Airfield Environment Report
Qtr 2 2015

London
Luton
Airport

INTRODUCTION

The purpose of this report is to advise the community of statistics concerning aircraft operations at London Luton Airport (LLA) and related complaints during the period April to June 2015.

This report is an adaptation of previous quarterly reports. New data have been provided in anticipation of the new planning conditions coming into effect six months of the commencement of the development. Included in the report is a new sub-section – Night Noise Restrictions – this has been added in advance of the full implementation of the quota count system in 2016.

KEY MONITORING INDICATORS – 2ND QUARTER 2015

Parameter		2nd Quarter 2015	2nd Quarter 2014
Total Aircraft Movements	↑	31,353	28,547
Night Movements (23.00 – 07.00)	↑	4,006	3,883
Early Morning Movements (06.00 – 07.00)	↑	1,445	1,385
Total Passengers Number	↑	3,329,344	2,906,597
24hr CDA (% achievement)	↓	87%	90%
Day CDA (% achievement)	↓	88%	91%
Night CDA (% achievement)	↓	86%	87%
Track Violations	-	14	-
Departure Noise Infringements (Day)	↑	4	0
Departure Noise Infringements (Night)	↑	6	2
Noise Monitor Results			
No. Day (Night) > 85 dB(A)	-	3 (0)	10 (0)
No. Day (Night) > 76 dB(A)	-	2,380 (441)	2,099 (281)
No. Day (Night) > 70 dB(A)	-	10,283 (1,388)	9,609 (1,275)
Night Noise Contour Area (48 dB $L_{Aeq, 8h}$)	↑	31.8km^2	31.7km^2
Noise Complaints	↓	236	391
Complainants	↓	116	191
Number of New Complainants	↓	37	44
Largest Source of Complaints	-	Deps. West	Deps. West
Origin of Complainants (>5)	↓	Edlesborough Harpenden Kensworth St Albans	Caddington Edlesborough Flamstead Harpenden Kensworth Luton Markyate Redbourn St Albans
Westerly/Easterly Runway Split (%)	-	69/31	58/42

Finally, it is important to note that there has been a modification to the time periods used in this report compared to previous reports. The new day period is 07:00hrs until 23:00hrs. The night period is defined as 23:00hrs to 07:00hrs.

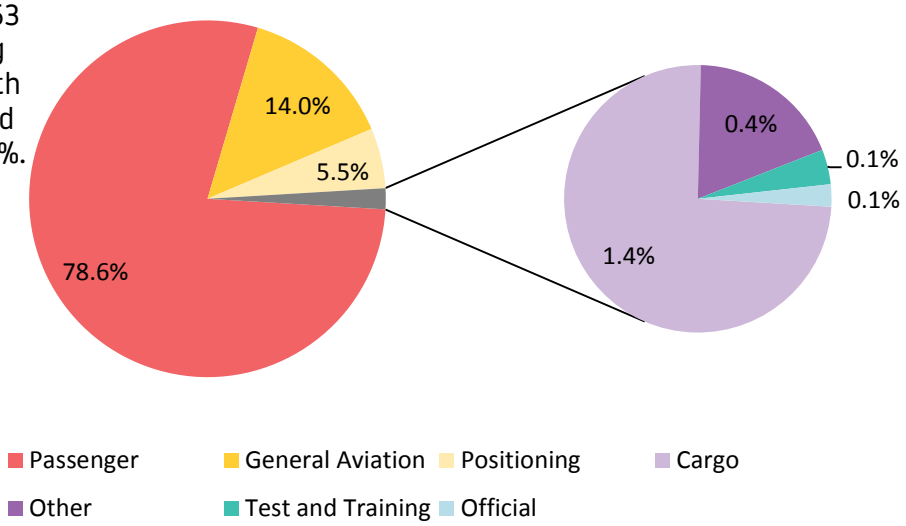
1 AIR TRAFFIC DATA

1.1 Aircraft Movements

There were a total of 31,353 aircraft movements during this quarter (compared with 28, 547 for the same period in 2014), an increase of 10%.

This resulted in an average 345 movements per 24 hours (compared to 314 last year).

Total Aircraft Movements (%)



A breakdown of these movements is shown below:

	Commercial				Non-Commercial*					Total
	Cargo	*Passenger*	*Positioning*		*Military*	*Official*	*Other*	*General Aviation***	*Test & Training*	
			Other	*STN*						
Apr 2015	142	7,351	431	20	0	11	49	1,196	15	**9,215**
May 2015	144	8,460	598	25	0	3	38	1,485	6	**10,759**
Jun 2015	156	8,839	621	17	0	2	24	1,716	4	**11,379**
QTR Total	**442**	**24,650**	**1,650**	**62**	**0**	**16**	**111**	**4,397**	**25**	**31,353**

1.2 Passenger Statistics

A total of 3,329,344 passengers passed through LLA during the period April to June 2015 (compared with 2,906,597 for the same period last year), 3,179,634 on scheduled flights (95.5%) and 149,710 on charter flights (4.5%). This represents an increase in passengers of 15% year on year and equates to an average 36,586 passengers per 24 hours (compared to 31,941 during the first quarter last year).

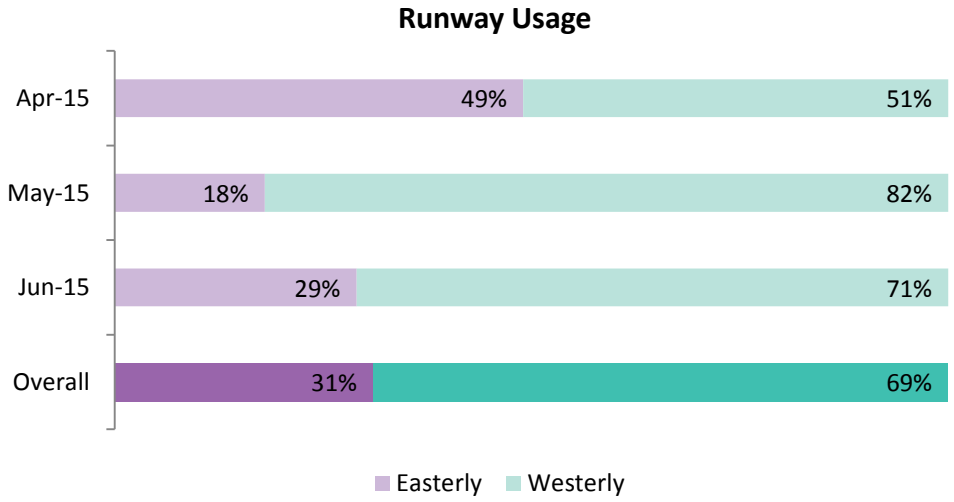
	Domestic	EU	Non-EU	Total
Apr 2015	79,566	661,718	250,373	**991,657**
May 2015	84,414	786,303	266,458	**1,137,175**
Jun 2015	87,782	817,813	294,917	**1,200,512**
QTR Total	**251,762**	**2,265,834**	**811,748**	**3,329,344**

** Non-Commercial relates to aircraft not operating for hire or reward.*
*** General Aviation incorporates Private Aircraft, Helicopters and Business Jets*

1.3 Runway Usage

The direction of operation is determined by wind direction. Aircraft operating in a westerly direction take off towards the west and land from the east. Aircraft operating in an easterly direction take off towards the east and land from the west.

The runway usage split during this period was 31% easterly and 69% westerly (compared to 42% / 58% for the same quarter last year). The breakdown of these statistics, on a monthly basis, is as follows:



1.4 Night Flying Restrictions

As from 1st April 2015 London Luton Airport introduced new Night Restrictions as the planning conditions are triggered.

These restrictions have been put in place to limit and mitigate noise disturbance from aircraft operating at night, to prohibit aircraft of certain types from operating, as well as limiting the number of occasions on which other aircraft may take off or land.

The night flying restrictions contain a 12 month period aircraft movement limit and a 12 month period quota count limit. The quota count (QC) means that points are allocated to different aircraft types according to how noisy they are. The noisier the aircraft type, the higher the points allocated. This provides an incentive for airlines to use quieter aircraft types.

1.4.1 Definitions

The 'Night Quota Period'

The 'Night Quota Period' is from 23:30 to 06:00 hours local, during which period aircraft movements (take-off or landing) are restricted by a limit on the number of movements with noise quotas as an additional measure. At Luton Airport these number of movements and quota counts allowed are set to 9,650 and 3,500 respectively in any twelve month period in the new planning conditions.

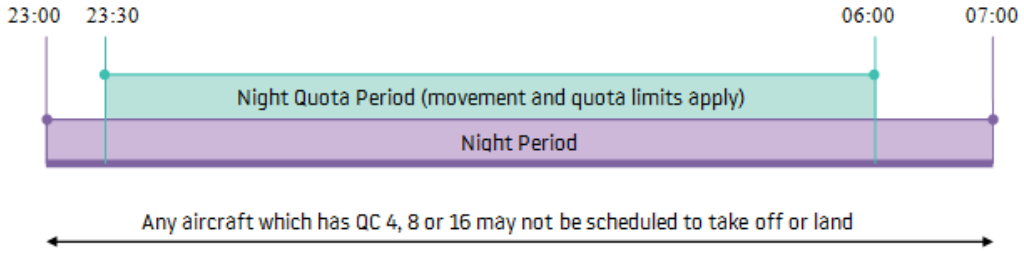
Aircraft are certified by the International Civil Aviation Organisation (ICAO) according to the noise they produce during specific certification tests conducted by the manufacturer. They are classified separately for both take off and landing. The points are then allocated to different aircraft types according to how noisy they are. The table overleaf records to QC bands identified by the certified noise levels, and gives some typical example aircraft, some of which operate from LLA:

Certificated noise level (EPNdB)	Quota count	Typical aircraft
Greater than 101.9	QC 16	Some Boeing 747-100/200 Antonov 124/225
99 to 101.9	QC 8	Some Boeing 747-400 McDonnell Douglas DC-8
96 to 98.9	QC 4	Boeing 737-200ADV McDonnell Douglas DC-10
93 to 95.9	QC 2	Boeing 777-200 Airbus A300-600 Airbus A330
90 to 92.9	QC 1	Airbus A320/A321 Some Boeing 737-800 Boeing 757-200 Boeing 787-8
87 to 89.9	QC 0.5	Airbus A319/A320 Boeing 737-400 Boeing 737-800 Boeing 787-8
84 to 86.9	QC 0.25	Airbus A319/A320 Global Express Dassault Falcon 7X/900/2000
Less than 84	QC 0	Challenger series (eg CL600) BAe ATP Cessna 525/550

The 'Early Morning Shoulder Period'

The 'Early Morning Shoulder Period' is 06:00 to 07:00 hours local. During this period aircraft movements (take-off or landing) are restricted by a limit on the number of movements (as for the Night Quota Period). Total annual movements by aircraft in any 12 month period shall be limited to 7000.

1.4.2 Restrictions at London Luton Airport



	Night Quota Period (2330-0600)		Early Morning Shoulder (0600-0700)
	Movements	*QC*	*Movements*
Apr 2015	575	204.25	447
May 2015	723	244.00	487
Jun 2015	811	270.25	511
QTR Total	**2,109**	**718.5**	**1,445**

1.5 Day/Night Ratio of Movements - Actual

There were 4,006 night operations during the quarter (compared to 2,681 for the second quarter 2014), an average 44 movements per night (compared to 29 last year). Arriving aircraft accounted for 56% of total night movements and the average ratio of total aircraft operations during the quarter was 87% day / 13% night (compared to 91% / 9% for the same period last year).

N.B. The increase in night activity, from 29 to 44 movements per night is due to night time period being extended by one hour. The figure of 4,006 for the second quarter 2015 relates to the 8 hour (23:00 – 07:00) period, the corresponding figure for the same period last year is 3,883, 43 movements per night. (The figure of 2,681 for 2014 relates to a shorter night period that was previously used.) With the comparable figure for 2014 revised the percentage at night increases from 9% to 14%, compared to 87% / 13% quoted above for the same period this year.

	Day Movements (0700-2300)			**Night Movements (2300-0700)**					**Total**
	Day movements			*Night Quota Period (2330-0600)*		*Early Morning Shoulder (0600-0700)*		Total Night Movements (2300 – 0700)	
	A	D	Total	A	D	A	D		
Jul 2014	4,166	4,561	8,727	679	181	159	391	1,574	10,301
Aug 2014	4,070	4,365	8,435	615	144	121	401	1,460	9,895
Sep 2014	4,019	4,280	8,299	567	176	131	353	1,366	9,665
Oct 2014	4,086	4,244	8,330	451	173	117	321	1,184	9,514
Nov 2014	3,338	3,433	6,771	203	113	114	131	648	7,419
Dec 2014	3,457	3,605	7,062	210	139	115	117	664	7,726
Jan 2015	3,228	3,319	6,547	218	130	112	120	659	7,206
Feb 2015	3,268	3,358	6,626	186	119	104	122	597	7,223
Mar 2015	3,783	3,877	7,660	214	143	121	172	735	8,395
Apr 2015	4,001	4,058	8,059	404	171	103	344	1,156	**9,215**
May 2015	4,618	4,774	9,392	539	184	96	391	1,367	**10,759**
June 2015	4,834	5,062	9,896	620	191	96	415	1,483	**11,379**
QTR Total	**13,453**	**13,894**	**27,347**	**1,563**	**546**	**295**	**1,150**	**4,006**	**31,353**
Total for preceding 12 months	*46,868*	*48,936*	*95,804*	*4,906*	*1,864*	*1,389*	*3,278*	*12,893*	*108,697*

1.6 Day/Night Ratio of Movements – Forecast

	2015/2016 Forecast of Aircraft Movements		
	Day Movements (0700 – 2300hrs)	*Night Movements (2300 to 0700hrs)*	*Total*
Jul 2015	9,414	1,695	11,109
Aug 2015	9,125	1,589	10,714
Sep 2015	8,946	1,464	10,410
Oct 2015	8,956	1,258	10,214
Nov 2015	7,355	687	8,042
Dec 2015	7,804	715	8,519
Jan 2016	6,870	700	7,570
Feb 2016	6,952	634	7,586
Mar 2016	8,037	787	8,824
Apr 2016	8,461	1,223	9,684
May 2016	9,662	1,518	11,180
Jun 2016	9,887	1,601	11,488
Total for following 12 months	101,469	13,871	*115,340*

2 DEPARTING AIRCRAFT

2.1 Departure Route Analysis

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

		Departures										Total
		MATCH/ DETLING		*COMPTON*		*OLNEY*		*Other**		Helicopter		
		08	26	08	26	08	26	08	26	08	26	
Apr 2015	Daytime	1,052	1,097	626	663	263	276	22	30	5	24	**4,058**
	Night-time	93	142	106	150	19	24	1	1	0	0	**536**
May 2015	Daytime	429	1,928	319	1,412	111	489	6	54	0	26	**4,774**
	Night-time	42	182	71	250	10	35	1	7	0	1	**599**
Jun 2015	Daytime	714	1,832	493	1,315	169	447	17	40	1	34	**5,062**
	Night-time	88	202	67	223	11	38	0	0	0	4	**633**
QTR	**Total**	2,418	5,383	1,682	4,013	583	1,309	47	132	6	89	**15,662**
	Daily Average	27	59	18	44	6	14	0	1	0	1	**172**

2.2 Departure – Track Keeping

All propeller-driven aircraft with Maximum Take Off Mass (MTOM) over 5,700kg and all jet aircraft leaving London Luton Airport are required to follow specific departure routes known as Noise Preferential Routes (NPRs) up to a height of 3,000ft (or 4,000ft at night). An NPR is a corridor 3 kilometres wide, within which aircraft are deemed to be flying on track.

Once aircraft have cleared the designated NPR zone Air Traffic Control (ATC) can instruct the pilots to fly a more direct heading towards their destination. This is known as vectoring.

On the 1st April 2015 London Luton Airport implemented a Track Violation Penalty System as part of the noise planning conditions. Using the current Aircraft Noise and Track Monitoring System the Airport's specialist environmental team observes the radar tracks and investigate with required input from ATC and airlines. Where the aircraft is clearly flying outside the corridor, i.e. 250m outside, the aircraft is identified as causing a "possible" track violation.

As always, safety prevails and there may be cases which involve vectoring an aircraft sooner than at the NPR height restriction. If there is valid justification that could explain the deviation from the track, then the operator causing it will be exempt from the fine. Valid justifications include:

- Safety or operational reasons
- Weather avoidance
- Emergencies

* *This category relates to Test/Training flights or short positioning flights.*

The table below shows track keeping performance over the previous 3 month period. The on track performance for the quarter was 99.69%

	Number of Violations	Total Penalties Collected
April 2015	8	£7,500
May 2015	3	£2,500
June 2015	3	£2,750
QTR	**14**	**£12,750**

During the second quarter 10 "possible" violations were exempt due to weather avoidance. The breakdown of the violations is shown in the table below.

	Airline or Aircraft Operator	Aircraft Type/Occurrence
April 2015	DC Aviation	CL60/1
	European Air Transport	ATP/2
	Harrods Aviation	CL60/1
	Northern Executive Aviation	GLEX/1
	Signature	C550/1; GLF5/1
	EXXAERO	F900/1
May 2015	London Executive Aviation	C550/1
	Signature	C680/1; H25B/1
June 2015	European Air Transport	ATP/1
	Northern Executive Aviation	C525/1;
	Signature	GLF4/1

Maps on page 10, extrapolated from the Topsonic Aircraft Noise & Track Monitoring System, identify samples of actual flown tracks of LLA aircraft operations (arrivals and departures during both easterly and westerly operations) for a typical 24 hour period within the second quarter of 2015.

3 ARRIVING AIRCRAFT

3.1 Arrivals Route Analysis

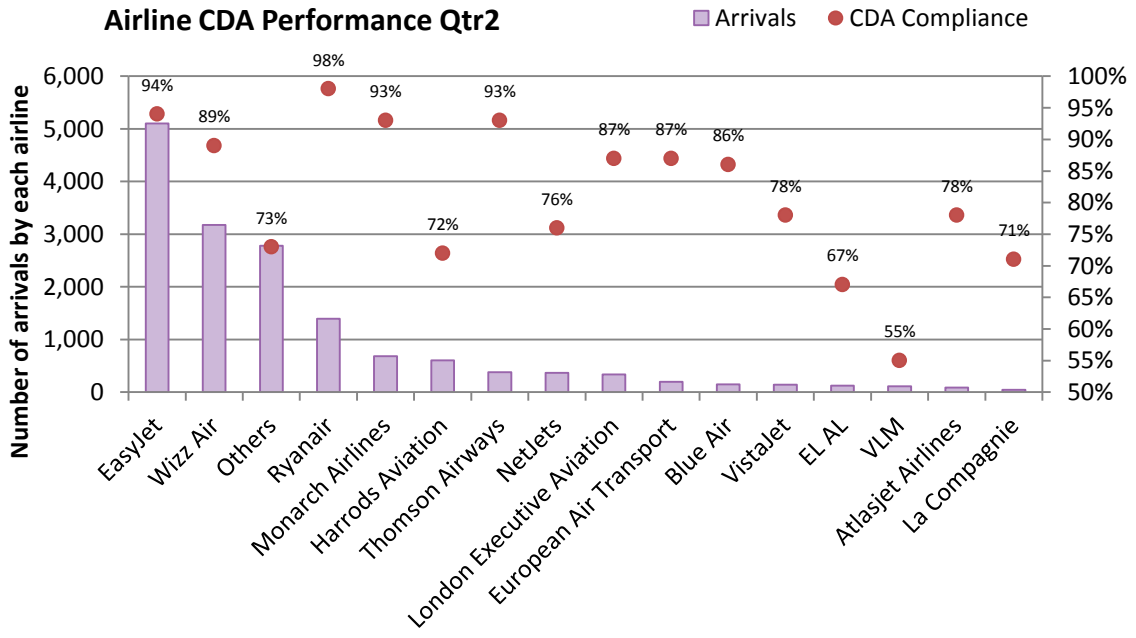
The following table reports the total number of arrivals differentiating between easterly (08), westerly (26) operations and helicopters. Night movements quoted below landed between 23:00 hrs and 07:00 hrs.

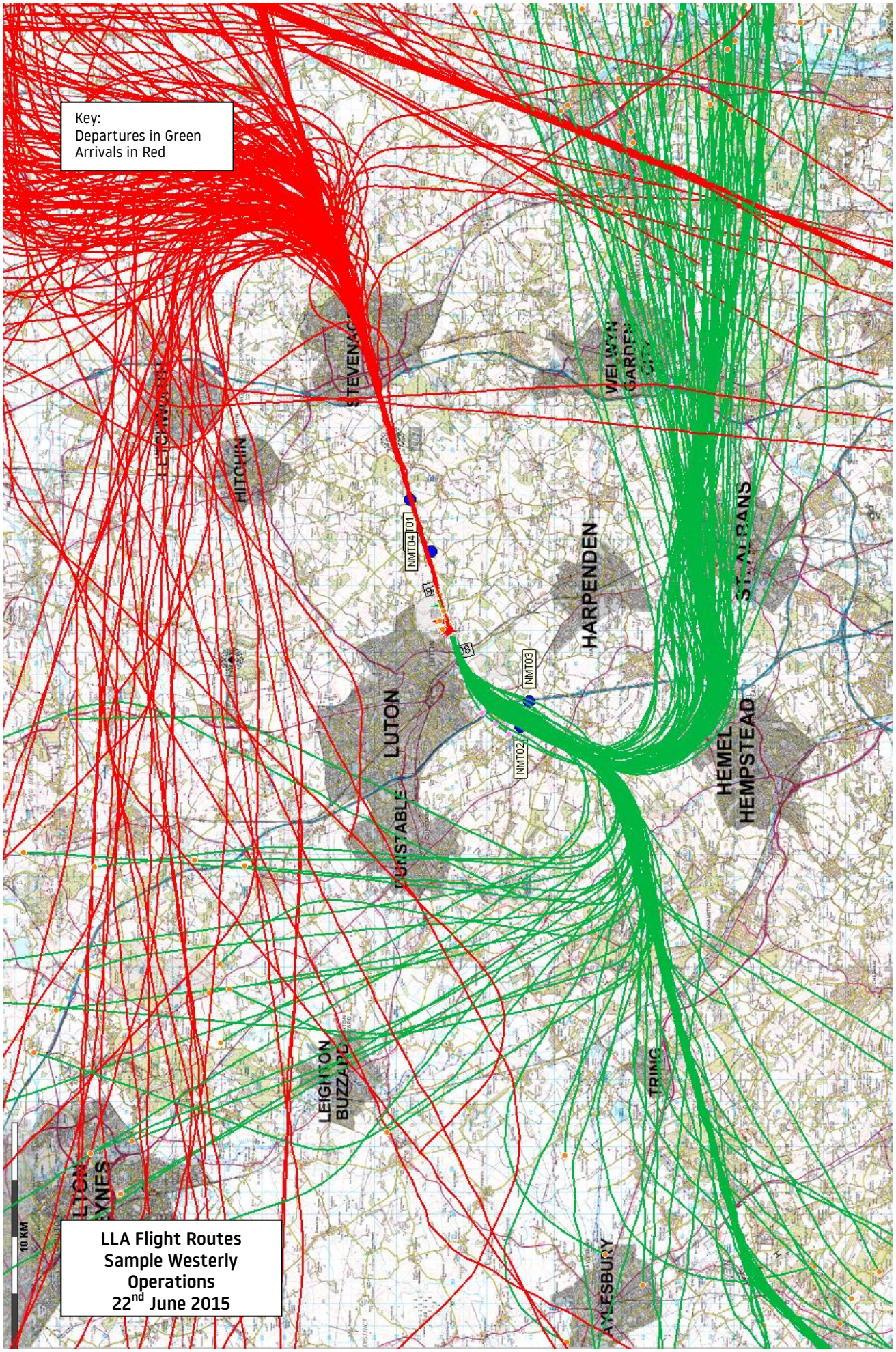
		Arrivals			Total
		08	26	Heli	
Apr 2015	Daytime	2,001	1,973	27	**4,001**
	Night-time	271	347	2	**620**
May 2015	Daytime	796	3,800	22	**4,618**
	Night-time	150	613	5	**768**
Jun 2015	Daytime	1,399	3,399	36	**4,834**
	Night-time	276	571	3	**850**
QTR	**Total**	**4,893**	**10,703**	**95**	**15,691**
	Daily Average	**54**	**118**	**1**	**172**

This report also includes percentage figures for flights that have achieved a Continuous Descent Approach (CDA), which involves continuous descent with no more than one section of level flight greater than 2.5Nm in length following descent from an altitude of 5000ft.

	All Arrivals			08 Easterly Arrivals			26 Westerly Arrivals		
	% CDA			*% CDA*			*% CDA*		
	Total	*Day*	*Night*	*Total*	*Day*	*Night*	*Total*	*Day*	*Night*
Apr 2015	**90%**	91%	85%	**92%**	93%	86%	**88%**	88%	84%
May 2015	**86%**	86%	83%	**91%**	93%	84%	**84%**	85%	83%
Jun 2015	**87%**	86%	90%	**87%**	87%	90%	**87%**	86%	90%
QTR Total	**87%**	**88%**	**86%**	**90%**	**91%**	**87%**	**86%**	**86%**	**86%**

The overall CDA achievement was 87% with several major LLA operators achieving higher performance – easyJet, Ryanair, Monarch and Thomson Airways.





4 AIRCRAFT NOISE

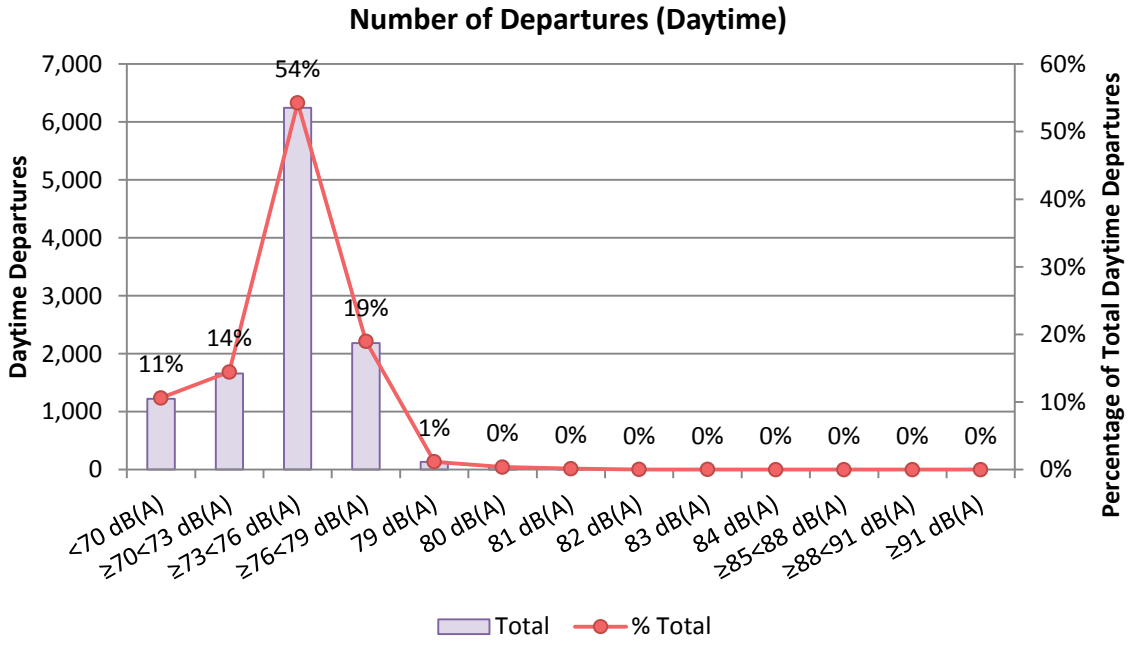
During 1st Quarter 2015 the day and night Noise Violation Limits (NVLs) were still 94 dB(A) and 82 dB(A) respectively. However, as from 1st April 2015 a reduction in both NVLs was implemented. The daytime (0700-2300) limit was set to 82 dB(A) and night (2300-0700) was set to 80 dB(A). These violations limits will encourage airlines to operate modern and quieter aircraft types.

4.1 Daytime Noise Levels – April to June 2015

The following table identifies daytime noise levels correlated to departing aircraft at the fixed noise monitoring terminals.
(*Any aircraft exceeding the Daytime Noise Violation Limit of 82dB(A), between 07:00 hrs and 23:00 hrs, is fined accordingly*)

	Number of Departures (Daytime)													Total
db (A)	<70	>=70 <73	>=73 <76	>=76 <79	79	80	81	82	83	84	>=85 <88	>=88 <91	>=91	
Apr	337	502	1,951	682	38	9	2	0	0	0	2	0	0	3,523
May	372	433	2,074	819	64	20	9	0	1	0	0	0	0	3,792
Jun	512	726	2,217	682	32	14	4	1	0	0	0	1	0	4,189
QTR	1,221	1,661	6,242	2,183	134	43	15	1	1	0	2	1	0	11,504

98% of correlated departing aircraft recorded maximum noise levels less than 79 dB(A).

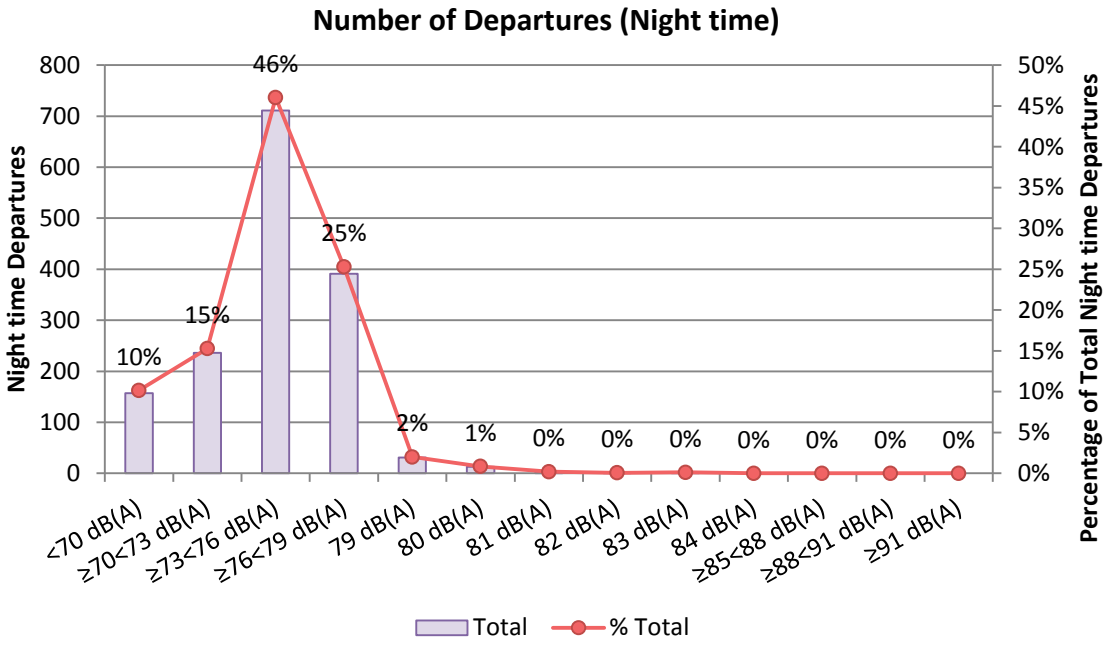


4.2 Night Noise Levels – April to June 2015

The following table identifies the night noise levels correlated to departing aircraft at the fixed noise monitor terminals.
(Any aircraft exceeding the Night Noise Violation Limit of 80dB(A), between 23:00 hrs and 07:00 hrs, is fined accordingly)

	Number of Departures (Night time)													Total
db (A)	<70	>=70 <73	>=73 <76	>=76 <79	79	80	81	82	83	84	>=85 <88	>=88 <91	>=91	
Apr	51	74	219	110	14	2	1	0	0	0	0	0	0	471
May	45	63	237	154	10	7	0	0	0	0	0	0	0	516
Jun	61	99	255	127	7	4	2	1	2	0	0	0	0	558
QTR	157	236	711	391	31	13	3	1	2	0	0	0	0	1,545

97% of correlated departing aircraft recorded maximum noise levels less than 79 dB(A).



N.B. The detection thresholds for the noise monitoring terminals are 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, get very close to but do not reach the detection threshold. Ambient background noise is also an important factor as strong winds and specific incidents such as loud road traffic, emergency vehicle sirens, lawn mowers, drills etc. can register noise levels louder than an aircraft overhead, which results in not all aircraft movements being correlated to noise events. Generally the louder noise events have more certainty of being correlated with aircraft movements.

4.3 Noise Violations during Qtr2 (April to June 2015)

There were four daytime noise violations and six night noise violations during the quarter.

	Date/Time (Local)	Aircraft Type	Noise Level
Daytime	09/04/2015 12:05 hrs	B732 (Executive Jet)	85 dB(A)
	18/04/2015 10:59 hrs	B732 (Executive Jet)	85 dB(A)
	26/05/2015 14:06 hrs	MD83 (Special Charter)	83 dB(A)
	15/06/2015 13:13 hrs	B732 (Executive Jet)	89 dB(A)
Night-time	13/04/2015 01:07 hrs	B734 (Blue Air)	81 dB(A)
	05/06/2015 06:48 hrs	B738 (Ryanair)	83 dB(A)
	05/06/2015 06:50 hrs	B738 (Ryanair)	82 dB(A)
	07/06/2015 06:44 hrs	B738 (Ryanair)	83 dB(A)
	20/06/2015 01:07 hrs	B734 (Blue Air)	81 dB(A)
	24/06/2015 01:26 hrs	F900 (Executive Jet)	81 dB(A)
Total Penalties Collected			**£1,400**

5 NOISE CONTOURS

5.1 Night Noise Contours – April to June 2015

5.1.1 Contour Production

Aircraft movement data for use in the contour production has been supplied by LLAOL. The contour production methodology has been updated from that used for the 2014 contours. It retains the inclusion of terrain, and INM software Version 7.0, but the validation has been updated. The validation is now based on measured results in 2014 at the fixed noise monitors, and user-defined profiles for the most common aircraft have been implemented, based on information provided by easyJet and measured results from the mobile noise monitor while it was stationed in south Luton (Ludlow Avenue) in December 2014 and January 2015.

5.1.2 Noise Contour Results

The resulting noise contours are shown in the attached Figure A9457-NN15-Q2 and presented at values from 48 to 72 dB $L_{Aeq,8h}$. The area of each noise contour is given in Table 1 below and compared with the values for the previous quarter (January – March 2015)* and the values for the equivalent quarter during the previous year (April – June 2014).

Contour Value (dB $L_{Aeq,8h}$)	Contour Area (km^2)		
	Apr – Jun 2014	*Jan – Mar 2015*	*Apr – Jun 2015*
48	31.7	15.9	31.8
51	18.2	8.3	17.8
54	10.2	4.6	9.2
57	5.9	2.4	5.0
60	3.1	1.4	2.6
63	1.5	0.8	1.5
66	0.9	0.5	0.9
69	0.6	0.3	0.6
72	0.4	0.2	0.4
W/E Split (%)	56/44	76/24	70/30

Table 1: Area of Night Noise Contours

N.B. The runway split percentage in Table 1 is based only on night time (2300 – 0700) movements, and as a result there might be discrepancies between the figures quoted in a Runway Usage diagram and this Table.

* *The contours areas for Jan – Mar 2015 given in Table 1 below are those using the updated methodology. They therefore differ from those reported in the AER for the 1st Quarter of 2015.*

5.1.3 Aircraft Movements

The aircraft movements for the night noise contours as supplied by LLAOL are summarised in Table 2 below, and compared with the movements from the previous quarter and the equivalent quarter in the previous year. Only aircraft types with at least 10 movements have been presented. For aircraft types with less than 10 movements in a period or types that were not explicitly presented in previous periods, 'n/a' is shown.

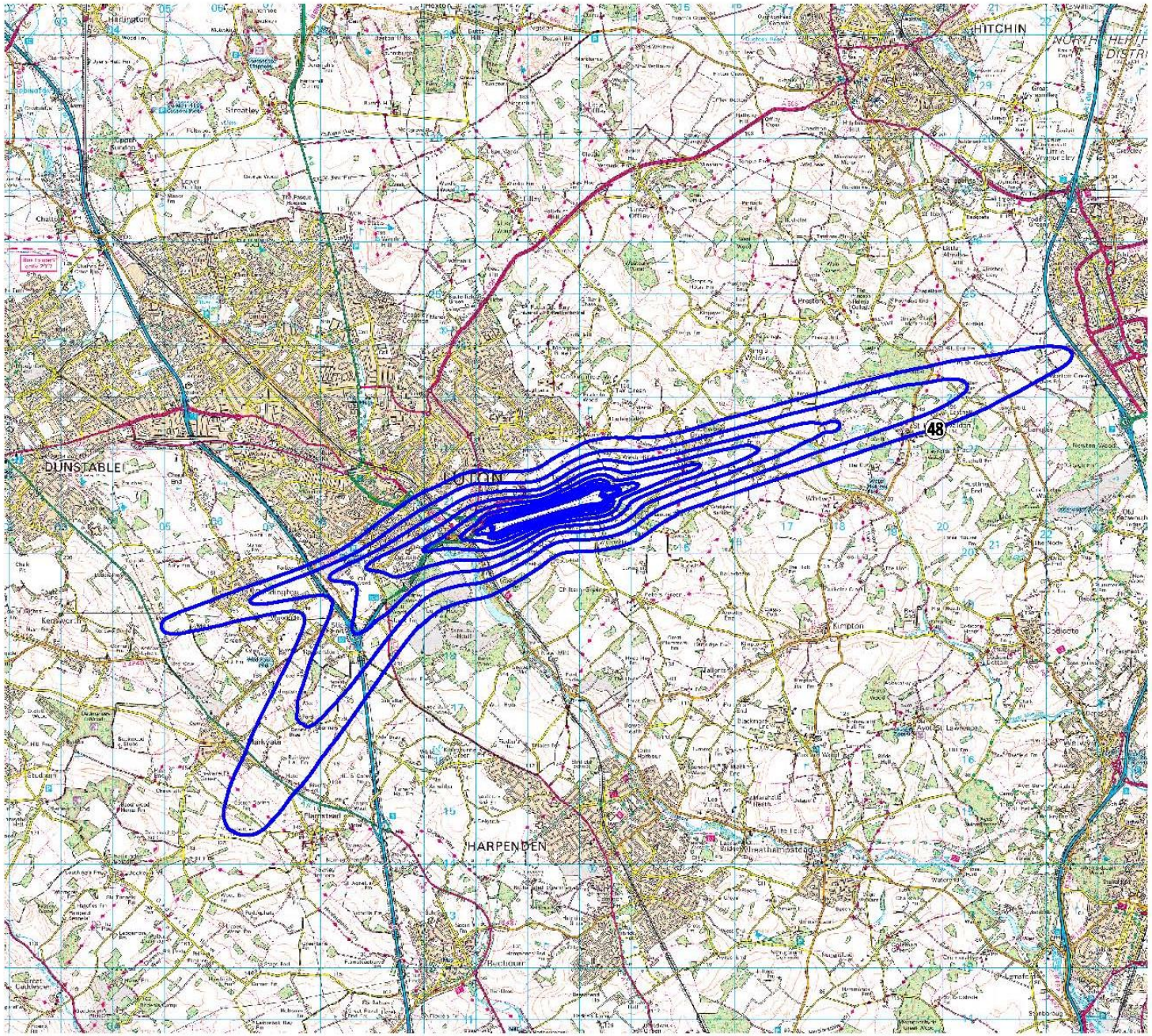
INM Aircraft Type	Apr – Jun 2014	Jan – Mar 2015	Apr – Jun 2015
737300	17	33	54
737400	79	53	122
737700	11	13	n/a
737800	688	239	667
757RR	51	28	91
A300-622R	142	142	131
A319-131	722	170	866
A320-211	987	455	896
A321-232	192	37	140
A330-301	18	n/a	n/a
CL600	111	42	59
CL601	21	43	48
CNA441	14	12	11
CNA500	19	17	24
CNA510	21	20	19
CNA525C	42	24	50
CNA55B	21	n/a	n/a
CNA560XL	68	37	31
CNA680	13	n/a	10
DO328	144	127	127
EMB145	59	38	61
F10062	70	67	91
F2TH	n/a	27	33
GIV	64	57	60
GV	219	252	278
LEAR35	19	24	44
Other	69	30	78
Total	**3881**	**1987**	**3991**

Table 2: Night-time Aircraft Movement Numbers by Aircraft Type

5.1.4 Noise Contour Comparison

Compared with the same quarter in 2014, there has been an increase of 3% in the total night time number of movements, although arrivals have decreased by 1% and departures, which contribute more to the noise contour, have increased by 9%. The fleet mix and modal split are both similar to that in the same quarter in 2014. The area within the 48 dB(A) noise contour has increased by less than 1% compared to the same quarter last year.

This is due to a combination of the increase in departure movements and the change in methodology having opposite effects of similar magnitude. As in previous years, the number of movements, and therefore the contour area, has significantly increased compared to the previous quarter (January – March 2015).



LEGEND:

Noise Contours,
48 to 72 dB $L_{Aeq,8h}$ in 3 dB steps

REVISIONS

Bickerdike
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London Luton Airport
Regular Contouring

Airborne Aircraft Noise Contours
Apr-Jun 2015 Average Night time

DRAWN: NW	CHECKED: DC
DATE: 14/08/2015	SCALE: 1:100000@A4

FIGURE No:

A9457/NN15/Q2

6 COMPLAINTS

6.1 Total Complaints relating to LLA aircraft operations

	2nd QTR 2014	2nd QTR 2015
Total No. of Complaints relating to LLA aircraft operations	391	236
No. of Complainants	191	116
No. of Events (eliciting a complaint)	868# *(510*)*	*709 (278*)*
Average No. of Complaints per Complainant	*2.0*	*2.0*
Average No. of Events per Complainant	*4.5# (2.7*)*	*6.1 (2.4*)*
Average No. of Events per Complaint	*2.3# (1.7*)*	*3.0 (1.2*)*
No. of Aircraft Movements per Complaint	*82*	*133*
No. of Aircraft Movements per Event	*36# (48*)*	*44 (113*)*

During the last quarter a total of 236 complaints relating to LLA aircraft operations (on average just over 2 complaints per 24 hours) were received by the Airport Environment Office, compared with 391 for the same period last year. This was a decrease of 40%.

The monthly breakdown of total complaints and events eliciting a complaint relating to LLA aircraft operations is as follows:

April 2015	75 complaints	(160 events)
May 2015	63 complaints	(274 events)
June 2015	98 complaints	(275 events)

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

** Figures excluding 431 events (61%) reported by one resident of St Albans. These events all involved westerly departures following the 26 Match/Detling heading, for which we are proposing to introduce a revised RNAV1 flight route to help improve track-keeping away from highly populated areas.*

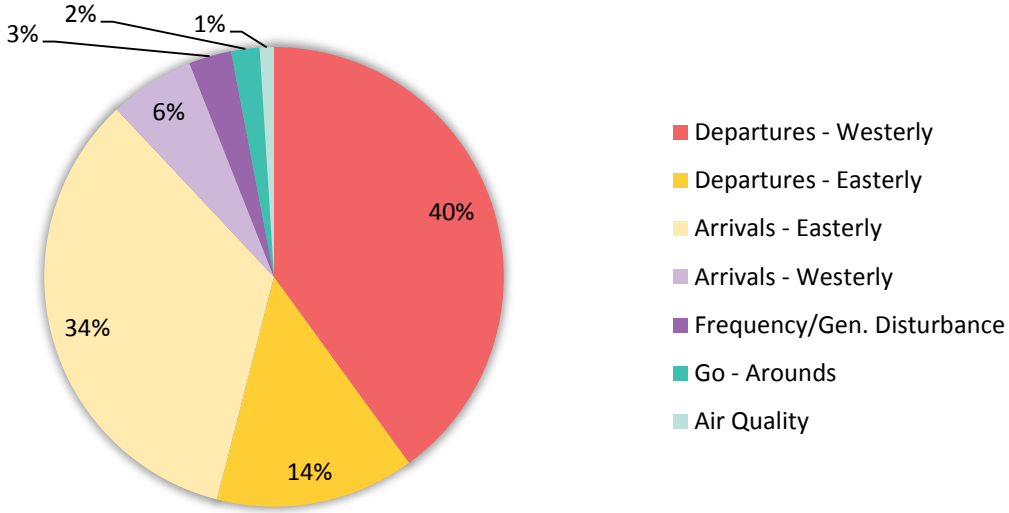
 # It should be noted that one other individual in Harpenden continued to report a large number of events during this 2014. In order not to cause distortion in the reported statistics and in agreement with LLACC, these events are no longer included in statistics. However, complaints received from this individual (reporting general disturbance and frequency) have still been included in the complaints total and this individual has been included in the number of complainants.

A further 8 complaints (reporting 14 specific events) not attributable to LLA traffic were received throughout the quarter, compared to 31 (33 events) for the period April to June last year.

Within the 236 complaints received during the quarter, a total of 709 events (eliciting a complaint) were listed, compared to 868 events for the same period last year. It should be noted, however, that 61% of events this quarter were reported by just one individual in St Albans.

6.2 Nature of Disturbance

The chart represents the areas of concern reported with regard to aircraft activity during the period April to June 2015.



Within the 95 complaints concerning westerly departures, 66 complaints involved aircraft on the Match/Detling flight route, 18 were of a general nature, 8 related to aircraft on the Compton heading and 3 involved aircraft on the Olney heading.

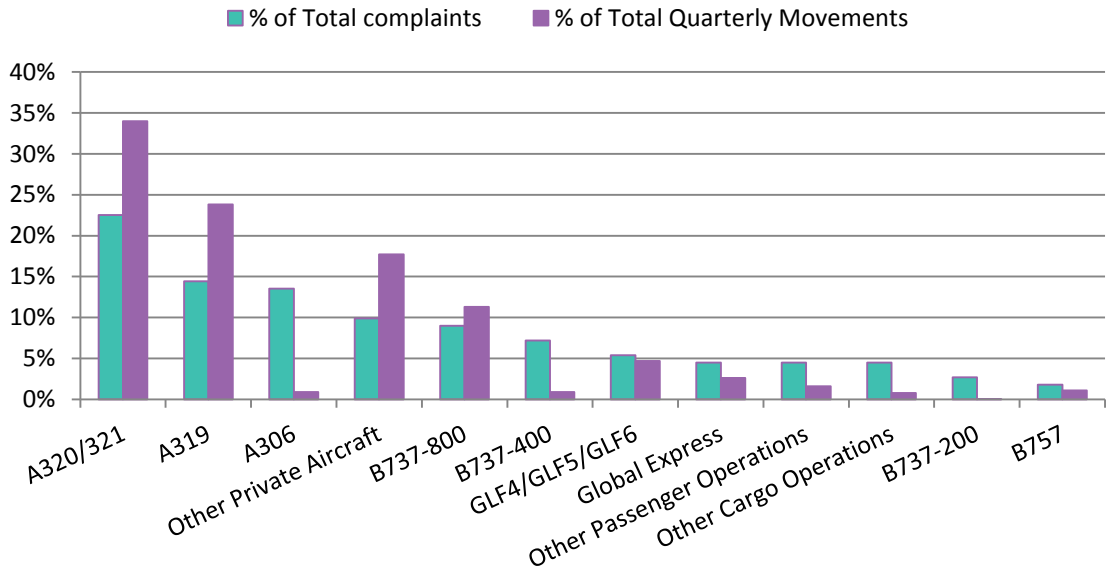
With regard to the 32 complaints attributed to easterly departures, 26 related to aircraft following the Compton flight route, 3 involved aircraft on the Match/Detling heading, 1 related to a short positioning flight and 2 were of a general nature.

Whilst 54 of the 80 complaints concerning easterly arrivals reported general disturbance, 26 related specifically to aircraft following the arrivals routing from the Lorel Holding Point.

Departing aircraft accounted for 47% of the 111 night complaints and 52% involved arrivals. A further 1% of night complaints reported disturbance from a short positioning flight. Cargo flights, involving A306 aircraft and ATP postal flights were reported in 15% of night complaints.

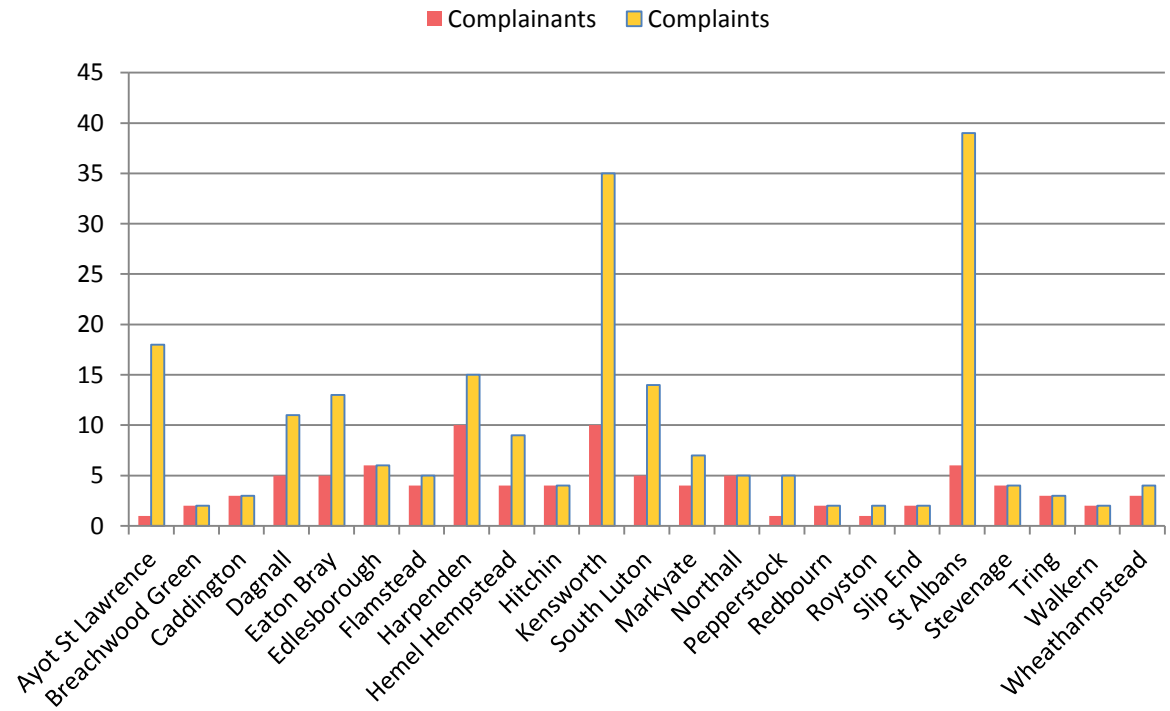
6.3 Complaints by aircraft type

Within the 236 complaints registered during the quarter a total of 111 complaints (47%) were clearly correlated to a specific aircraft type, although many complaints were of a general nature. The diagram below shows aircraft types generating complaints.



6.4 Origin of Complaints

The chart below identifies the areas around the Airport from which complaints relating to LLA aircraft operations were received during the period April to June 2015.



6.5 Communication Method

The following table shows the mode of communication used to contact London Luton Airport regarding noise.

Communication Method	% of Total Complaints
E-mail*	67%
Telephone	32%
Letter	1%

* During the period April to June 2015 a total of 158 complaints were reported to the Airport Environment Office by e-mail. Within this total 50% (79) were sent directly to noise@ltn.aero, and the other 50% of e-mail complaints (79) being submitted via the noise complaint template on the website www.london-luton.co.uk

Any concerns relating to aircraft operations associated with London Luton Airport can also be reported to the Airport Environment Office by the following means:

Postal Address Airport Environment Office
London Luton Airport
Navigation House
Airport Way
Luton, Bedfordshire
LU2 9LY

Direct Telephone (01582) 395382 (24 hours)