was sent out to companies at the Airport with a covering letter signed by the Airport Managing Director.

8.2.2 Initial questionnaires with covering letters were sent in September 2009. A reminder letter was sent out approximately one month later to those businesses that had not responded by this date. LLAOL made direct contact with some companies in order to encourage them to respond to the survey if they had not already done so. Non respondents were chased further by the Airport into December 2009 to maximise the response rate.

8.2.3 The questionnaire asked about total employment, the gender and full/part time split of workers, the approximate proportion of workers that lived in Luton, and the principal business activity of the firm. As in previous years, the gender and full/part time split were asked for separately (rather than asking for male full time workers, female full time workers, etc) because it was felt this would make responding to the survey easier and thus result in a higher response rate. 58 valid responses were received this year, from a total of 81 companies surveyed. This represents a response rate of 72%.

Table 1: Response Rates

2001	60%
2002	60%
2003	65%
2004	55%
2005	(Survey not undertaken by Luton Borough Council)
2006	64%
2007	72%
2008	73%
2009	72%

42 firms out of the 58 (72%) responding in 2009 had also responded in the 2008 survey.

8.3. Total Employment (from the Survey)

8.3.1. An indication of the level of employment, and changes in employment over time, are important to the assessment of the economic impact of the Airport. The following tables show total employment figures at and around the Airport for those companies that responded to the survey.

8.3.2. Table 2 shows the total employment figure for the 58 companies that responded to the survey. All tables show employment by industrial sector, which was self-classified by the companies themselves in a majority of cases.

8.3.3. To avoid disclosure and identification of individual companies' employment figures, it has been necessary to suppress figures[1] where there are less than three companies in a sector, and where employment within those categories is below 50 employees. This is denoted by #.

Table 2: Total Employment

Sector	Total Employment
Forwarding of Freight	61
General Public Service Activities	#
Hotels and Restaurants	271
Non Scheduled Passenger Air Transport	#
Other Supporting Air Transport Activities	931
Public (Scheduled) Passenger Air Transport	2,297
Renting of Automobiles	#
Retail Trade	253
Tour Operators	#
Travel Agencies	96
Wholesale of Petroleum Products	#
Miscellaneous (Airline/Aviation Related)	803
Miscellaneous (Non Airline/Aviation Related)	#
TOTAL	**5,644**

8.3.4 There were a further 148 employees whose employment was managed by the businesses above or were contractors who work at the Airport for the majority of the year taking the overall total 5,792. However, it must be noted that of the nine companies stating they '*manage employees of other companies or contractors working regularly at the airport site*', two failed to provide the number of employees, therefore it is likely that the total employment figure could be higher.

8.4. Employment Changes 2008-2009

8.4.1 The tables below illustrate changes in industry sectors between 2008 and 2009.

8.4.2 The data used in table 3 is that received from those businesses that responded to both the 2008 and the 2009 survey. This represents 42 firms. This analysis gives an indication of employment change at the Airport over time.

Table 3 – Changes in Employment 2008-2009 for the 42 companies that responded to both the 2008 and 2009 surveys

Sector	2008	2009	% Change 2008-2009
Transport, Storage and Communication	4,697	4,124	-12.2%
Miscellaneous – Airline/Aviation Related	788	741	-6.0%
Hotels and Restaurants	232	207	-10.8%
Wholesale and Retail Trade	273	261	-3.2%
TOTAL	**5,990**	**5,333**	**-11.0%**

Note: One category has been excluded from the analysis above due to disclosure control.

8.4.3 It is important to note that the table depicts changes in employment *only in the companies who responded to both the 2008 and 2009 survey*, and *not* the changes in employment for all businesses in the vicinity of the Airport. It is illustrative only of the changes over time in the 42 businesses that responded to both surveys.

[1] These are suppression techniques based upon those employed by Office for National Statistics (ONS)

8.4.4 Of the companies who responded to both surveys, 13 (31%) have increased their level of employment between 2008 and 2009. Six (14%) saw no change and the remaining 23 (55%) employ fewer employees in 2009 than in 2008.

8.5. Employment By Gender

8.5.1 Table 4 illustrates breakdowns by gender and full/part time work from those companies that responded to this year's survey. In 2009 men accounted for 61% of employment at the Airport, and women 39%. Full time employment predominates, with 85% of all people employed by the companies that responded to the survey being employed full time, with the remaining 15% working part time. This is fundamentally driven by the trend in the Transport, Storage & Communications sector where in Great Britain, 85% of employees work on a full time basis[2].

Table 4 – Employment by gender and full/part time, all respondents, 2009

	Males	Females	Full Time	Part Time
Hotels/Restaurants	124	147	125	146
Miscellaneous - Non Airline Related	#	#	#	#
Miscellaneous - Airline/Aviation Related	598	205	763	39
Public Administration and Defence	#	#	#	#
Transport, Storage & Communications	2,591	1,583	3,519	546
Wholesale and Retail Trade	80	173	162	91
Total	**3,469**	**2,175**	**4,685**	**849**
% of total employment	**61%**	**39%**	**85%**	**15%**

Note: The total figure does not match the figure in Table 2, due to breakdowns of gender and full/part time working not supplied by two companies.

8.6. Percentage Of Employees Living In Luton

8.6.1. Companies that responded to the survey provided an estimate of the proportion of their employees who lived in Luton. The results are shown in Table 5. Not all firms answered this question. The two that did not have been omitted from this analysis.

Table 5 – Employees Living in Luton by Sector, all respondents, 2009

	Average % of Employees Living in Luton	Average Number of Employees Living in Luton
Hotels/Restaurants	94%	250
Miscellaneous - Non Airline Related	#	#
Miscellaneous - Airline/Aviation Related	67%	540
Transport, Storage and Communications	57%	2,240
Public Administration and Defence	#	#
Wholesale and Retail Trade	87%	220
TOTAL	**72%**	**3,320**

Note: All figures in Table 5 are rounded to the nearest 10. Figures under 40 have been suppressed to prevent disclosure and identification of individual companies' employment figures.

8.6.2 Firms within the Wholesale & Retail Trade and Hotels/Restaurants categories had the highest percentage of employees that lived in Luton. At 57%, firms within Transport, Storage and Communications had the lowest percentage of employees living in Luton. The average percentage of employees living in Luton for the companies who responded to the survey was 72%.

[2] Source: Annual Business Inquiry

8.7 Total Employment At London Luton Airport

8.7.1 At 72%, although the response rate for the 2009 survey was very good, there were still some companies that had not responded to the survey. Therefore, determining total employment at and around LLA requires further information. Imputed figures for those companies that did not respond to the questionnaire have thus been calculated.

8.7.2 This section provides an estimate of total employment at and around the Airport based on:

- Data from those companies that responded to the survey
- Entries on the Inter-Departmental Business Register (IDBR) 2009, and
- Estimates of employment for those companies that neither responded to the survey nor had an entry on the IDBR

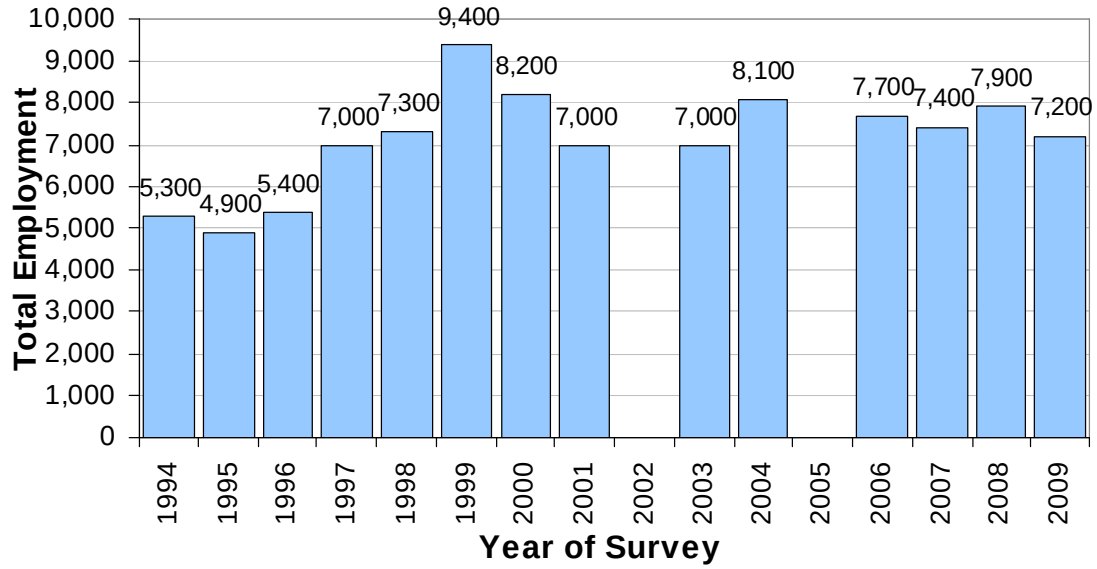
8.7.3 The IDBR allows total employment figures to be obtained for some of those non-responding companies. Of the companies on the original mailing list that did not return a questionnaire, there were entries on the IDBR for 17 of these companies. This adds 990 employees at the Airport to the total employment figure obtained from the questionnaire.

8.7.4 For the 6 companies that did not respond and were also not found on the IDBR, these companies were assigned an estimated employment figure based on the average employment of those companies with the same SIC (see Appendix B) that responded to this year's survey. In total, these companies are estimated to employ 427 people.

8.7.5 Combining the imputed figure from the IDBR of 990, and the estimated figure for the 6 companies not found on the IDBR of 427 with the 5,792 employees from the responses to the survey, this gives an overall estimated total employment figure at and around LLA of 7,200 people (rounded).

8.7.6 Current figures show that employment in 2009 has fallen to 7,200. Prior to this, employment figures peaked in 1999 at 9,400 employees – likely reflecting the increase in construction related employment with the building of the new terminal and also partly a function of differing methodology in the estimation process for non-respondents. Prior to 2003, total employment was estimated using the average company size multiplied by the total number of companies. This is a crude estimation method, whereas imputed IDBR data currently used is more sophisticated and, hence, more accurate.

Chart 1 – Total Employment at London Luton Airport, 1994 to 2009



Note: All figures in Chart 1 are rounded to the nearest 100.

It must also be noted that:

- Due to a poor response rate in 2002, no employment data was available and therefore no analysis conducted.
- The employment section of the survey was not commissioned in 2005, hence no data is available for this year.
- Due to an incomplete address list and one large employer providing incorrect data, the 2007 total employment figure has been revised.

8.8 Conclusion

8.8.1 As in recent years, reporting of the results of this year's survey has also been restricted to direct responses from the questionnaire, with an imputed figure included for those companies known not to have responded to the survey. Overall, 7,200 people are estimated to work at or around the Airport site.

8.8.2 Once again, the response rate (at 72%) was high, with most of the major airlines and employers participating. As such, the analysis by industry given in this report can be considered a robust indication of the breakdown of employment in and around the Airport.

9. *Surface Access*

9.1. Road Traffic

9.1.1 The summer road count for 2009 (Figure 9.5) shows mixed pattern with increase in 12hr/5day traffic flows on 6 of the 8 monitored roads, whereas Airport Way (SR) shows a significant decrease (-10411 or -62%). The 24 hour week (24/7) traffic flow depicts a similar pattern, Airport Way (SR) records larger decrease (-17806 or -65%) in traffic count.

The summer road count for 2009 (Figure 9.5) shows that, for almost all compared sites, traffic flows have increased since the survey was carried out last year except for a few points.

Many likely reasons can be responsible for this situation. These include the continuing influence of the East Luton Corridor construction work and the gradual decline in traffic levels generally across the Borough over the last few years. This has been more evident across the Inner Cordon around the Town Centre but there has been no resultant economic downturn due to external stimuli and change in mode of transport for their journeys. This modal shift may have been exacerbated by fuel price increases in the last years. This proposition is buttressed by media reports of an increase in the number of rail passengers over the same period.

The reduction in airport passengers has been reflected in the results for airport bound traffic.

9.1.2 The winter road count for 2009 (Figure 9.5) shows mixed pattern with increase in 12hr/5day traffic flows on 3 or the 8 monitored roads, whereas Airport Way (SR) shows a significant decrease (-8545 or -59%). The 24 hour week (24/7) traffic flow depicts a similar pattern, with increase in 5 of the 8 monitored roads. The Airport Way (SR) records larger decrease (-9840 or -55%) in traffic count.

The East Luton Corridor works continue to have an impact on the local road network, but the new dual carriageway between Airport Way near the Lower Harpenden Road overbridge and Percival Way roundabout has been opened to two way traffic which has improved the situation significantly.

The count site on A505 Airport Way was repeated twice during the survey period to avoid initial omissions. Therefore, data for this site is identified by providing the averages of these observations.

9.1.3 There is a probability that the East Luton Corridor engineering operations, has resulted in significant redistributive traffic effects in this part of the town. (N.B. A505 Airport Way is a new observation point and no data for previous years for this observation point)

9.2 Public Transport Services

9.2.1 Table 9.2.1 shows the number of scheduled train services per week from Luton Airport Parkway Station increased for Summer 2009 although Winter services for 09/10 decreased. This was due to disruption as a result of bad weather and strike action, which resulted in First Capital Connect operating an emergency timetable.

Table 9.2.1: SCHEDULED TRAIN SERVICES FROM LUTON AIRPORT PARKWAY STATION

Number of services per week 7 days	Summer 08	Winter 08/09	Summer 09	Winter 09/10*
Direction				
Northbound	854	870	917	601
Southbound	815	867	867	604
TOTAL	**1,669**	**1,737**	**1,784**	**1,205**

** Because of disruption caused by bad weather and strike action during December/January, First Capital Connect operated on an emergency timetable for a period of 2 months. This accounts for this temporary reduction in services provision.*

9.2.2 Some local bus services which previously called at the Airport were withdrawn during 2008/09. In December 2007 First Capital Connect took over the operation of the shuttle bus service from Luton Parkway Station to the Airport and although these journeys are not included in the figures below, a large number of journeys are made on a daily basis.

9.2.3 Greenline and easyBus services have merged at Luton, seeing easyBus selling seats on Greenline Coaches instead of running separate vehicles. Most National Express services make scheduled stops within the Town Centre, also allowing for patronage between the Town Centre and the Airport. National Express have also slightly increased their services, but on further inspection a pattern emerges; with the exception of Central London, more services are running in the winter periods, and less in the summer. This could be due to the weather, and more people turning to public transport as their preferred mode.

9.2.4 Local bus services have marginally increased between winter 2008/09 and winter 2009/10. Although there has not been a major change in these figures, the rise in services calling at the Airport is helping to promote public transport as a means of getting to and from the airport from either local destinations or destinations a little further afield.

9.2.5 The proportion of airport passengers using bus or coach has increased from 12% in 2008 to 15% in 2009 (Civil Aviation Authority Passenger Survey, un-weighted data).

Table 9.2.2 : BUS AND COACH SERVICES FROM LONDON LUTON AIRPORT

Number of Services per Week	Summer 2008	Winter 2008/09	Summer 2009	Winter 2009/10
Destination				
LOCAL				
Luton Railway Station	437	278	301	384
Others	543	385	329	397
National				
Central London	532	462	406	260
Others	532	566	525	544
TOTAL	2,044	1,691	1,561	1585
AIRPORT- AIRPORT LINK				
Birmingham	77	84	77	99
London Gatwick	70	72	70	78
London Heathrow	140	142	133	148
London Stansted	182	217	182	212
Manchester	7	7	7	8
TOTAL*	476	522	469	545

**As some services call at more than one airport, the total number of actual departures will be less than the sum of the disaggregated services to each airport.*
This information represents a general guide to the number of services based on the information available from the various bus operators.

9.3 Additional Information

9.3.1 LLAOL published its first Airport Surface Access Strategy (ASAS) in 2000, in line with the recommendations of the 1998 Integrated Transport White Paper. This strategy set targets to encourage air passengers and employees to access the airport using more sustainable modes. These targets are being monitored regularly, as part of the wider Local Transport Plan (LTP) monitoring framework.

9.3.2 In June 2009, LLAOL published an Interim ASAS (2009-2011). This document includes new challenging targets to encourage more sustainable travel amongst airport passengers and employees.

9.3.3 The Civil Aviation Authority (CAA) undertakes continual passenger surveys at many of the major airports in the UK, including London Luton. In common with other airports, LLAOL uses this survey data to assess trends in passenger 'modal shift' from private to public transport. The table below shows the un-weighted CAA data for 2002 to 2008. This shows the significant increase in passengers using public transport to access the Airport. The CAA statistics suggest that 37% of airport passengers now choose to use public transport, a 4% increase from 2007.

%	2002	2003	2004	2005	2006	2007	2008
Private Car – Drop Off	31	28	37	28	29	24	25
Private Car – Park	35	34	22	29	29	29	25
Rail	17	19	16	20	18	21	22
Bus/Coach	7	8	10	10	12	12	15
Taxi	11	11	12	12	13	13	12
Other	0	0	2	1	0	1	1

9.3.4 During 2008, LLAOL commenced major improvements to the main Central Terminal Area, with the intention of improving access for all airport users. These works were completed by Easter 2009 and included improvements to the bus set down area, the main terminal roundabout, relocation and enhancement of drop off zone facilities and alterations to the short term car park.

9.4 Car Parking

9.4.1 Whilst the Surface Access Strategy seeks to encourage passengers and staff to travel to LLA by sustainable means, there will always be some passengers and staff who choose to travel by car. Policies LLA1 and LLA2 of the Borough of Luton Local Plan set out the criteria for airport car parking, both on and off site.

9.4.2 Staff car parking capacity remained unchanged during 2009. In March 2009 a Certificate of Lawfulness was issued by LBC, for the extension of Car Park E, the Long Term Car Park. This related to the construction of 980 parking spaces. This proposal has yet to be implemented and therefore has not been included in the table below. During 2009 spaces in the Short Term Car Park were reduced from 1,556 to 1,334 following completion of building works on the new Drop-Off Zone.

On site Car Parks or Car Parks within the airport boundary

Passenger	Spaces	Area m²
Short Term	1,334	38,042
Mid Term	2,730*	65,000
Long Term	3,400	72,150
Passenger Total	***7,464***	***175,192***
Staff Total	***3,835***	***97,270***
Total	**11,299**	**272,462**

9.4.3 Policy LLA2 seeks to resist off site airport related parking, unless in exceptional circumstances. However, the existence of these sites should be acknowledged and monitored. Only authorised car parks are noted in the following table, although others may occur around the airport boundary.

Off site Car Parks or Car Parks outside the airport boundary

Operator	Spaces*	Area ha
Airparks (Slip End)	3,510	5.97
Central Car Storage	216	0.56
Airport Carparkz (temporary consent expires March 2010)	250	1.20
Total	**3,976**	**7.73**

* Numbers of spaces given relates to the number approved as part of planning conditions imposed at the time of determination of the application.

9.5 Traffic Counts

Traffic Count – Winter (Average 12hrs)

	2001/ 2002	2006/ 2007	2007/ 2008	2008/ 2009	2009/ 2010
Airport Way	0	14699	16067	14438	5893
Lower Harpenden Rd	7808	11127	11498	9935	10089
London Rd	0	16787	16802	13384	10322
Frank Lester Way	0	8908	9487	10342	10030
Vauxhall Way South	0	19534	19915	19977	20995
Vauxhall Way North	0	15599	14858	14866	16337
Eaton Green Road	0	12674	12671	12671	12284
A505 Airport Way (New)	0	0	0	0	11864

Traffic Count – Winter (Average 24hrs)

	2001/ 2002	2006/ 2007	2007/ 2008	2008/ 2009	2009/ 2010
Airport Way	0	21410	22825	17785	7945
Lower Harpenden Rd	9431	12246	12553	10729	11080
London Rd	0	20862	21613	14407	14281
Frank Lester Way	0	9765	10245	11243	11277
Vauxhall Way South	0	23974	25398	24585	22988
Vauxhall Way North	0	20185	19342	19124	20418
Eaton Green Road	0	15761	16369	15758	15350
A505 Airport Way (New)	0	0	0	0	16088

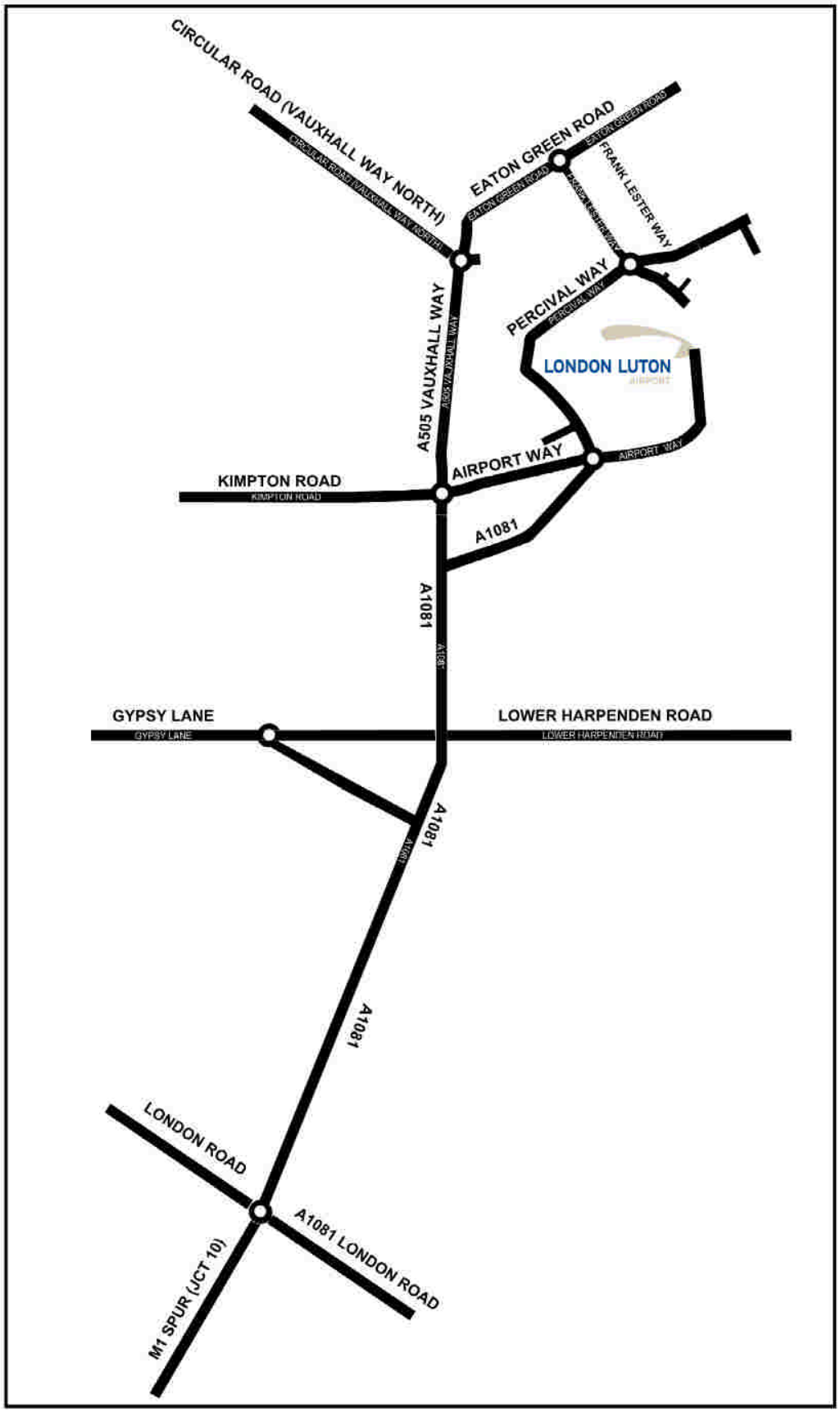
Traffic Count – Summer (Average 12hrs)

	2001/ 2002	2006/ 2007	2007/ 2008	2008/ 2009	2009/ 2010
Airport Way	6498	17640	17370	16885	6474
Lower Harpenden Rd	8424	11123	11204	8728	9151
London Rd	12787	13213	16076	14553	14326
Frank Lester Way	7192	9860	8315	7211	8340
Vauxhall Way South	0	19538	19339	18110	19275
Vauxhall Way North	0	15515	15031	14328	16009
Eaton Green Road	11029	12320	12467	11560	11510
A505 Airport Way (New)	0	0	0	0	13469

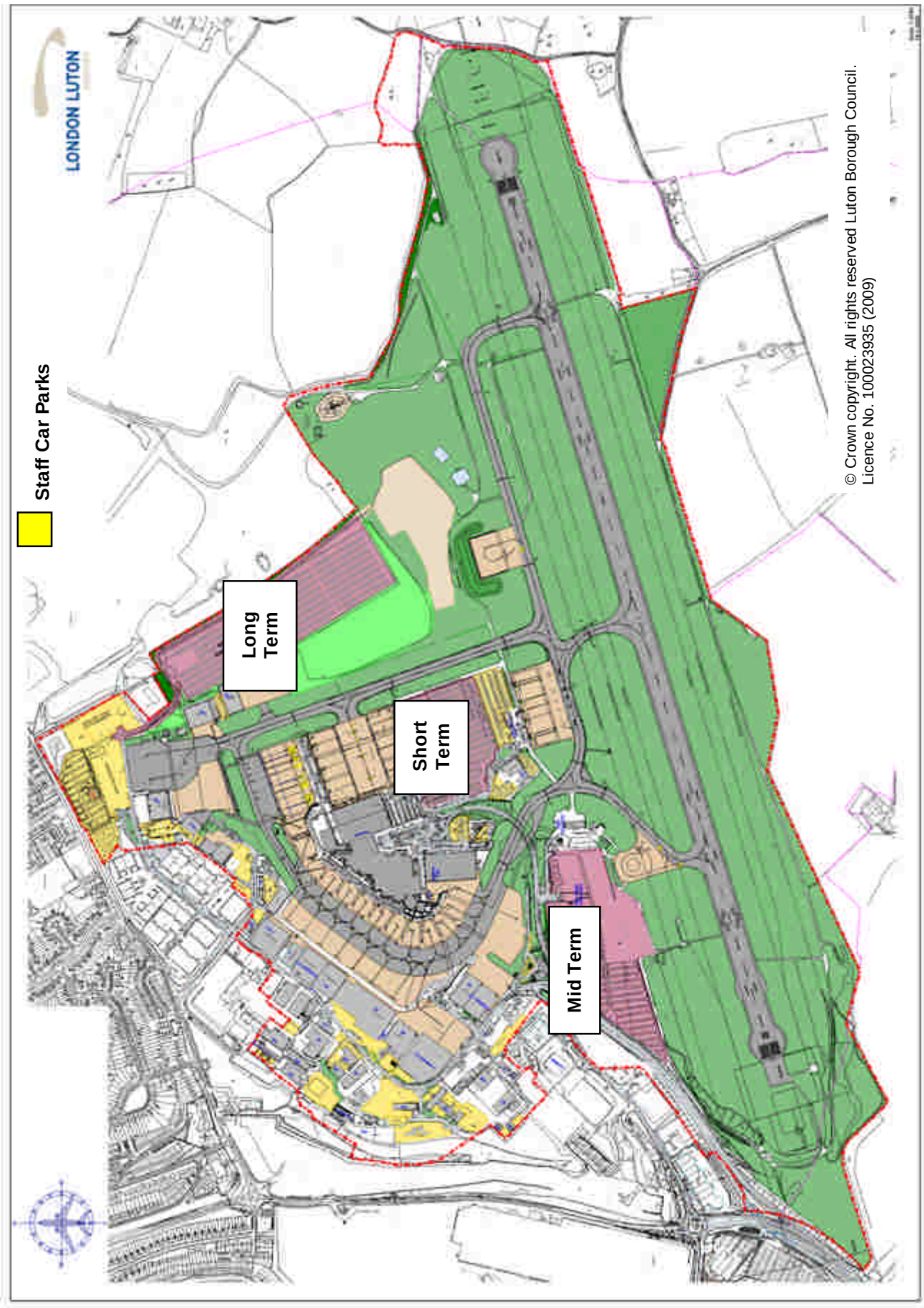
Traffic Count – Summer (Average 24hrs)

	2001/ 2002	2006/ 2007	2007/ 2008	2008/ 2009	2009/ 2010
Airport Way	9608	26707	27066	27441	9635
Lower Harpenden Rd	10500	10511	12308	10080	10207
London Rd	16175	17436	20366	18361	18450
Frank Lester Way	7922	11351	9484	8550	9849
Vauxhall Way South	0	25034	24922	20434	24261
Vauxhall Way North	0	20354	19743	16760	17878
Eaton Green Road	14069	15812	16182	14862	14766
A505 Airport Way (New)	0	0	0	0	20370

9.6 Local Highway Network



9.7 Location of Passenger and Staff Car Parking



10. *Planning*

10.1 National Aviation Policy

10.1.1 In December 2003, the Government published its White Paper "The Future of Air Transport" which set out its views for a balanced strategic framework for the development of national airport capacity, encouraging development at existing airports, whilst making best use of existing capacity first. In this White Paper, as an integral part of this policy, the Government supported the growth of LLA up to a maximum use of a single full-length runway (circa 30mppa or 240,000 ATMs) based broadly on the current alignment, on condition that the overall environmental impacts of such development will be carefully controlled and adequate mitigation provided.

10.1.2 In common with other airport operators, LLAOL was asked to provide a Master Plan (MP) to illustrate how the principles of the White Paper could be delivered. Under the auspices of Project 2030, a high level Statement of Intent was produced in December 2004, which described the issues to be addressed and was followed by the release of a draft MP in October 2005. Following extensive public consultation which concluded on 27th January 2006, LLAOL withdrew the draft MP, in July 2007. They intend to publish a revised plan in due course.

10.1.3 It is stressed that the MP is not a planning application, and in line with Government advice, will be the subject of periodic review.

10.1.4 For further information regarding National Aviation Policy prior to 2003, please refer to previous editions of the AMR.

10.2 Strategic Planning Policy

10.2.1 The majority of the Bedfordshire Structure Plan 2011 policies expired in September 2007 following a Direction issued by the Secretary of State under Para 1(3) of the Schedule to the Planning & Compulsory Purchase Act 2004. Therefore, Policy 48 of the Structure Plan has been deleted and no longer applies. Policy 48 supported expansion of LLA up to about 10 million passengers per annum (mppa) for the period up to 2011 (subject to environmental and noise contour criteria). Saved Policies 25 and 46 deal with relevant infrastructure provision while saved Policy 49 only deals with other airfields.

10.2.2 The new planning system was enacted in the summer 2004 requiring adopted Structure Plans and Local Plans to have only a limited 'shelf life' until replaced respectively by new statutory Regional Spatial Strategies (RSS) and Local Development Frameworks (LDF). The Luton Local Plan (adopted in 2006 under the old planning system) is only permitted to have a three year life until replaced by the new LDF. In the interim therefore, the Local Plan has statutory policies regulating growth at LLA to 2011 (see section 10.3).

10.2.3 The new planning system also introduced RSSs to replace strategic policies in Structure Plans. Bedfordshire and Luton reside within the East of England Region. The East of England Regional Assembly (EERA) is the Regional Planning Body which is preparing the emerging RSS14 for the East of England known as the 'East of England Plan' and covering the period to 2021. RSS14 was adopted in May 2008 and reflects national aviation policy (section 10.1 above), which sets a framework for growth at the region's airports including LLA to 2030. RSS14 specifically focuses on Economic Policy E8 and Transport policy T12 which respectively cover economic objectives of aviation, integrating surface access, modal shift and the environmental safeguards to be addressed within LDFs (as informed by development proposals within a MP).

10.2.4 Luton is also within the designated 'Luton Dunstable/Houghton Regis Growth Area' arising from the adopted 'Milton Keynes – South Midlands Sub Regional Strategy' (MK-SM SRS). The MKSM-SRS is complementary to RSS14 and together they form the long term strategic planning framework. This includes planning for future airport growth consistent with national policy objectives, with local implementation at Luton being managed though the LDF and Local Development Documents (LDDs) to be informed by a MP to deliver growth sustainably.

10.2.5 In May 2008, the Secretary of State adopted and published RSS14. The adopted RSS removed draft policy BL1 which restricted growth at LLA up to the maximum capacity of the existing 2160m runway by 2021 because the principle of growth is now set by national aviation policy to 2030.

10.2.6 In September 2008, EERA published a program for the next 'partial review' of the RSS to 2031. Work has begun on this review considering a range of housing and economic growth scenarios apportioned to district and Unitary authority level for testing. Aviation policy is not however, being reviewed. The MK-SM SRS will be fully integrated into the RSS. It is anticipated that a revised draft RSS will be submitted to government at the end of 2009, followed by public Examination, modifications consultation, and adoption in 2010.

10.3 Local Planning Policy

10.3.1 Under the 2004 Planning and Compulsory Purchase Act, the Luton Local Plan 2001-2011 (adopted March 2006) will be superseded by a joint Local Development Framework (LDF) that covers the administrative areas of Luton borough and the former South Bedfordshire district.

10.3.2 Until replaced by the LDF, the Local Plan remains part of the statutory development plan and its policies must be considered alongside national, regional and sub-regional policy and guidance (see section 10.2). The LLA Development Brief (September 2001) sets out detailed proposals for further development at the airport and was adopted by Luton Borough Council as supplementary planning guidance to the Local Plan.

10.3.3 The Local Plan (March 2006) policies LLA1 and LLA2, deal with growth and development at LLA and necessary sustainable transport measures. LLA3 and LLA4 deal with development within Public Safety Zones and Airport Safeguarding for guidance to developers of land primarily around the airport boundary. LLA is identified as an 'Action Area'. Policy LLA1 supports expansion provided it is not in conflict with national or regional aviation policies, and results in an aircraft noise impact that is below the 1999 level and is in accordance with the most recent adopted Development Brief. Under the three year saving regime from adoption of the Local Plan (2006) - the saved polices in the Local Plan expired in March 2009. However, in September 2008 the Borough Council applied to the Secretary of State to extend the Airport Policies LLA1, LLA2 and LLA4, which was given approval in early 2009.

10.3.4 In July 2007, LLAOL withdrew a draft MP (see section 10.1) but intends to publish a revised MP in due course. After public consultation, this MP may be adopted by the Borough Council or it may be used to inform LDF preparation.

10.4 Luton and Dunstable Local Transport Plan 2001-2006

10.4.1. The Local Transport Plan (LTP) was first submitted to central Government in July 2000. It contained two major transport schemes proposed to serve the south east of Luton, including the Airport: the Translink busway (now known as the Luton Dunstable Busway (LDB)) and road and junction improvements in the East Luton Corridor (ELC). The latter received Government approval following a Public Inquiry in 2005 and construction began in July 2006, funded through the Communities Infrastructure Fund and the second phase of the Growth Areas Fund. The LDB received provisional funding though the LTP capital programme in December 2003 and a Public Inquiry reported favourably upon the scheme in late 2006.

10.5 Luton-Dunstable-Houghton Regis Local Transport Plan 2006-2011

10.5.1. The second Luton-Dunstable-Houghton Regis Local Transport Plan (LTP2) was submitted to central Government in March 2006. It includes a long-term strategy, for the period up to 2020, one of the objectives of which is to achieve planned growth at the Airport. The strategy includes continued support for implementation of the LDB and ELC schemes, both of which will improve access to the airport. The ELC scheme between Junction 10a and the airport was opened in Spring 2009. The final business case for the LDB was submitted in December 2009 and construction is expected to begin in Spring 2010.

10.5.2 Over the period up to 2011 the Plan is structured around a series of 'Shared Priorities', which have been agreed between Central and Local Government: accessibility, air quality, congestion and safety. Of these, accessibility is the most relevant to surface transport serving the Airport and under this heading the LTP proposes improvements at Luton Airport Parkway station (for example, providing a new entrance from Kimpton Road) a development that is consistent with the routeing of the LDB along Kimpton Road. The LTP sets out a range of other measures to give better access to the Airport, particularly for employees. In other respects the new LTP updates the first LTP, retaining many of the schemes in it (including the LDB and East Luton Corridor schemes).

10.6 Developments at Luton

10.6.1. Policy 48 of the Structure Plan 2011 required the long-term growth strategy for the Airport to be subject to a Development Brief. The Development Brief was produced by LLAOL for consultation in February 2000 and subsequently approved as Supplementary Planning Guidance by LBC in September 2001. The adopted Development Brief is the current framework for planning applications, although the Surface Access Strategy was reviewed in 2009 and published as an interim document.

10.6.2. Eventually the new planning system and the provisions of the Aviation White Paper will supersede current policy. Until that time the existing policies have been saved through the process described above.

10.6.3. Under the Town and Country Planning (General Permitted Development) Order 1995, Schedule 2 Part 18 Class A, LLAOL are able to undertake works within the designated "operational area" of LLA, without the need for formal planning consent. Under this legislation, permitted development includes:

"THE CARRYING OUT ON OPERATIONAL LAND BY A RELEVANT AIRPORT OPERATOR OR ITS AGENT OF DEVELOPMENT (INCLUDING THE ERECTION OR ALTERATION OF AN OPERATIONAL BUILDING) IN CONNECTION WITH THE PROVISION OF SERVICES OR FACILITIES AT A RELEVANT AIRPORT"
AN OPERATIONAL BUILDING IS DEFINED AS:
"A BUILDING, OTHER THAN A HOTEL, REQUIRED IN CONNECTION WITH THE MOVEMENT OR MAINTENANCE OF AIRCRAFT, OR WITH THE EMBARKING, DISEMBARKING, LOADING, DISCHARGE OR TRANSPORT OR PASSENGERS, LIVESTOCK OR GOODS AT A RELEVANT AIRPORT."
DEVELOPMENT IS NOT PERMITTED IF IT INVOLVES:

- THE CONSTRUCTION OR EXTENSION OF A RUNWAY;
- THE CONSTRUCTION OF A PASSENGER TERMINAL THE FLOOR SPACE OF WHICH WOULD EXCEED 500 SQUARE METRES;
- THE EXTENSION OR ALTERATION OF A PASSENGER TERMINAL, WHERE THE FLOOR SPACE OF THE BUILDING AS EXISTING AT 5TH DECEMBER 1988 OR, IF BUILT AFTER THAT DATE, WOULD BE EXCEEDED BY MORE THAN 15%;
- THE ERECTION OF A BUILDING OTHER THAN AN OPERATIONAL BUILDING
- THE ALTERATION OR RECONSTRUCTION OF A BUILDING OTHER THAN AN OPERATIONAL BUILDING, WHERE ITS DESIGN OR EXTERNAL APPEARANCE WOULD BE MATERIALLY AFFECTED.

10.6.4 The only notable physical developments undertaken or commenced by LLAOL within the airport boundary in 2009 are as follows:-

- Continued works to the roundabout, drop off zone and bus set down area, of the Central Terminal Area.

10.6.5 Other developments on or adjacent to the site, which have been approved (although not necessarily implemented) and submitted by third parties include:-

- The completion and official opening of New Airport Way (East Luton Corridor);
- Erection of a seven storey (149 bedroom) hotel and 5 single storey B2 (general industrial) workshop units (Blush House);
- Installation of combined heat and power equipment including container, tank to store Liquefied Bio-Methane, exhaust stack, supplementary boiler, heat exchanger, absorption chiller, air blast chiller and vaporiser to serve a plastics recycling facility (Cargo 10)
- Construction of access road related to the development of land for mixed use – hotel, retail (A1-A5 uses), commercial (B1, B2 and B8 uses) and associated access road and electrical substation, which was approved subject to a S106 legal agreement in 2008 (Vauxhall Trailer Park).

10.6.6 Enforcement notices were served on the landowner/operator of two off airport car parking facilities, one at Vauxhall Trailer Park, Luton and Woodside Animal Farm, Slip End (in Central Bedfordshire).

11. *Glossary and Definitions*

A-weighting	A frequency response used in sound measurement devices to take account of the way the sensitivity of the human ear varies with frequency.
Aircraft Movement	A landing or take-off of any aircraft from the Airport.
Cargo Aircraft	Aircraft movements which are solely for freight. It should be noted that freight can also be carried in the hold of passenger aircraft.
Complaint	A complaint is the reporting of disturbance caused by actual aircraft operations affecting the reporter of the complaint to the Airfield Environment Office, hereafter called the 'complainant'. It reflects discontent and is triggered by or attributed to either a specific aircraft event outstanding in its impact or, by general patterns such as frequency, volume, aircraft fleet mix, runway split, operating hours, etc. One complaint may contain a number of incidences of disturbance referred to as 'events'. All other comments received are logged and reported separately if they do not meet the above criteria.
Decibel (dB)	The logarithmic ratio of a sound pressure compared to a reference sound pressure in decibels, dB. For audible sound A-weighted decibels are commonly used, dB(A).
dB(A)	The unit of sound pressure level, weighted according to the A scale, which takes into account the increased sensitivity of the human ear at some frequencies.
Flying Club	Britannia Flying Club and other light aircraft movements for instruction or pleasure.
General Aviation	Private Aircraft, Helicopters and Business Jets
ICAO	International Civil Aviation Organisation.
INM	Integrated Noise Model. A method of noise contour modelling which uses a wide range of different aircraft types and can be adjusted according to operating procedures.
LAeq,T	The notional A-weighted equivalent continuous sound level which, if it occurred over the same time period, would give the same noise level as the continuously varying sound level. The T denotes the time period over which the average is taken, for example LAeq,16h is the equivalent continuous noise level over a 16 hour period.
Military	Flights by British or foreign military aircraft exclusively for military purposes.
Noise Certificated	An aircraft conforming to the requirements of ICAO Annex 16 which lays down specific levels of noise not to be exceeded at specific points on an aircraft's departure. An aircraft must be noise certificated in order to operate at United Kingdom Airports after 1 January 1988 unless exempted by the Civil Aviation Authority.

Noise Preferential Route (NPR)	Noise Preferential Routes are established to ensure that departing aircraft avoid overflying densely populated areas in the vicinity of an Airport, as far as practicable. NPRs are valid until the aircraft has reached an altitude (above mean sea level) of 3,000ft during the daytime or 4,000ft at night, depending on the flight route. Once an aircraft has achieved this altitude Air Traffic Control may tactically vector the aircraft, taking into account any other airspace constraints, in order to integrate it into the overall flow of national traffic.
Official	Flights solely for official purposes by British or foreign civil government departments.
Positioning Flights	Flights by air transport operators for the sole purpose of moving their own aircraft, personnel or stores from one place to another and air transport flights forced to return to base by bad weather, engine failure or other causes.
Runway Usage	For operational and safety reasons, aircraft generally take-off and land into the wind. When winds come from the west (westerly operations), aircraft will take-off and land towards the west and when winds come from the east (easterly operations) aircraft will depart and land towards the east.
Test & Training	Flights for the purpose of testing aircraft/Airports or for training flying crew or ground personnel. Also included in this category are demonstration flights by makers or sellers of aircraft and aviation equipment. N.B. Flying Club instructional flights are excluded from this category.

12. *Useful Links*

London Luton Airport	www.london-luton.com
Luton Borough Council	www.luton.gov.uk
The Civil Aviation Authority	www.caa.co.uk
NATS (National Air Traffic Services)	www.nats.co.uk
The Department for Transport (Aviation)	www.dft.gov.uk/aviation
Hertfordshire & Bedfordshire Air Quality Monitoring Network	www.hertsbedsair.org.uk
London Luton Airport Consultative Committee	www.llacc.com

Appendix A – Night Noise Policy

NIGHT NOISE POLICY

ISSUE 7

Department: Airfield Environment - Airfield Operations

Authority: Airport Operations Director

Distribution: Aircraft Operators
UK Aeronautical Information Publication (UK AIP)
Luton Based Handling Agents
Airport Operations
London Luton Airport Consultative Committee
London Luton Airport Noise & Track Sub-Committee
London Luton Airport Night Noise Working Group
Upon Request

Effective Date: April 1, 2007 to March 31, 2010

Review Status: Amended February 21, 2007

ISSUE	DATE	DESCRIPTION
1	March 28 2002	First Issue
2	April 05 2002	Insertion on policy for departing aircraft below 34,000 kg
3	April 26 2002	Amendments following Night Jet Working Group Consultation
4	May 13 2003	Authority title changed to Airport Services Director
5	October 1 2003	Amendment to Aerodrome Flying Training Restrictions at night
6	September 4 2006	Amendments incorporating review of Night Noise Working Group
7	February 21 2007	Amendments incorporating review of Night Noise Working Group
7	December 1 2008	Policy extended to March 31 2010 without amendment

Purpose

LLAO has previously operated a Night Jet Policy with the specific aim of accelerating the removal of Chapter II aircraft from its night operations. This policy was successfully achieved and expired on the 31st March 2002, which coincided with the implementation of national regulations regarding Chapter II aircraft from the 1st April 2002.

As well as implementing the Night Noise Policy, LLAO has had in operation various monitoring and control mechanisms relating to the noise impact of its night operations.

The purpose of this new policy is to formalise those activities, describing the various arrangements, and setting out additional monitoring which will occur. The policy is designed to demonstrate that LLAO will continue to monitor and manage the impact of its night operations, providing information to stakeholders and enabling the Airport management to continue to balance the economic and social benefits of its night operations with the consequential noise impact.

Background

1.0 London Luton Airport Operations Ltd (LLAO) is licensed by the Civil Aviation Authority for 24-hour operations under its Public Use Aerodrome License issued in accordance with the Air Navigation Order (1995).

2.0 With regards to night noise, LLAO operates within Condition 11 associated with the planning consent granted in 1998. This requires the Airport to operate in such a manner that the night noise contours do not exceed the impact, which occurred in 1984 in terms of land area affected. In particular, the area within the 48 dB(A), $L_{Aeq,8h}$ contour for an average summer's night shall not exceed 85 km^2 If results show that the 1999 predicted values have been exceeded, an action plan will be implemented to avoid the possibility of exceeding the 1984 values.

Current Monitoring and Control Activities

3.0 LLAO will continue to comply with the planning conditions which, apply to it and, in particular, that concerned with Night Noise.

4.0 LLAO will continue to monitor and manage the number of aircraft movements at night and report them quarterly to the LLACC.

5.0 LLAO will continue to monitor and respond to any complaints made to the airport about its night operations and report details of these complaints, quarterly, to the LLACC.

6.0 LLAO will continue to monitor the noise of departing aircraft at fixed monitors at each end of the airport runway and report the results quarterly to the LLACC. LLAO will continue to operate a fining system related to infringements of night noise limits.

7.0 LLAO will continue to produce annually noise contours for the average summer's night (mid-June to mid-September) based on actual movements and similar contours predicted for the forthcoming summer in accordance with Condition 11 attached to the 1998 planning consent.

8.0 LLAO will continue to apply surcharges on the Landing and Navigation Service Charge in respect of any landing immediately prior to a take-off during which the following maximum noise levels are recorded at any of the monitors during the night period:

2300 – 0559 Sunday to Friday inclusive & 2300 – 0659 on Saturdays;

>85 – 87 dB(A) – 300% surcharge

>87 – 91 dB(A) – 500% surcharge

>91 dB(A) – 600% surcharge

Additional Monitoring and Control Activities

9.0 $L_{Aeq,8h}$ noise exposure contours for an average night in each quarter (Jan–Mar; Apr–Jun; Jul-Sep; and Oct–Dec) for the night period commencing at 48 dB(A) and showing increasing values in 3 dB(A) steps will be produced and reported to the LLACC.

10.0 LLAO has developed a programme of noise monitoring at night to understand further the impact of its night operations on the local community. This programme and the location of the sites monitored is developed in consultation with the affected local authorities and community representatives. The results of the monitoring are reported to the LLACC.

11.0 LLAO will comply with the Aeroplane Noise Regulations 1999, which state that:

With effect from 1st April 2002, all subsonic jet aircraft with a maximum take off weight of more than 34,000 kg and a capacity of more than 19 seats operating to airports in the EEA must comply with Chapter 3 noise standards regardless of the age of the aircraft.

Aircraft hushkitted or modified to Chapter 3 standards comply with these requirements.

There are special agreed EC Provisions, which LLAO will have to comply with and these provide exemptions to certain aircraft registered in developing nations and meeting specified criteria. The UK is also obliged by the EC Directive to recognise exemptions granted by other states in respect of Chapter 2 aircraft registered in those states.

Details of exempted aircraft are available from the CAA's Economic Regulation Group, CAA House, 45-59 Kingsway, London. United Kingdom.

Additionally the CAA would normally be prepared to grant exemptions in respect of Chapter 2 aircraft visiting the UK solely for the purposes of maintenance provided that the aircraft operates empty on both inbound and outbound sectors. Chapter 2 aircraft under such exemptions may be permitted to operate into Luton.

12.0 In addition LLAO will extend the restriction described in Para 11.0 above to aircraft with a maximum take-off weight of more than 11,600 kg between the hours of 2259 to 0559 Sunday to Friday nights and from 2259 to 0659 on Saturday nights for departure movements only. Arrival movements remain unrestricted 24-hours per day.

13.0 The exceptions to the restrictions set out in Paras 11.0 and 12.0 above are:

- Delayed departures of any aircraft exempted by the CAA from the requirements of the Aeroplane Noise Regulations;
- Departures permitted in emergency situations;

- Relief Flights where urgent need exists;
- Military and support aircraft for military operational reasons;
- Delays to aircraft which are likely to lead to serious congestion at the aerodrome or serious hardship or suffering to passengers and/or animals;
- Off scheduled movements from major disruption of air traffic;
- VIP flights, which include flights by members of the Royal Family, UK Government Ministers and Service Chiefs of Staff, and members of foreign Royal Families, Heads of State and senior ministers, but excludes show business and sports personalities.

14.0 Details of any such exceptions will be reported quarterly to the LLACC.

15.0 Provide aircraft operators and pilots with noise and track keeping data at the quarterly Flight Operations Committee meetings in order to monitor trend data and share such data with aircraft operators.

16.0 Flying Training at London Luton Airport is currently only permitted between 0600-2300 (0800-2300 on Sundays) for aircraft required to comply with Noise Preferential Routing (NPR) procedures. Aircraft which are NPR exempt are those below a maximum take-off weight (MTOW) of 5,700kg although jet aircraft below 5,700 kg are NOT NPR exempt.

Effective October 1, 2003, LLAO will extend the Flying Training Restriction to the hours of 2000 – 0800. This means no jet aircraft training or air testing can be undertaken between these hours. All aircraft movements to and from London Luton Airport between these hours will be expected to be associated with an arrival and/or a departure.

NPR exempt aircraft will not be subject to this restriction.

The definition of Flying Training also includes Air Testing where aircraft under maintenance are technically required to conduct an actual flight, which may involve circuits at approved altitudes.

In exceptional circumstances Operators can apply to London Luton Airport Operations for permission to carry out Flying Training or Air Tests.

17.0 The conditions under which LLAO may grant exceptional permission for Flying Training or Air Tests are;

- Delays to aircraft which are likely to lead to serious congestion at the aerodrome or serious hardship or suffering to passengers and/or animals where an Air Test is required to enable a planned flight to operate a service.
- Unplanned technical repair of an aircraft scheduled to operate a passenger or cargo revenue service.
- VIP flights, which include flights by members of the Royal Family, UK Government Ministers and Service Chiefs of Staff, and members of foreign Royal Families, Heads of State and senior ministers, but exclude show business and sports personalities.

18.0 Effective April 1, 2007, LLAO will implement a scheduling ban on all QC8 type aircraft (e.g. Boeing 747-200) with no aircraft allowed to arrive or depart with the exceptions listed in Para 13.0 of the Policy.

19.0 Engine ground running and the testing of engines in the night period will be further managed by LLAO.

Notes

20.0 Any changes in legislation or regulation by the Government or other national authority shall take precedence over the clauses within this policy.

21.0 This policy shall apply from 1st April 2007 to 31st March 2010.

APPENDIX B - Employment Chapter Data Collection Methodology

Standard Industrial Classification of Economic Activities – SIC2007

The SIC was first introduced in 1948, and since then it has been revised a number of times, the last being in 2007 and becoming operative in 2008. The UK SIC07 follows the same broad principles as the relevant international standards.

SIC Structure

The SIC classifies different categories of business/economic activities. These are divided as follows: Sections, Divisions, Groups, Classes and Sub classes.

Categories in the AMR

For the purposes of the AMR the broadest category (i.e. the *'section'*) into which each activity falls is used (except for LLAOL). The reason for this is the relatively small population sample and the diversity of business types at the airport. If the data were not aggregated then no meaningful conclusions could be drawn from it, whereas aggregating it allows us to make comparisons at authority, regional and national levels. To this high level, we would not be able to publish given the confidentiality guarantees applied to the survey.

LLAOL is treated as a special case in that it is included in the AMR as a separate category, even though LLAOL is not a sector in the SIC. This is because of its individual nature as the company that runs the Airport, and its straddling of a wide range of sectors.

Data Collection

The method of collecting data for the AMR is using questionnaires which are sent to each business in a defined area in and around LLA (see 8.2). As with all data it is necessary to be cautious with the information that is received. There are a variety of reasons for this, which have been considered in the analysis, including:

- Companies may have been overlooked and not received a questionnaire.
- Questionnaires may not have been fully completed.
- Companies may not have responded.
- Companies previously included may have relocated.

Airport Employment Survey Area

Within Airport Boundary:

Most but not all of Airport Way
Percival Way LU2 9PA & 9XD
Provost Way LU2 9PB
Proctor Way LU2 9PE
Prentice Way
Most but not all of Frank Lester Way
Prince Way
Prospect Way LU2 9BA
Terminal Building LU2 9LU or 9ND

Outside Airport Boundary:

Spittlesea Road
Part of Airport Way
Barratt Industrial Park LU2 9NH
Part of Frank Lester Way
President Way LU2 9NB
Airport Executive Park
Wigmore House

LTN

01582 547 087

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LUTON BOROUGH COUNCIL

LONDON LUTON AIRPORT