Annual Monitoring Report

2007

LUTON BOROUGH COUNCIL

LONDON LUTON AIRPORT

Executive Summary

Activity

London Luton Airport served 9.9 million passengers in 2007, 8% more than in 2006. This indicates a return to significant passenger growth, from the low of 3% in 2006 but less than the high of 21% in 2005. The services included twenty-one new routes resulting in a total of 87 destinations during 2007. During the year new international services of particular note were New York, Dubai and Tel Aviv. The aircraft movements consisted of 85,129 passenger movements, an increase of 4% over 2006, out of the total activity in 2007 of 120,243 movements. The most common aircraft type was the Boeing 737, used for over 60% of passenger aircraft movements.

The cargo carried at the Airport increased from 18,425 tonnes in 2006 to 38,652 in 2007. Much of this cargo was carried by the Airbus A300 freighter whose movements increased from 665 in 2006 to 1,869 in 2007.

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 71% of the time. The proportion of movements during the night period as opposed to daytime has returned to 9%, as in 2005. No modification to the departure routes occurred; the busiest departure route being Compton, which is towards the Tring area.

The Airport completed their review with the LLACC Night Noise Working Group of the Night Noise Policy, and the revised policy was put in place for the period April 2007 to March 2009. The new policy reduces the allowable maximum departure noise levels before a surcharge is applied by 2 dB, and introduces a scheduling ban on all QC8 type aircraft.

The Airport has investigated the adverse impact from helicopter operations, particularly over Harpenden, and in November 2007 introduced Additional Visual Reference Points (VRPs) south of the Airport, specifically at Junctions 8 and 9 of the M1, and at Junction 4 on the A1(M).

The Airport has continued to develop use of continuous descent approaches at the Airport, and has provided to LLACC and its sub-committee detailed statistics on CDA achievement, including achievement by hour, by runway, and by time of day. The overall achievement in 2007 was 88% on runway 08 (landing from the west), 80% on runway 26 (landing from the east).

Developments

The Airport withdrew the draft Master Plan (issued for consultation in October 2005) in July 2007, and announced its intention to focus on making the most of the existing airport site. At that time the Airport advised that they would not be pursuing further, the option of a full length replacement runway 950 metres to the south of the existing runway.

During 2007, the notable physical developments undertaken by LLAOL on the airport site were as follows:-
Certificate of lawfulness for alterations to provide an airside smoking shelter.
Certificate of lawfulness for the provision of a hard standing by the cargo apron, access road improvements and covered walkway (all airside).

Other development on or adjacent to the site but carried out by third parties included:-
Implementation of a replacement fixed based operations facility for Harrods Aviation.
Completion of the comprehensive refurbishment programme of Hangar 89, in March 2007, for use as offices and hangar space by easyJet.

Planning

The new Luton Local Plan (March 2006) included policies LLA1, LLA2, LLA3 dealing with growth and development at London Luton Airport. Policy LLA1 supports development at the Airport subject to 6 provisions, provision (iv) states that the development shall result in an aircraft noise impact that is below the 1999 level.

These policies are the statutory policies regulating growth of London Luton Airport to 2011. The Local Plan will be replaced by the Local Development Framework (LDF) and the Regional Spatial Strategy RSS14 once settled.

Noise

Aircraft noise in 2007 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; one exceedence occurred during daytime, and one occurred at night in 2007. Both related to operations of an executive Jet, a Gulfstream 3, and resulted in the operators being fined. The continuous monitoring indicates that most aircraft operated with individual 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 2007	15.38	33.19

In essence the Airport is operating well within its planning limits. The daytime noise contour area has increased by 3% from 2006; the night-time noise contour area has increased by 14%. Part of the reason for the latter is that in 2006 there was six months runway closure which reduced night-time activity in the hours midnight to 05.45 on five days a week.

The population within these contours for 2007 is 4,431 (3,062 in 2006) for daytime noise greater or equal to 57 dB $L_{Aeq,16h}$ and 9,588 (8,399 in 2006) for night-time noise greater or equal to 48 dB $L_{Aeq,8h}$. Those population figures indicate, when compared with 2006, an increase in both the daytime and night-time population.

The daytime and night-time contour areas have continued to increase since 2004 as would be expected in light of the increased activity at the Airport. The average increase is approximately 5% annually for the daytime contour, and 15% for the night-time contour.

The Airport completed preparation of new annual noise contours as part of the EU strategic noise mapping process, in line with Environmental Noise (England) Regulations 2006, and these have now been published by Defra.

Complaints

During 2007 a total of 1,213 complaints relating to LLA aircraft operations were received, less than the 1,637 in 2006. The number of complainants has also decreased from 718 in 2006 to 465 in 2007 a reduction of 35%. The number of complainants was greatest during July 2007. However the number of aircraft events mentioned by complainants has increased from 2,988 in 2006 to 5,480 in 2007. The aircraft operations for which most complaints arose were those made by private helicopters. Total helicopter movements decreased from 4,685 (2006) to 1,957 (2007), due to relocation of the Police helicopter.

Complainants were located in a wide area around the Airport, with reductions in the number of complainants per settlement in many areas, but with significant increases in Harpenden. The greatest incidence of complainants occurred in Harpenden as in 2006, whereas in both 2004 and 2005 Luton had the greatest number of complainants.

Employment

For this year the survey response rate from businesses related to the Airport has increased to 87% (from 64% in 2006). It has been assessed that overall 8,800 people work at or around the Airport site (7,700 in 2006). From data provided by those companies that responded this year it is estimated that 60% of employees live in Luton, and of the jobs 86% are full time, and the jobs are carried out by males (51%) and females (49%).

Surface Access

Road traffic volumes in the summer have increased by 17% on two of the 7 monitored roads, London Road and Lower Harpenden Road. These increases may relate to the ongoing M1 widening works, and the East Luton Corridor engineering operations. The number of train services has been maintained at about 1,660 services per week. The number of bus services decreased from 2,087 services per week in the summer of 2006 to 1,960 in 2007. This was due to a decrease in bus services to Central London. Staff car parking capacity has remained unchanged during 2007. The total car parking facilities of over 11,500 spaces on site, and around 4,000 on off site parks is similar to that available last year.

Conclusion

London Luton Airport had an 8% increase in passengers, with a 4% increase in aircraft movements, in 2007. The Airport served just under 10 million passengers, and accommodated double the cargo carried in 2006, with the annual total now over 38,000 tonnes. During the year new international services started to New York, Dubai, and Tel Aviv. The Airport has continued to provide major employment for the area; just under 9,000 people are estimated to work at or around the Airport site.

There has been an increase in the daytime noise contour area, and this has resulted in the population increasing within the contours to just over 4,400 people. The night-time noise contour area has also increased, and at night the population within the contours has increased to nearly 10,000 people. The Airport however is still operating with noise emission well within the limits set by the planning permission for the terminal resolved in February 1998. The number of aircraft events reported by complainants has increased, however there has been a reduction in both the number of complaints to the Airport, and in the number of complainants.

Jeff G Charles
for London Luton Airport Consultative Committee

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 LLAOL, as the licensed managers and operators.

1.2. This report is the 29th Annual Monitoring Report (AMR) and unless otherwise stated, looks at the calendar year 2007. 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 21st 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.

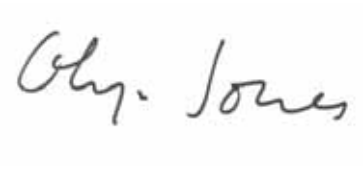
1.8. The Report forms part of a series of joint monitoring documents produced by the Borough Council as Local Planning Authority and LLAOL.

1.9. 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.

1.10. 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, with a validation exercise on the contour counts carried out by LBC. Sections 8-10 have been produced by LBC with data input on employment counts and car parking supplied by LLAOL.

1.11. 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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Sections 8-10

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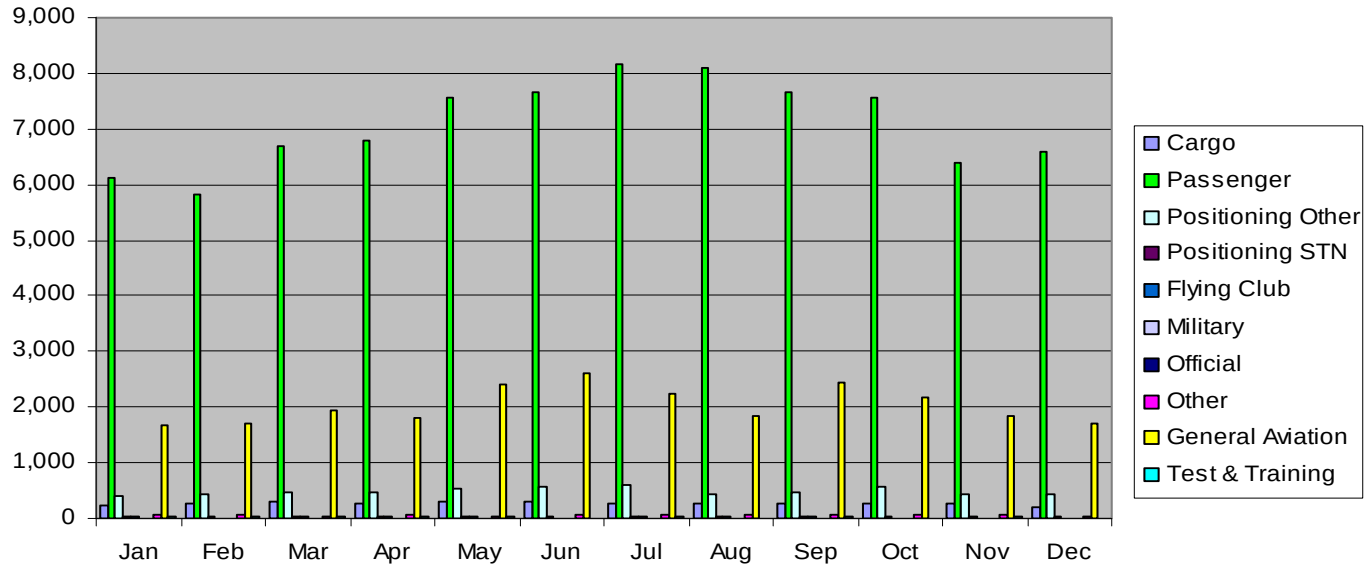
2. *Aircraft Movements*

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 120,243 aircraft movements during 2007 (compared with 116,132 in 2006), an increase of 4%. This resulted in an average 329 movements per 24 hours (in comparison with 318 in 2006).

	Commercial						Non - Commercial						
	Cargo	Passenger	Positioning		*Total*	Flying Club	Military	Official	Other	General Aviation	Test & Training	*Total*	**Total**
			Other	STN									
Jan	248	6,134	408	26	*6,816*	25	0	0	63	1,689	22	*1,799*	**8,615**
Feb	254	5,830	432	23	*6,539*	11	2	6	66	1,723	27	*1,835*	**8,374**
Mar	309	6,704	485	26	*7,524*	30	0	6	39	1,932	20	*2,027*	**9,551**
Apr	272	6,780	481	28	*7,561*	26	0	2	64	1,809	27	*1,928*	**9,489**
May	298	7,551	520	30	*8,399*	29	3	1	41	2,398	37	*2,509*	**10,908**
Jun	288	7,658	562	35	*8,543*	14	0	2	53	2,612	12	*2,693*	**11,236**
Jul	279	8,172	605	27	*9,083*	31	0	7	51	2,233	18	*2,340*	**11,423**
Aug	280	8,088	444	29	*8,841*	34	0	5	60	1,843	12	*1,954*	**10,795**
Sep	277	7,677	483	25	*8,462*	40	2	4	56	2,454	19	*2,575*	**11,037**
Oct	284	7,546	571	42	*8,443*	15	0	2	53	2,178	13	*2,261*	**10,704**
Nov	278	6,394	426	35	*7,133*	13	2	2	52	1,845	19	*1,933*	**9,066**
Dec	209	6,595	435	33	*7,272*	5	2	8	49	1,703	6	*1,773*	**9,045**
2007 Total	**3,276**	**85,129**	**5,852**	**359**	***94,616***	**273**	**11**	**45**	**647**	**24,419**	**232**	***25,627***	**120,243**
2006 Total	**1,942**	**81,728**	**5,742**	**585**	***93,015***	**565**	**9**	**92**	**668**	**20,976**	**807**	***23,117***	**116132***

*This figure includes 3,018 for the Local Police Helicopter which relocated away from the Airport in December 2006



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)

		2006	2007
Aircraft Over 16 Tonnes	Passenger	77,355	80,592
	Cargo	1,718	2,935
	Other	14,682	15,872
Aircraft Under 16 Tonnes	Passenger	4,373	4,537
	Cargo	224	341
	Other	17,780	15,966
TOTAL		**116,132**	**120,243**

2.3. Air Traffic Movements by Propulsion Type

Key – Jet, Helicopter, Propeller, Turbo-prop

AEROSPATIALE CORVETTE	4	DASSAULT FALCON 2000	1,448
AIRBUS A300-600 (PAX)	88	DASSAULT FALCON 2000 EX	300
AIRBUS A300-B2/B4 (FRT)	1,869	DASSAULT FALCON 50	327
AIRBUS A310-300	8	DASSAULT FALCON 7X	6
AIRBUS A319	8,495	DASSAULT FALCON 900	1,317
AIRBUS A320-100/200	10,792	DASSAULT FALCON 900EX	295
AIRBUS A321-100/200	2,345	DASSAUT FALCON 50EX	42
AVROLINER RJ100	2	DORNIER 328 JET (D328-300)	106
BAC 1-11 200 Srs	6	DOUGLAS DC10 GENERIC	2
BAC 1-11 300/400 Srs	2	DOUGLAS DC8-71 (PAX)	2
BAE 146-200	16	EMBRAER RJ135	1,211
BAE 146-300	2	EMBRAER RJ145	48
BEECH 400 BEECHJET	588	FOKKER 100	36
BOEING 727-100	24	GATES LEARJET 25	2
BOEING 727-200	18	GATES LEARJET 31	74
BOEING 737-200	66	GATES LEARJET 35	138
BOEING 737-300	881	GATES LEARJET 36	2
BOEING 737-400	52	GATES LEARJET 40	206
BOEING 737-500	82	GATES LEARJET 45	1,332
BOEING 737-700	39,654	GATES LEARJET 55	90
BOEING 737-800	11,423	GATES LEARJET 60	811
BOEING 757-200	2,358	GULFSTREAM 150	8
BOEING 757-200 FREIGHTER	88	GULFSTREAM 2	26
BOEING 767-200	988	GULFSTREAM 200	12
BOEING 767-300	204	GULFSTREAM 2B	36
BOEING BBJ	264	GULFSTREAM 3	206
BOEING BBJ2	94	GULFSTREAM 300	12
BOMBARDIER CHALLENGER 300	525	GULFSTREAM 4	3,055
BOMBARDIER CHALLENGER 600	1,279	GULFSTREAM 400	66
BOMBARDIER CHALLENGER 601	108	GULFSTREAM 5	1,615
BOMBARDIER CHALLENGER 604	1,051	GULFSTREAM 550	834
BOMBARDIER CHALLENGER 605	111	HAWKER HORIZON RAYTHEON	4
BOMBARDIER GLOBAL EXPRESS	1,354	HS125 GENERIC	18
BOMBARDIER GLOBAL EXPRESS 5000	122	HS125-100/200/300	238
BOMBARDIER REGIONAL JET 100/200	232	HS125-1000	102
BOMBARDIER REGIONAL JET 900	6	HS125-400	6
C.17 GLOBEMASTER III	2	HS125-600	4
CANADAIR REGIONAL JET	32	HS125-700	788
CESSNA 500 CITATION I	48	HS125-800	3,158
CESSNA 525 CITATIONJET	990	IAI 1126 GALAXY	211
CESSNA 525A CITATIONJET 2	608	IAI WESTWIND	2
CESSNA 550/551 CITATION 2/SP	2,080	ILYUSHIN IL76	2
CESSNA 560 CITATION 5	383	ISRAEL A/C IND 1125 ASTRA SP	40
CESSNA 560XL CITATION EXCEL	2,309	MCD DOUGLAS DC9-81	2
CESSNA 650 CITATION 3	148	MCD DOUGLAS DC9-83	32
CESSNA 750 CITATION X	669	MCD DOUGLAS MD87	8
CESSNA CITATION ENCORE	4	MCD DOUGLAS MD90	2
CITATION MUSTANG	4	MCDONNELL DOUGLAS MD11	8
CITATION SOVEREIGN	142	RAYTHEON 390 PREMIER 1	500

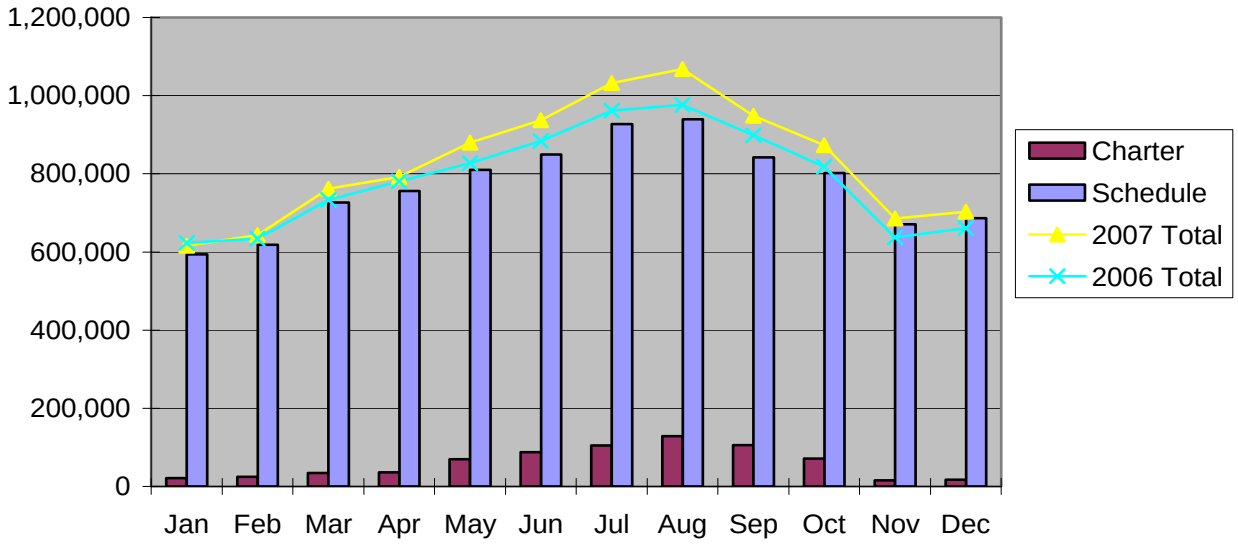
DASSAULT FALCON 10	2	ROCKWELL SABRELINER 65/75	14
DASSAULT FALCON 10/100	30	TUPOLEV TU154	2
DASSAULT FALCON 20	78	YAKOVLEV 42	20
DASSAULT FALCON 20/200	50	**Total**	**111,606**
AEROSPATIALE ATR42-200/300	8	AGUSTA A109	398
AEROSPATIALE ATR42-400	48	BELL 206 JET RANGER	10
AEROSPATIALE ATR72	3,109	BELL 206L LONG RANGER	8
ANTONOV 12	8	BELL 222	8
BAE ATP	1,150	BOEING CHINOOK	2
BAE JETSTREAM 31	24	ENSTROM F28A & 280	2
BAE JETSTREAM 41	4	EUROCOPTER EC120	6
BEECH 1900	215	EUROCOPTER EC135	40
BEECH 1900D	2	EUROCOPTER EC155	4
BEECH 200 KINGAIR	546	EUROCOPTER EC45	535
BEECH 300 KINGAIR	4	MCD DOUGLAS MD500	2
BEECH 350 SUPER KING AIR	44	ROBINSON R44	6
BEECH 90 KINGAIR	42	SIKORSKY S76 SPIRIT	522
BEECH 99	6	SIKORSKY S92	4
CASA 212	2	WESTLAND SEAKING	4
CASA CN235	2	**Total**	**1,957**
CESSNA 425 CORSAIR	2	BEECH 33 DEBONAIR	4
CESSNA 441 CONQUEST	20	BEECH 36 BONANZA	2
DHC-8 (DASH 8) 300	8	BEECH 55 BARON	2
DHC-8 (DASH 8) 400	78	BEECH 58 BARON	4
DORNIER 228	8	CEA DR400/140	2
DORNIER 328	92	CESSNA 172 SKYHAWK	2
EMBRAER 120 BRASILIA	2	CESSNA 182	2
EMBRAER 121 XINGU	2	CESSNA 206 SUPER SKYWAGON	2
FOKKER 50	6	CESSNA 340	4
L100/382B/C130 HERCULES	8	CESSNA 404 TITAN	2
LOCKHEED ELECTRA	8	CESSNA 414	4
MISC DHC-8 (DASH 8)	2	CESSNA 421	14
MITSUBISHI MU2	2	CESSNA LIGHT AIRCRAFT	8
NORD 262	2	CESSNA T303 CRUSADER	6
PIAGGIO P180 AVANTI	32	CIRRUS DESGN CORP CIRRUS 20/22	10
PILATUS PC12	116	DIAMOND STAR DA-40	4
PIPER PA31T TURBO PROP	4	DIAMOND STAR DA-42	151
PIPER PA42 CHEYENNE 2/3	2	MISC PIPER - SINGLE ENGINE	2
PIPER PA42 CHEYENNE 3/4	14	MOONEY M20J	42
SAAB 2000	52	PARTENAVIA P68	2
SAAB 340	12	PIPER PA23 APACHE/AZTEC	4
SHORTS 360	363	PIPER PA28 CHEROKEE	97
SOCATA TBM 700	51	PIPER PA30 TWIN COMMANCHE	2
SWEARINGEN MERLIN 2	2	PIPER PA31 NAVAJO	96
SWEARINGEN MERLIN 3	8	PIPER PA32 LANCE	2
SWEARINGEN MERLIN/METRO	2	PIPER PA34 SENECA	56
SWEARINGEN METROLINER	30	PIPER PA46 MALIBU/MERIDIAN	6
Total	**6,142**	ROCKWELL COMMANDER 114	2
AEROSPATIALE AS350 ECUREUIL	118	ROCKWELL COMMANDER 950	2
AEROSPATIALE AS355 ECUREUIL 2	242	SOCATA TB20 TRINIDAD	2
AEROSPATIALE AS365 DAUPHIN	44	**Total**	**538**
AEROSPATIALE SA341 GAZELLE	2	***Total***	***120,243***

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 9,939,801 passengers were handled at LLA during 2007: 9,222,581 on scheduled flights (93%) and 717,220 on charter flights (7%). This represents an overall increase in passengers of 5% compared with 2006.

	2006			2007		
	Charter	Schedule	**Totals**	Charter	Schedule	**Totals**
Jan	28,372	595,331	**623,703**	21,560	594,048	**615,608**
Feb	26,944	607,153	**634,097**	24,276	618,567	**642,843**
Mar	29,893	703,293	**733,186**	34,483	726,940	**761,423**
Apr	37,526	742,696	**780,222**	35,962	756,203	**792,165**
May	80,019	747,489	**827,508**	69,856	809,738	**879,594**
Jun	98,537	785,048	**883,585**	87,846	849,201	**937,047**
Jul	109,877	851,670	**961,547**	105,109	927,061	**1,032,170**
Aug	130,520	845,631	**976,151**	128,617	939,636	**1,068,253**
Sep	109,189	789,147	**898,336**	105,856	842,326	**948,182**
Oct	66,633	751,730	**818,363**	71,400	802,121	**873,521**
Nov	22,153	614,984	**637,137**	15,218	670,620	**685,838**
Dec	23,669	637,560	**661,229**	17,037	686,120	**703,157**
Totals	**763,332**	**8,671,732**	**9,435,064**	**717,220**	**9,222,581**	**9,939,801**



2.5. Average passenger load per passenger carrying aircraft

Average Passengers on Schedule and Charter Flights			
Year	Charter	Schedule	**Total**
2003	150.18	115.39	**119.02**
2004	143.34	117.64	**120.14**
2005	131.90	123.33	**124.01**
2006	119.15	121.66	**121.46**
2007	115.88	123.37	**122.81**

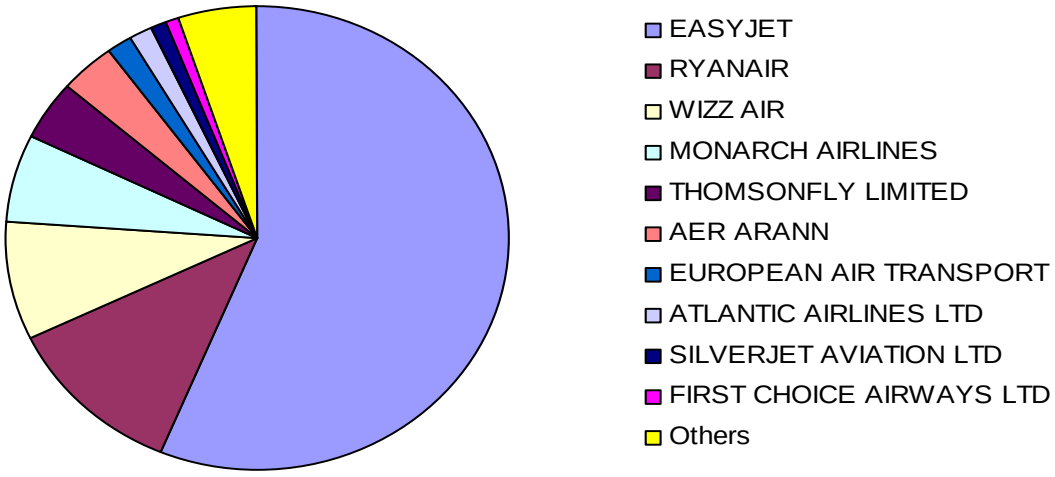
2.6. Passenger Breakdown by Region

	2006				2007			
	Domestic	EU	Non-EU	**Total**	Domestic	EU	Non-EU	**Total**
Jan	119,912	418,591	85,200	**623,703**	108,751	402,353	104,504	**615,608**
Feb	120,762	432,187	81,148	**634,097**	108,152	423,970	110,721	**642,843**
Mar	133,694	503,898	95,594	**733,186**	125,483	508,028	127,912	**761,423**
Apr	130,055	553,700	96,467	**780,222**	124,535	550,906	116,724	**792,165**
May	133,463	606,402	87,643	**827,508**	139,157	627,580	112,857	**879,594**
Jun	139,705	649,135	94,745	**883,585**	138,427	665,344	133,276	**937,047**
Jul	136,275	718,944	106,328	**961,547**	144,823	737,324	150,023	**1,032,170**
Aug	130,529	728,216	117,406	**976,151**	145,620	763,830	158,803	**1,068,253**
Sep	128,053	663,416	106,867	**898,336**	129,440	678,829	139,913	**948,182**
Oct	132,224	585,950	100,189	**818,363**	128,536	610,597	134,388	**873,521**
Nov	125,017	421,512	90,608	**637,137**	104,312	474,168	107,358	**685,838**
Dec	117,427	439,186	104,616	**661,229**	100,589	478,692	123,876	**703,157**
Totals	**1,547,116**	**6,721,137**	**1,166,811**	**9,435,064**	**1,497,825**	**6,921,621**	**1,520,355**	**9,939,801**

2.7. Movements by ten largest operators

Operator	**Movements**	**%**
EASYJET	47,074	56%
RYANAIR	9,823	12%
WIZZ AIR	7,178	9%
MONARCH AIRLINES	5,017	6%
THOMSONFLY LIMITED	3,549	4%
AER ARANN	3,150	4%
EUROPEAN AIR TRANSPORT	1,380	2%
ATLANTIC AIRLINES LTD	1,044	1%
SILVERJET AVIATION LTD	879	1%
FIRST CHOICE AIRWAYS LTD	705	1%
Others	*4,299*	*5%*
TOTAL	**84,098**	**100%**

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



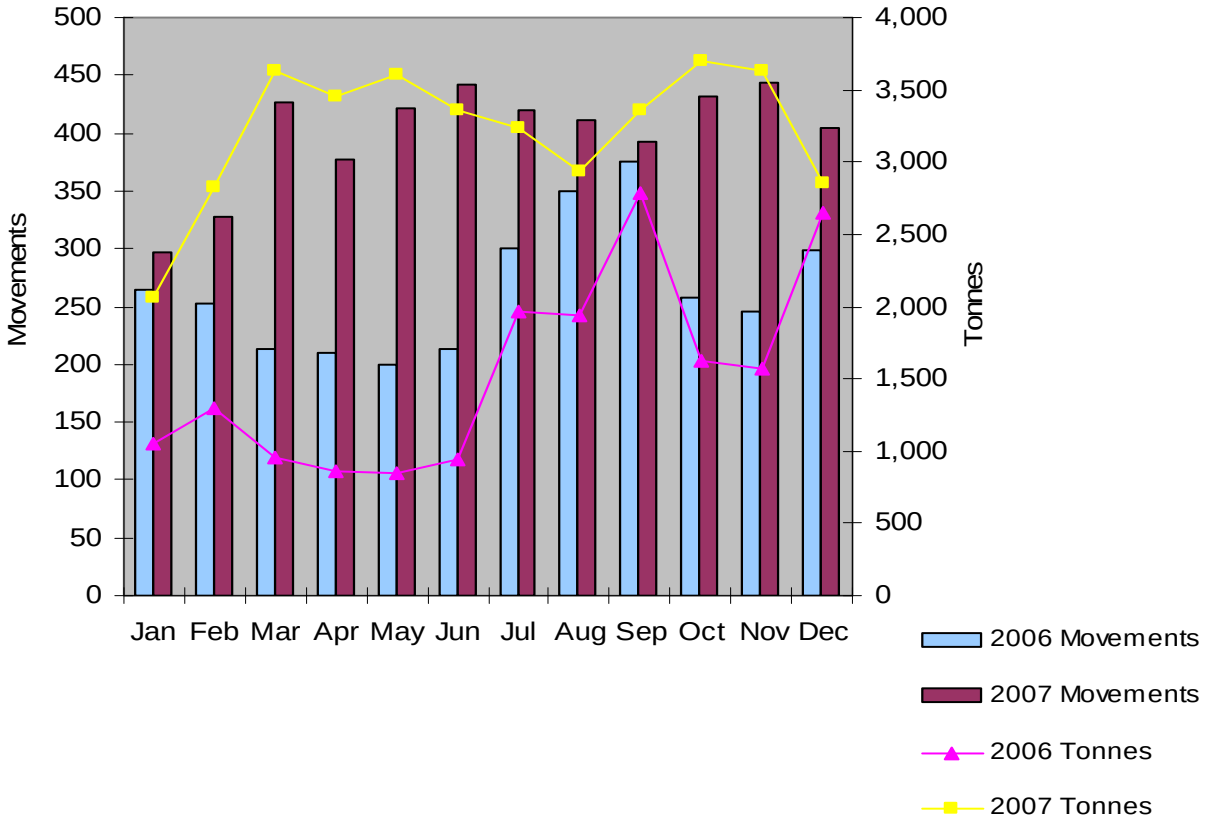
2.8. Movements and average seats by aircraft type

		Movements	Average Seats
EASYJET	AIRBUS A319	8,286	156
	BOEING 737-300	2	148
	BOEING 737-700	38,784	149
	BOEING 757-200	2	235
	Total	47,074	150
RYANAIR	BOEING 737-800	8,628	189
	BOEING 737-800 (WINGLETS)	1,195	189
	Total	9,823	189
WIZZ AIR	AIRBUS A320-100/200	7,168	180
	BOEING 737-300	2	148
	BOEING 737-400	4	172
	BOEING 737-800	4	189
	Total	7,178	180
MONARCH AIRLINES	AIRBUS A300-600 (PAX)	50	361
	AIRBUS A320-100/200	2,682	177
	AIRBUS A321-100/200	2,147	215
	BOEING 757-200	135	224
	BOEING 767-300	2	309
	MCD DOUGLAS DC9-81	1	172
	Total	5,017	197
THOMSONFLY LIMITED	BOEING 737-300	713	152
	BOEING 737-400	18	148
	BOEING 737-500	12	132
	BOEING 737-800	985	189
	BOEING 737-800 (WINGLETS)	58	189
	BOEING 757-200	1,734	235
	BOEING 767-200	17	262
	BOEING 767-300	12	304
	Total	3,549	204
AER ARANN	AEROSPATIALE ATR42-200/30	6	50
	AEROSPATIALE ATR42-400	48	49
	AEROSPATIALE ATR72	3,093	69
	BAE 146-200	3	96
	Total	3,150	69
EUROPEAN AIR TRANSPORT	AIRBUS A300-B2/B4 (FRT)	1,247	0
	BOEING 757-200	55	201
	BOEING 757-200 FREIGHTER	78	0
	Total	1,380	6
ATLANTIC AIRLINES LTD	BAE ATP	1,039	68
	LOCKHEED ELECTRA	5	59
	Total	1,044	68
SILVERJET AVIATION LTD	BOEING 767-200	879	102
	Total	879	102
FIRST CHOICE AIRWAYS LTD	AIRBUS A320-100/200	689	180
	BOEING 757-200	16	234
	Total	705	181
Others	*Total*	*4,299*	*64*
TOTAL		**84,098**	**153**

2.9. Cargo tonnes & movements

	2006		2007	
	Tonnes	Movements	Tonnes	Movements
Jan	1,052	264	2,056	297
Feb	1,294	252	2,825	328
Mar	958	214	3,637	426
Apr	864	210	3,454	377
May	846	199	3,599	421
Jun	938	213	3,363	442
Jul	1,967	301	3,241	420
Aug	1,936	349	2,941	412
Sep	2,780	376	3,354	392
Oct	1,627	257	3,700	432
Nov	1,572	246	3,630	443
Dec	2,652	298	2,854	404
Total	**18,485**	**3,179**	**38,652**	**4,794**

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*

Airport	Code	Charter Operator	Scheduled Operator
Aberdeen	ABZ		easyJet
Alicante	ALC	Thomson	easyJet/Monarch
Almeria	LEI		Monarch
Amsterdam	AMS		easyJet
Antalya	AYT	Thomas Cook	
Arrecife	ACE	Thomas Cook/Thomson/Monarch	Monarch
Athens	ATH		easyJet
Barcelona	BCN		easyJet
Basel	BSL		easyJet
Belfast Intl	BFS		easyJet
Berlin	SXF		easyJet
Bodrum	BJV	First Choice/Thomas Cook/Thomson	
Bordeaux	BOD		easyJet
Bourgas	BOJ	Thomson	Wizz
Bratislava	BTS		SkyEurope Airlines
Brest	BES		Ryanair
Bucharest	BBU		Wizz
Budapest	BUD		Wizz/easyJet
Cagliari	CAG		easyJet
Corfu	CFU	Thomson/Thomas Cook	
Dalaman	DLM	First Choice/Thomas Cook/Thomson	
Dortmund	DTM		easyJet
Dublin	DUB		Ryanair
Dubrovnik	DBV		Thomsonfly
Dubai	DXB		Silverjet
Edinburgh	EDI		easyJet
Faro	FAO	First Choice/Thomas Cook/Thomson	easyJet/Monarch
Fuerteventura	FUE	First Choice/Thomas Cook	
Funchal	FNC	Thomson/Thomas Cook	
Galway	GWY		Aer Arann
Gdansk	GDN		Wizz
Geneva	GVA		easyJet
Gerona	GRO	Thomson	Ryanair
Gibraltar	GIB		Monarch
Glasgow	GLA		easyJet
Grenoble	GNB		easyJet
Hamburg	HAM		easyJet
Heraklion	HER	Thomson	
Ibiza	IBZ	Thomas Cook/Thomson/First Choice	easyJet/Monarch
Inverness	INV		easyJet
Isle of Man	IOM		Flybe
Istanbul	SAW		easyJet
Jersey	JER		easyJet
Katowice	KTW		Wizz
Kefalonia	KEF	First Choice/Thomas Cook/Thomson	
Kerry	KIR		Ryanair
Knock	NON		Ryanair
Kosice	KSC		SkyEurope Airlines
Krakow	KRK		easyJet
Larnaca	LCA	First Choice/Thomas Cook/Thomson	Monarch/XL Airways
Las Palmas	LPA	First Choice/Thomas Cook/Thomson/Monarch	Monarch

Airport	Code	Charter Operator	Scheduled Operator
Lisbon	LIS		easyJet
Madrid	MAD		easyJet
Mahon	MAH	First Choice/Thomas Cook/Thomson/Monarch	Monarch
Malaga	AGP	Thomson	easyJet/Monarch
Malta	MLA	Thomson	Ryanair
Marrakech	RAK		Ryanair/Thomsonfly
Milan	BGY		Ryanair
Monastir	MIR	First Choice/Thomas Cook/Thomson	
Murcia	MJV		Ryanair
New York (Newark)	EWR		Silverjet
Nice	NCE		easyJet
Nimes	FNI		Ryanair
Palma	PMI	First Choice/Thomas Cook/Thomson/Monarch	easyJet/Monarch
Paphos	PFO	First Choice/Thomas Cook	XL Airways
Paris CDG	CDG		easyJet
Pisa	PSA		easyJet
Poprad	TAT		SkyEurope Airlines
Poznan	POZ		Wizz
Prague	PRG		SkyEurope Airlines/Thomsonfly
Pula	PUY	Thomson	
Reus	REU	Thomas Cook/Thomson	Ryanair
Rhodes	RHO	Thomas Cook/Thomson	
Rome	CIA		Ryanair
Rovianiemi	RVN	First Choice	
Salzburg	SZG	Thomson	
Shannon	SNN		Ryanair
Sharm El Sheik	SSH	Thomas Cook/Thomson/XL Airways	
Sofia	SOF		Wizz
Split	SPU		Wizz
Tel Aviv	TLV		Thomsonfly
Tenerife	TFS	First Choice/Thomas Cook/Thomson/Monarch	Monarch
Thessalonika	SKG	Thomson	
Transylvania	TGM		Wizz
Turin	TRN		easyJet
Vienna	VIE		easyJet
Warsaw	WAW		easyJet/Wizz
Waterford	WAT		Aer Arann
Wroclaw	WRO		Wizz
Zagreb	ZAG		Wizz
Zakynthos	ZTH	Thomas Cook/Thomson/Monarch	
Zurich	ZRH		easyJet

Denotes new for 2008

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

3.1. New Routes (Scheduled)

2008 (seats sold in 2007)

Route	Country	Launch Date	Airline
Larnaca	Cyprus	23-May-08	XL Airways
Paphos	Cyprus	24-May-08	XL Airways
Pisa*	Italy	20-Mar-08	easyJet
Jersey**	UK	20-Mar-08	easyJet
Wroclaw	Poland	31-Jan-08	Wizz Air

2008	
Airline	New Routes
easyJet	2
Wizz Air	1
XL Airways	2
TOTAL	5

*replaces Rimini **replaces Rijeka

2007

Route	Country	Launch Date	Airline
Dubai	UAE	18-Nov-07	Silverjet
Shannon	Eire	07-Nov-07	Ryanair
Kerry***	Eire	06-Nov-07	Ryanair
Hamburg**	Germany	05-Nov-07	easyJet
Tel Aviv	Israel	01-Nov-07	Thomsonfly
Transylvania	Romania	30-Oct-07	Wizz Air
Poprad	Slovakia	30-Oct-07	SkyEurope
Vienna	Austria	29-Oct-07	easyJet
Kosice	Slovakia	29-Oct-07	SkyEurope
Bratislava	Slovakia	28-Oct-07	SkyEurope
Prague	Czech Republic	28-Oct-07	SkyEurope
Isle of Man	UK	28-Oct-07	Flybe
Zurich	Switzerland	18-Sep-07	easyJet
Ibiza	Balearic Islands	24-May-07	Monarch Scheduled
Ibiza	Balearic Islands	05-May-07	easyJet
Jersey	Channel Islands	03-May-07	Thomsonfly
Almeria	Spain	03-May-07	Monarch Scheduled
Dubrovnik	Croatia	01-May-07	Thomsonfly
Larnaca	Cyprus	26-Mar-07	Monarch Scheduled
New York*	USA	25-Jan-07	Silverjet
Bucharest	Romania	15-Jan-07	Wizz Air

2007	
Airline	New Routes
easyJet	4
Flybe	1
Monarch Scheduled	3
Ryanair	2
Silverjet	2
SkyEurope	4
Thomsonfly	3
Wizz Air	2
TOTAL	21

* 2nd daily rotation commences 23 Sep 07 **replaces Bremen ***replaces Fez

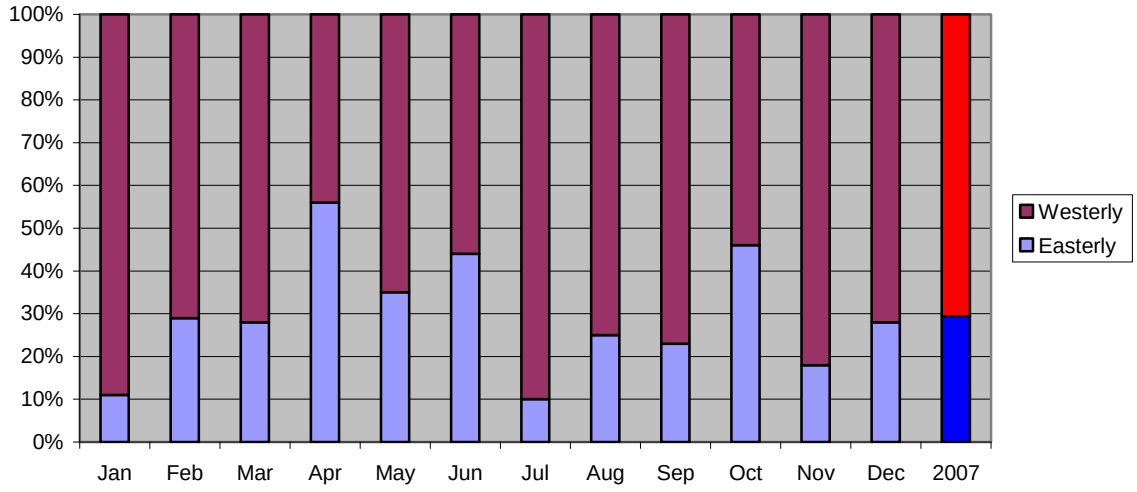
4. *Runway Usage*

The runway usage split (principally dictated by wind direction) during 2007 was 29% easterly and 71% westerly (compared with 30% / 70% for 2006).

A breakdown of runway usage split over the last five years is shown below, giving a historical split of 30% easterly and 70% westerly.

Year	Easterly	Westerly
2007	29%	71%
2006	30%	70%
2005	29%	71%
2004	26%	74%
2003	37%	63%
Average	**30%**	**70%**

Month	Easterly	Westerly
Jan	11%	89%
Feb	29%	71%
Mar	28%	72%
Apr	56%	44%
May	35%	65%
Jun	44%	56%
Jul	10%	90%
Aug	25%	75%
Sep	23%	77%
Oct	46%	54%
Nov	18%	82%
Dec	28%	72%
2007	**29%**	**71%**



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.

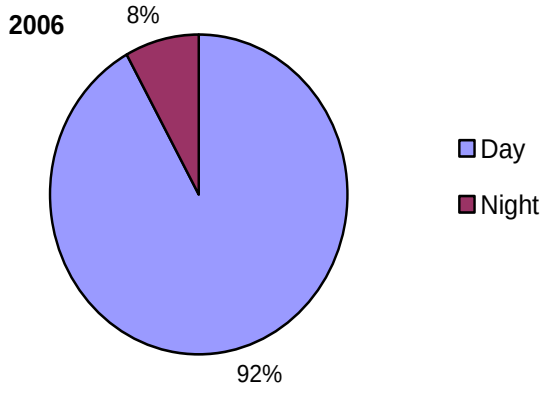
	Day (0700-2300 local)		Night (2300-0700 local)	
Year	Westerly	Easterly	Westerly	Easterly
2007	84%	16%	85%	15%
2006	66%	34%	71%	29%
2005	67%	33%	69%	31%
2004	79%	21%	77%	23%
2003	68%	32%	67%	33%
Average	**73%**	**27%**	**74%**	**26%**

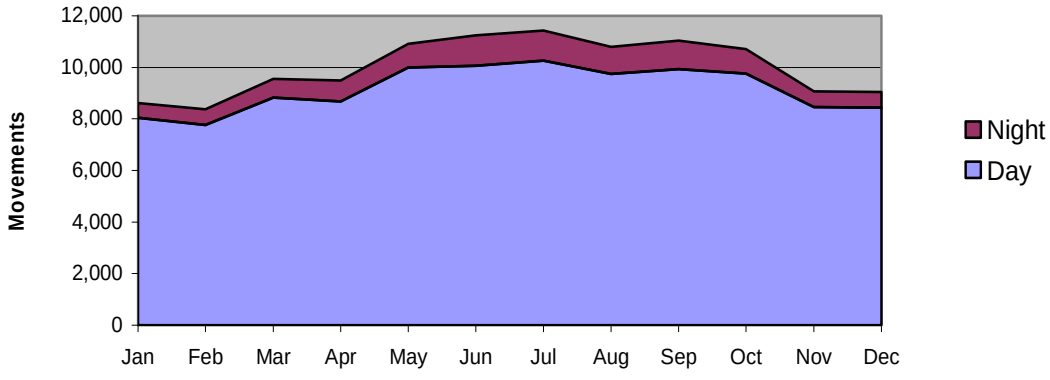
4.2. Day / Night Ratio of Movements

There were 10,290 night movements during 2007 (compared to 8,719 for 2006 an increase of 18%), an average 28 movements per night (compared to 24 last year). The average ratio of total aircraft movements during 2007 was 91% day / 9% night (compared to 92% day / 8% night in 2006). It should be noted, however, that from 1st March until 30th June and 1st October until 30th November 2006, LLAOL undertook a runway resurfacing programme which involved night closures from 00:00 hrs to 05:45 hrs Tuesday through to Saturday mornings.

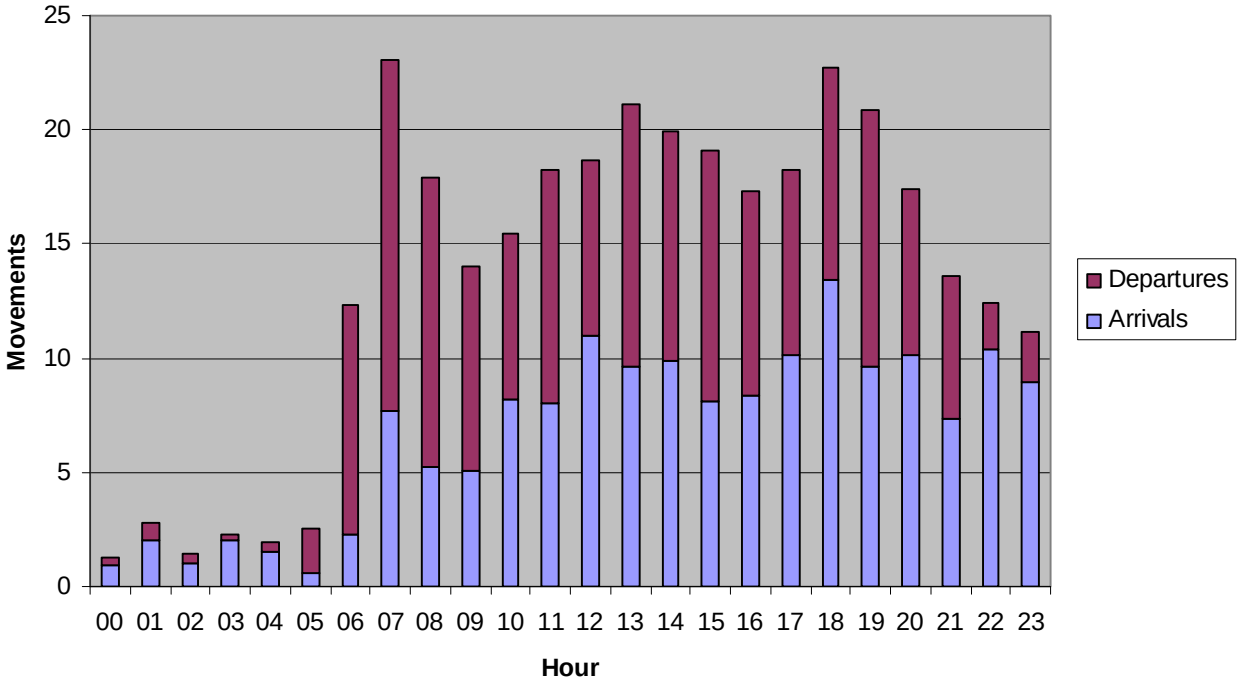
The number of night movements quoted here within Section 4.2 will differ from those within Section 6 as the 8 hour Leq contour calculation period extends between 23:00 - 07:00, 7 days a week. The figures quoted here cover the night period, as defined in the Night Noise Policy for noise violation purposes,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

	Arrivals		Departures		Totals		
	Day	Night	Day	Night	Day	Night	Total
Jan	3,959	364	4,087	205	**8,046**	**569**	**8,615**
Feb	3,755	426	4,012	181	**7,767**	**607**	**8,374**
Mar	4,265	512	4,563	211	**8,828**	**723**	**9,551**
Apr	4,160	589	4,511	229	**8,671**	**818**	**9,489**
May	4,754	691	5,239	224	**9,993**	**915**	**10,908**
Jun	4,755	871	5,305	305	**10,060**	**1,176**	**11,236**
Jul	4,834	868	5,429	292	**10,263**	**1,160**	**11,423**
Aug	4,603	794	5,138	260	**9,741**	**1,054**	**10,795**
Sep	4,735	796	5,194	312	**9,929**	**1,108**	**11,037**
Oct	4,670	685	5,082	267	**9,752**	**952**	**10,704**
Nov	4,121	406	4,346	193	**8,467**	**599**	**9,066**
Dec	4,079	429	4,357	180	**8,436**	**609**	**9,045**
Total	**52,690**	**7,431**	**57,263**	**2,859**	**109,953**	**10,290**	**120,243**

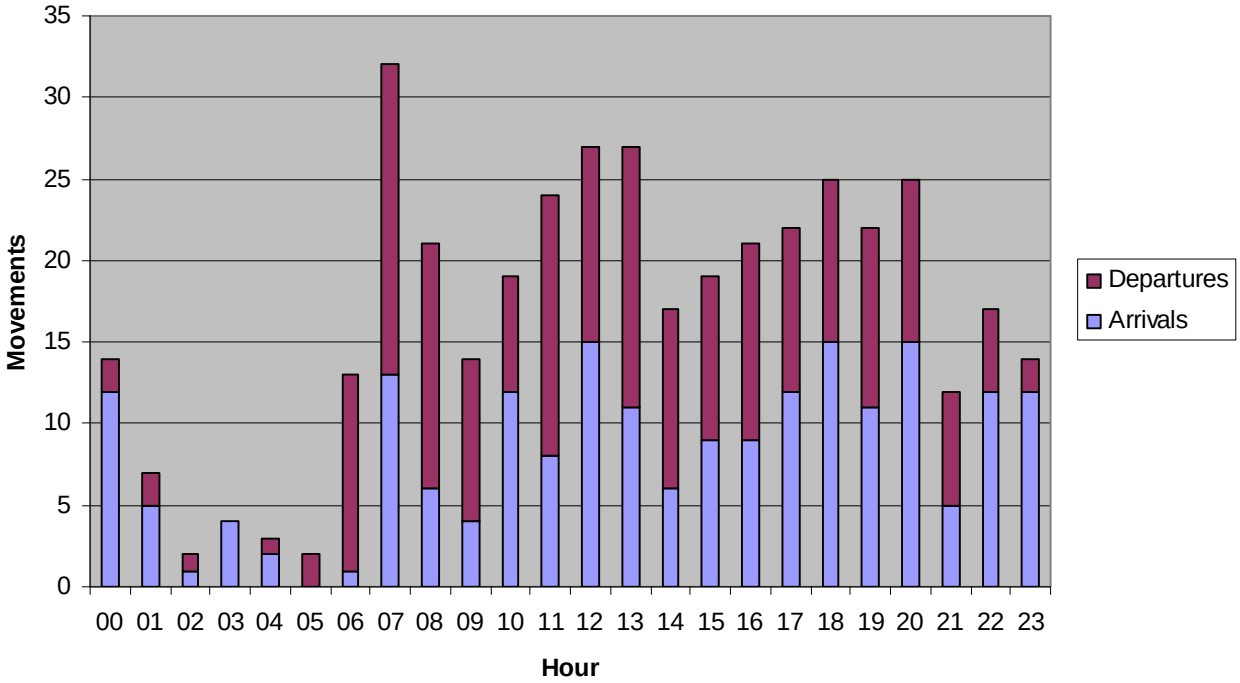




4.3. Annual Average Hourly Movements



4.4. Average Hourly Movements 7th Busiest Day of 2007 (14th September)



4.4.1. From the above two graphs it can be seen that the busiest hour for movements is between 07:00-08:00 along with 18:00-19:00 annually. On both graphs the busiest time for departing aircraft is 07:00-08:00 and 18:00-19:00 for arrivals.

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	172	1,181	190	1,430	105	852	11	76	70	4,087
	Night	5	96	4	56	1	42	0	1	0	205
	Total	*177*	*1,277*	*194*	*1,486*	*106*	*894*	*11*	*77*	*70*	*4,292*
Feb	Day	390	943	525	1,144	214	660	20	47	69	4,012
	Night	27	66	19	33	8	20	1	6	1	181
	Total	*417*	*1,009*	*544*	*1,177*	*222*	*680*	*21*	*53*	*70*	*4,193*
Mar	Day	421	1,081	572	1,361	271	704	17	64	72	4,563
	Night	24	83	13	45	8	29	2	7	0	211
	Total	*445*	*1,164*	*585*	*1,406*	*279*	*733*	*19*	*71*	*72*	*4,774*
Apr	Day	812	675	1,049	887	499	411	50	40	88	4,511
	Night	62	45	41	46	19	14	0	0	2	229
	Total	*874*	*720*	*1,090*	*933*	*518*	*425*	*50*	*40*	*90*	*4,740*
May	Day	581	1,052	851	1,488	362	668	42	78	117	5,239
	Night	29	82	31	55	7	14	1	4	1	224
	Total	*610*	*1,134*	*882*	*1,543*	*369*	*682*	*43*	*82*	*118*	*5,463*
Jun	Day	760	956	1,056	1,374	418	543	47	67	84	5,305
	Night	58	86	42	71	17	17	2	4	8	305
	Total	*818*	*1,042*	*1,098*	*1,445*	*435*	*560*	*49*	*71*	*92*	*5,610*
Jul	Day	162	1,562	260	2,258	106	885	12	91	93	5,429
	Night	9	114	15	112	1	31	0	2	8	292
	Total	*171*	*1,676*	*275*	*2,370*	*107*	*916*	*12*	*93*	*101*	*5,721*
Aug	Day	389	1,232	585	1,832	231	715	24	68	62	5,138
	Night	37	91	15	85	8	16	0	1	7	260
	Total	*426*	*1,323*	*600*	*1,917*	*239*	*731*	*24*	*69*	*69*	*5,398*
Sep	Day	391	1,369	492	1,863	211	698	22	70	78	5,194
	Night	49	101	26	97	7	20	1	4	7	312
	Total	*440*	*1,470*	*518*	*1,960*	*218*	*718*	*23*	*74*	*85*	*5,506*
Oct	Day	757	915	1,092	1,212	437	499	30	67	73	5,082
	Night	59	68	49	54	16	17	1	2	1	267
	Total	*816*	*983*	*1,141*	*1,266*	*453*	*516*	*31*	*69*	*74*	*5,349*
Nov	Day	294	1,379	296	1,396	142	678	15	78	68	4,346
	Night	23	88	12	44	5	16	1	2	2	193
	Total	*317*	*1,467*	*308*	*1,440*	*147*	*694*	*16*	*80*	*70*	*4,539*
Dec	Day	476	1,160	506	1,230	225	630	17	44	69	4,357
	Night	32	61	17	42	10	14	0	1	3	180
	Total	*508*	*1,221*	*523*	*1,272*	*235*	*644*	*17*	*45*	*72*	*4,537*
Day Total		*5,605*	*13,505*	*7,474*	*17,475*	*3,221*	*7,943*	*307*	*790*	*943*	*57,263*
Night Total		*414*	*981*	*284*	*740*	*107*	*250*	*9*	*34*	*40*	*2,859*
Total		**6,019**	**14,486**	**7,758**	**18,215**	**3,328**	**8,193**	**316**	**824**	**983**	**60,122**

** 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	438	3,453	68	**3,959**	87	78	**79**
	Night	28	335	1	**364**	71	70	**70**
	Total	***466***	***3,788***	***69***	***4,323***	***86***	***78***	***79***
Feb	Day	1,051	2,635	69	**3,755**	90	79	**82**
	Night	107	318	1	**426**	76	65	**68**
	Total	***1,158***	***2,953***	***70***	***4,181***	***89***	***77***	***80***
Mar	Day	1,205	2,989	71	**4,265**	84	80	**81**
	Night	137	375	0	**512**	84	66	**70**
	Total	***1,342***	***3,364***	***71***	***4,777***	***84***	***78***	***80***
Apr	Day	2,292	1,780	88	**4,160**	89	85	**87**
	Night	357	231	1	**589**	81	72	**77**
	Total	***2,649***	***2,011***	***89***	***4,749***	***88***	***84***	***86***
May	Day	1,619	3,018	117	**4,754**	90	83	**85**
	Night	213	476	2	**691**	74	68	**70**
	Total	***1,832***	***3,494***	***119***	***5,445***	***88***	***81***	***83***
Jun	Day	2,080	2,587	88	**4,755**	92	85	**87**
	Night	373	494	4	**871**	75	70	**72**
	Total	***2,453***	***3,081***	***92***	***5,626***	***89***	***82***	***85***
Jul	Day	496	4,243	95	**4,834**	88	86	**86**
	Night	67	795	6	**868**	71	70	**70**
	Total	***563***	***5,038***	***101***	***5,702***	***86***	***83***	***84***
Aug	Day	1,156	3,385	62	**4,603**	91	85	**87**
	Night	203	584	7	**794**	77	69	**72**
	Total	***1,359***	***3,969***	***69***	***5,397***	***89***	***83***	***84***
Sep	Day	1,088	3,568	79	**4,735**	91	86	**87**
	Night	207	583	6	**796**	85	64	**69**
	Total	***1,295***	***4,151***	***85***	***5,531***	***90***	***82***	***84***
Oct	Day	2,142	2,458	70	**4,670**	94	83	**88**
	Night	318	364	3	**685**	77	71	**74**
	Total	***2,460***	***2,822***	***73***	***5,355***	***91***	***82***	***86***
Nov	Day	731	3,321	69	**4,121**	91	78	**81**
	Night	66	339	1	**406**	77	66	**68**
	Total	***797***	***3,660***	***70***	***4,527***	***90***	***77***	***79***
Dec	Day	1,109	2,902	68	**4,079**	88	78	**81**
	Night	146	280	3	**429**	84	66	**72**
	Total	***1,255***	***3,182***	***71***	***4,508***	***88***	***77***	***80***
Day Total		***15,407***	***36,339***	***944***	***52,690***	***90***	***82***	***84***
Night Total		***2,222***	***5,174***	***35***	***7,431***	***78***	***68***	***61***
Total		**17,629**	**41,513**	**979**	**60,121**	**88**	**80**	**83**

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 2007 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 2007. 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.

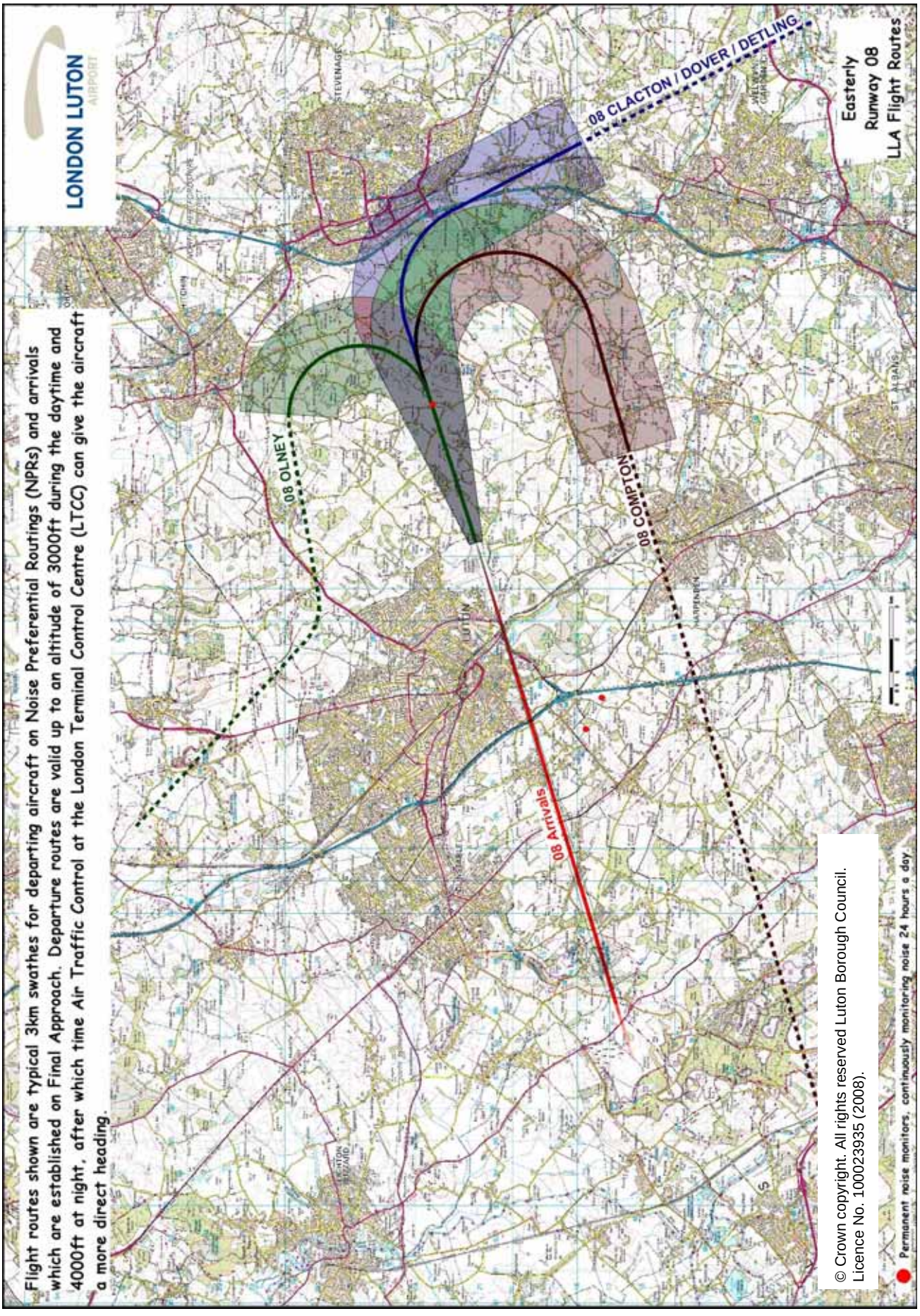
Figures 4.14 and 4.15 show arrivals and departures only with 4.16 showing all LLA movements.

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.

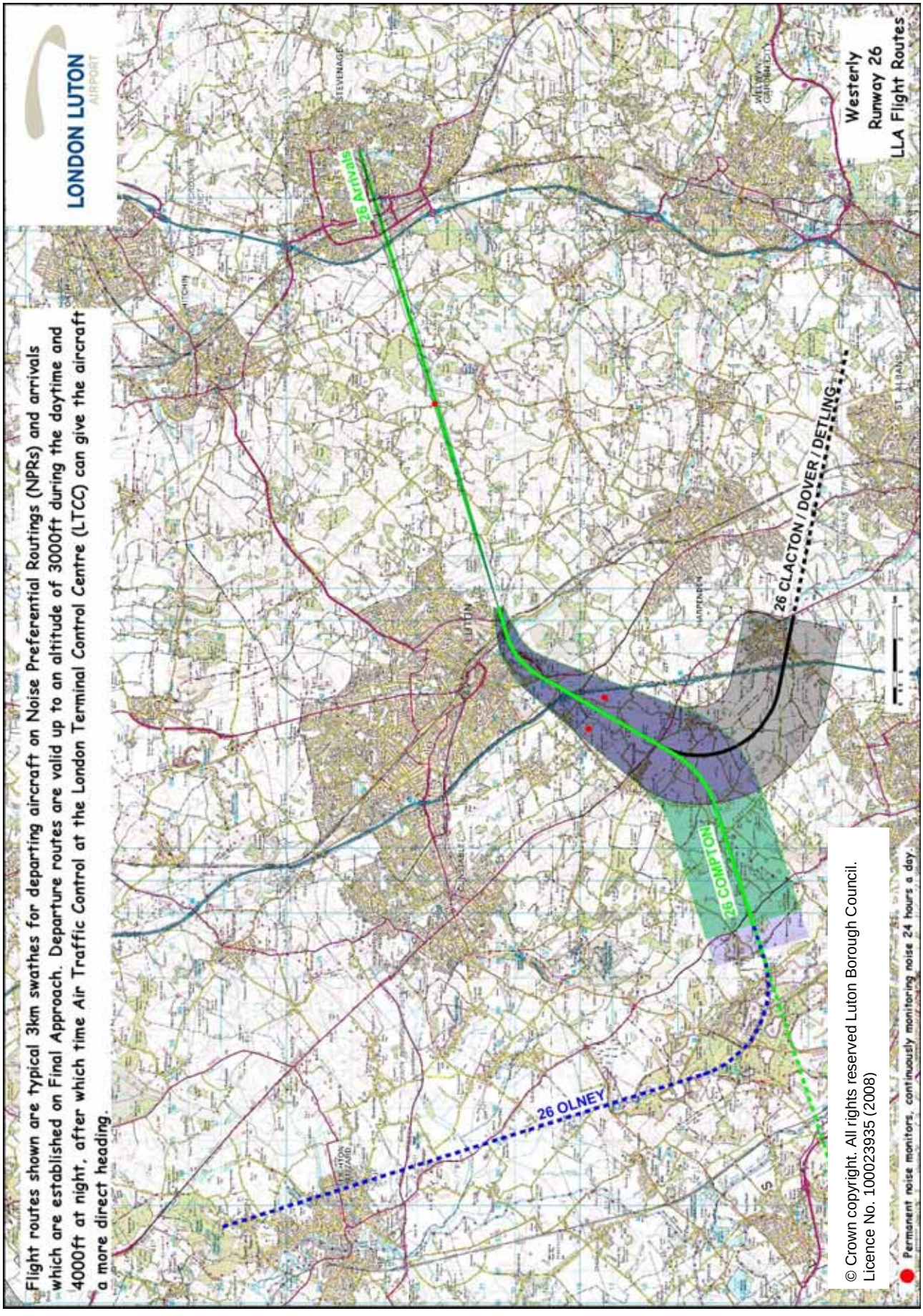
The yellow areas represent locations where operations are more densely concentrated over the given period.

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.

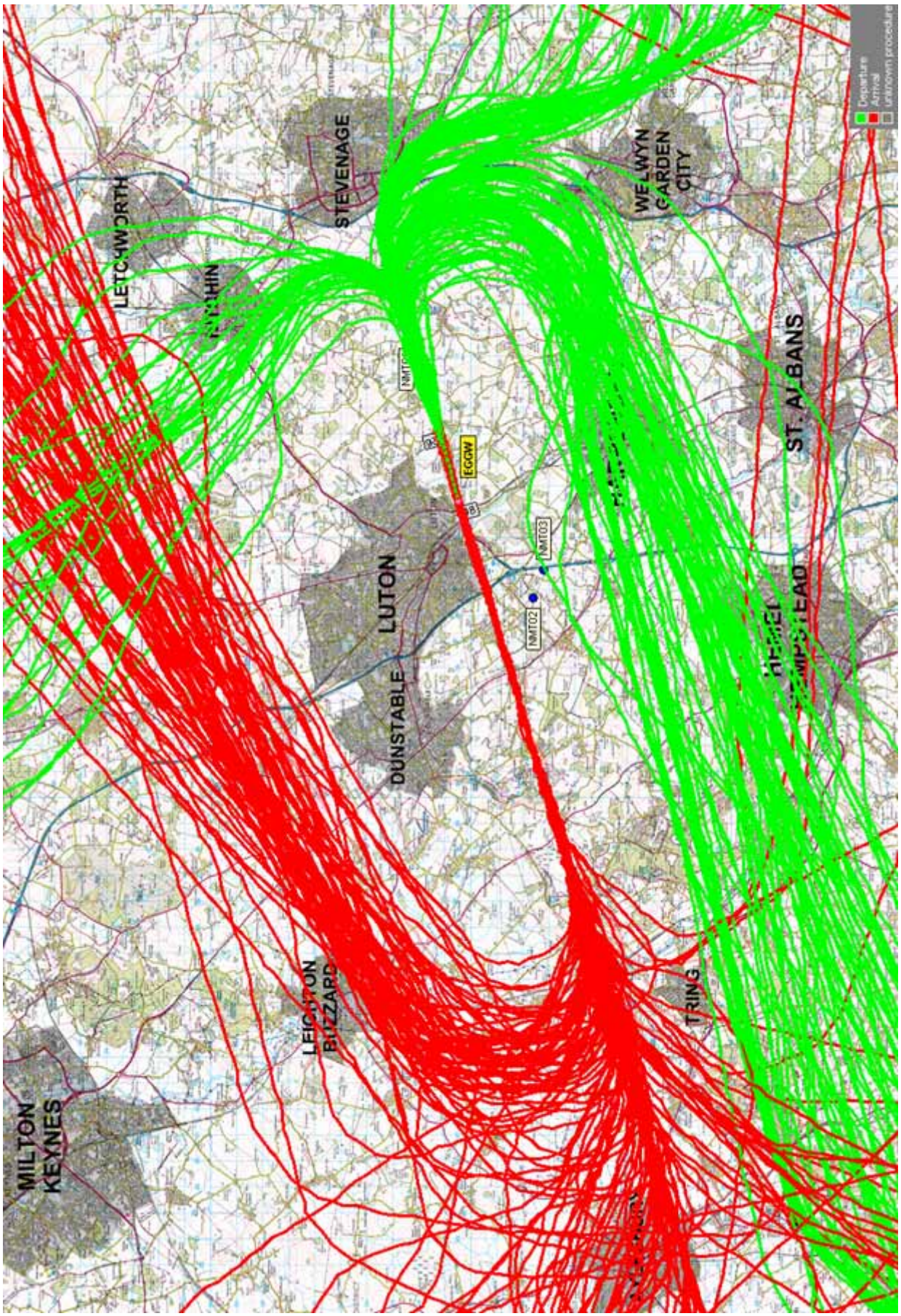
4.8. Plan showing Easterly (08) flight routes



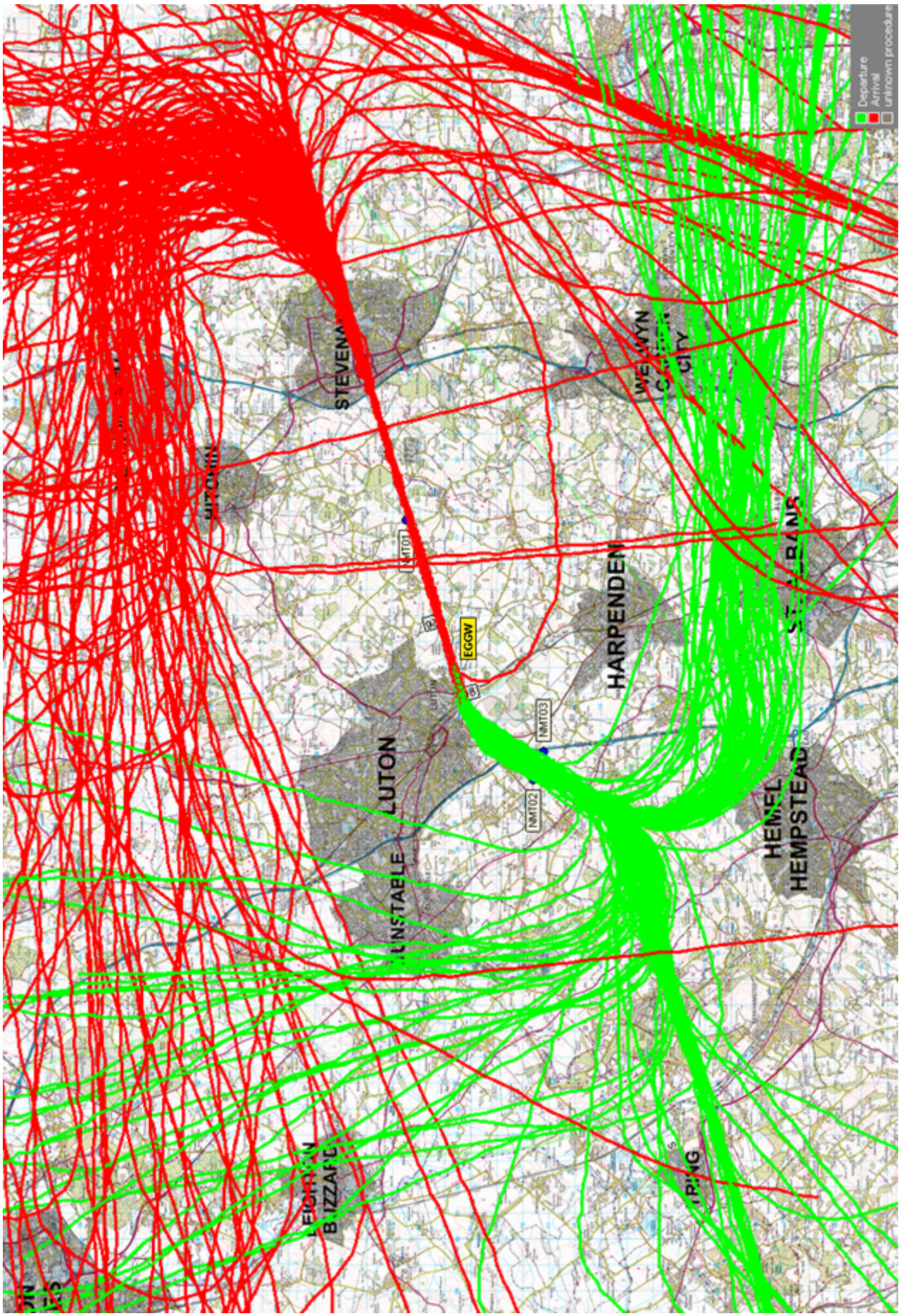
4.9. Plan showing Westerly (26) flight routes



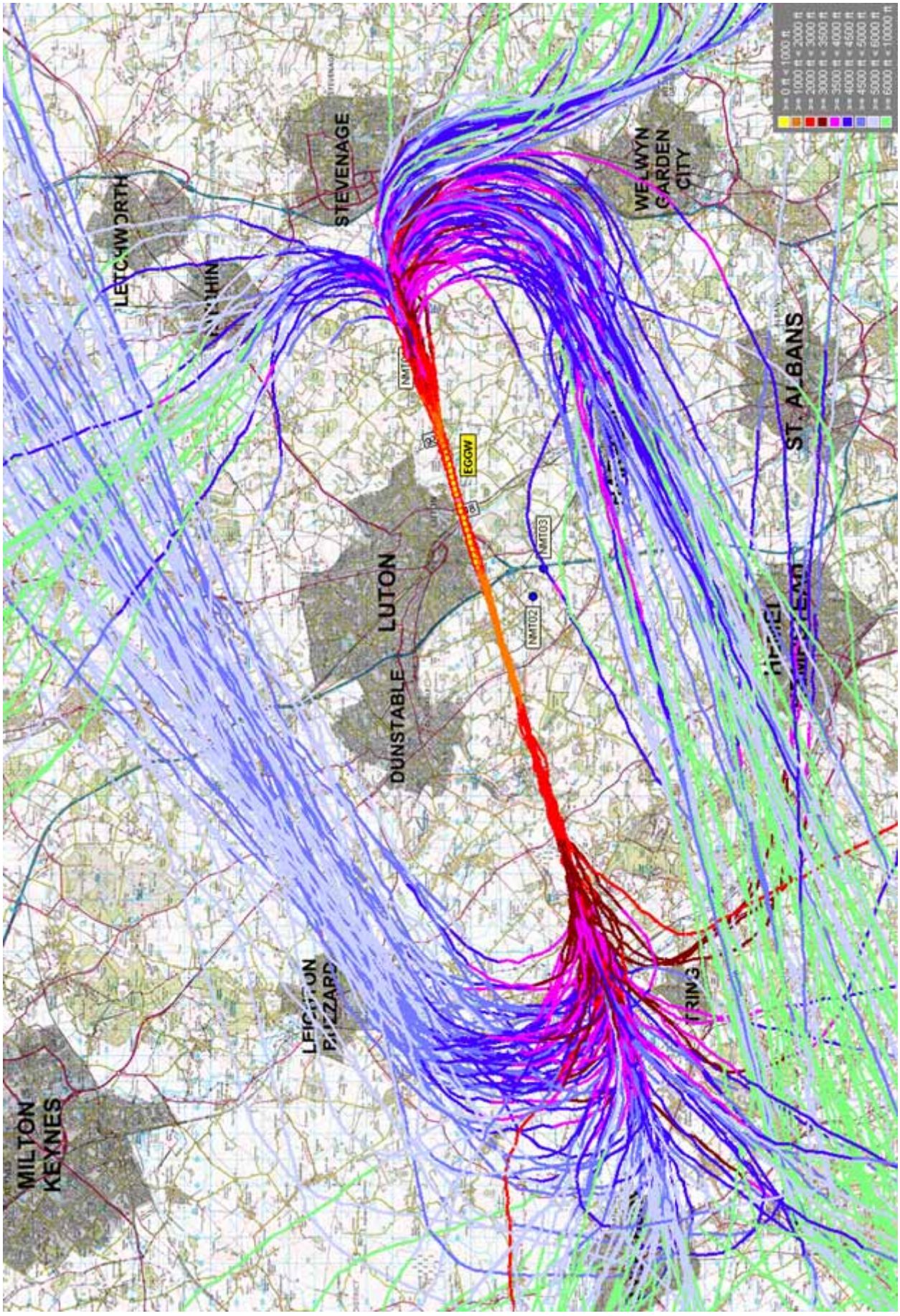
4.10. Arrivals and Departures – Easterly (08) Flight Routes (24 hour period)



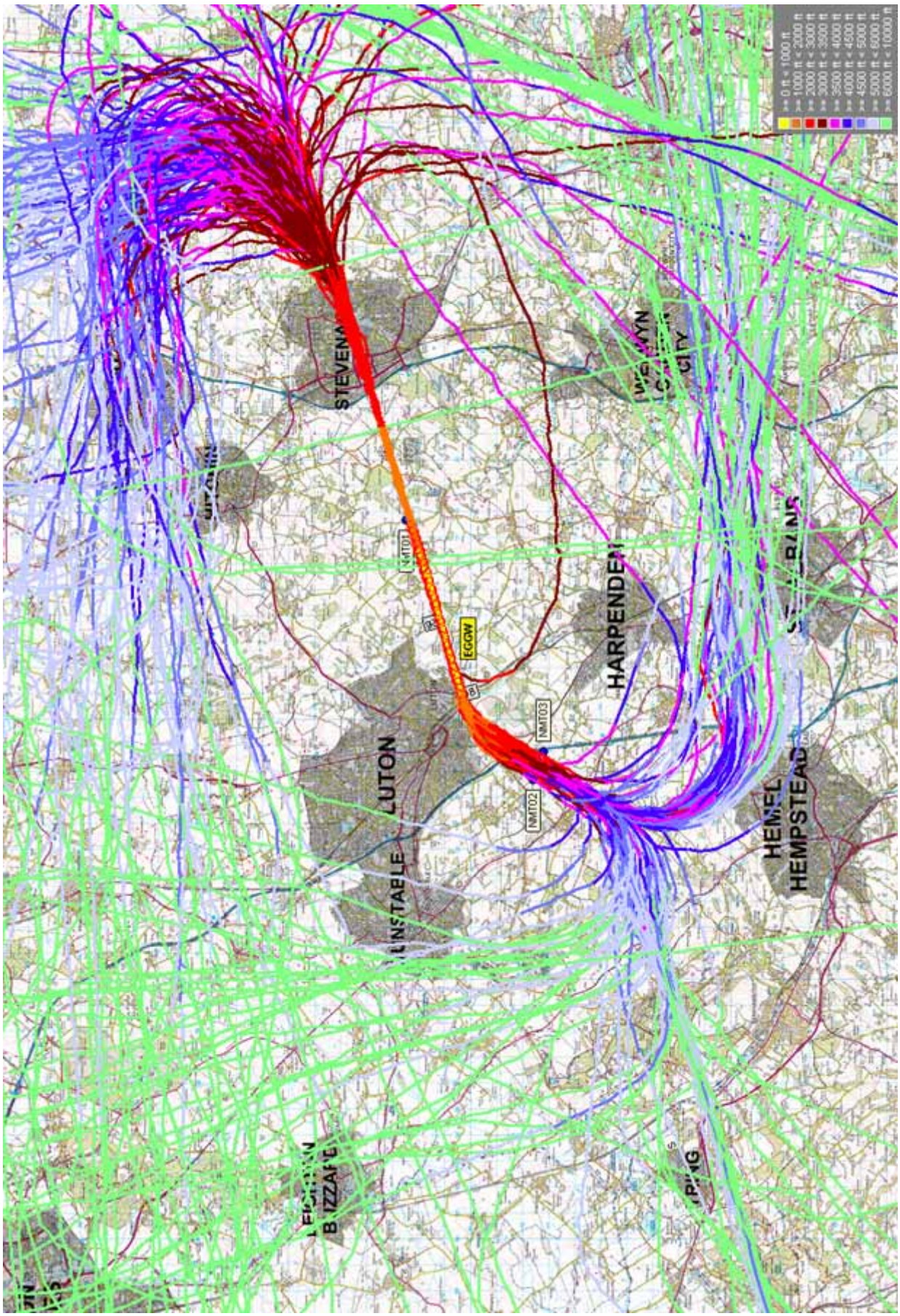
4.11. Arrivals and Departures – Westerly (26) Flight Routes (24 hour period)



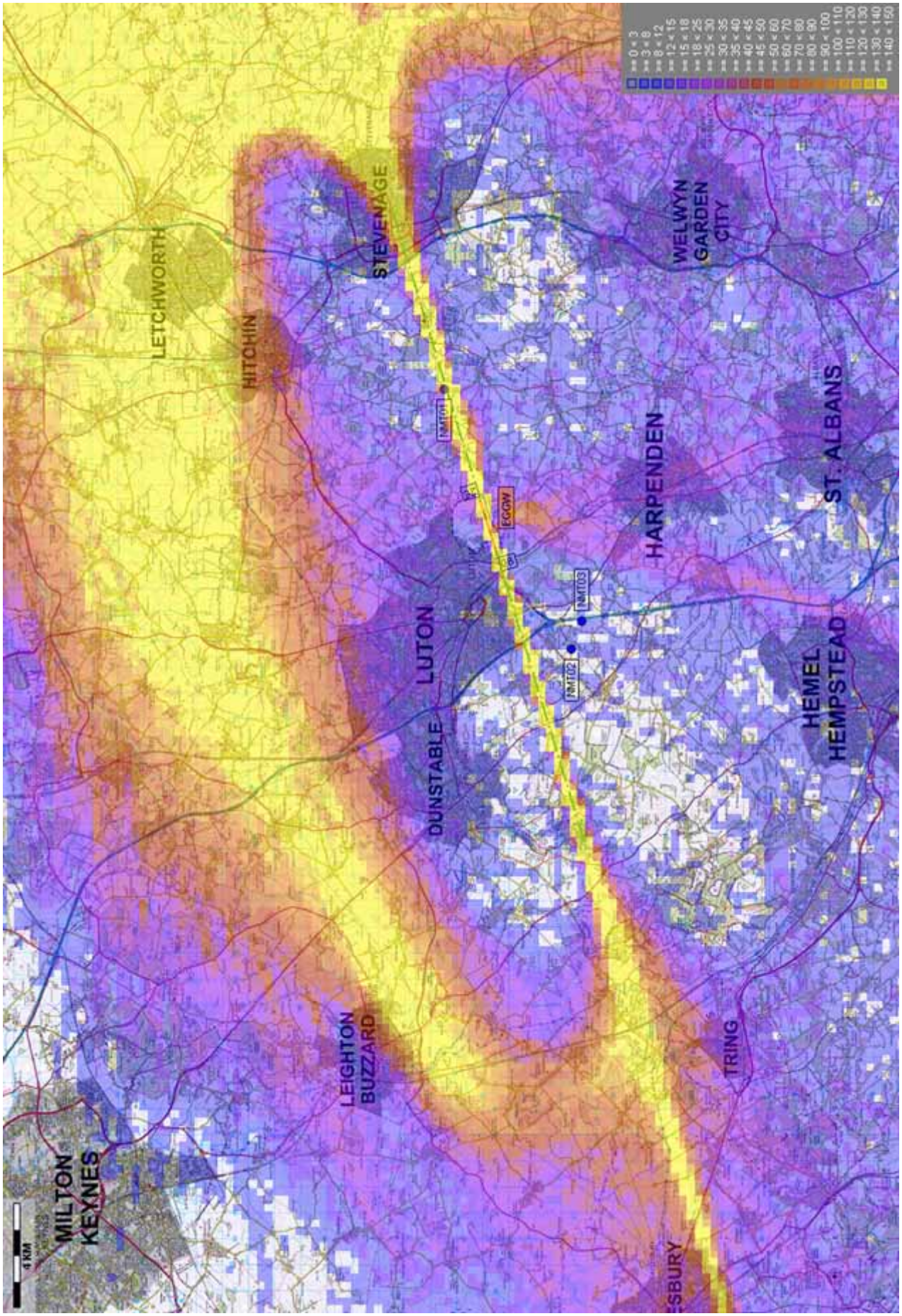
4.12. Flight Levels – Easterly (08) Flight Routes (24 hour period)



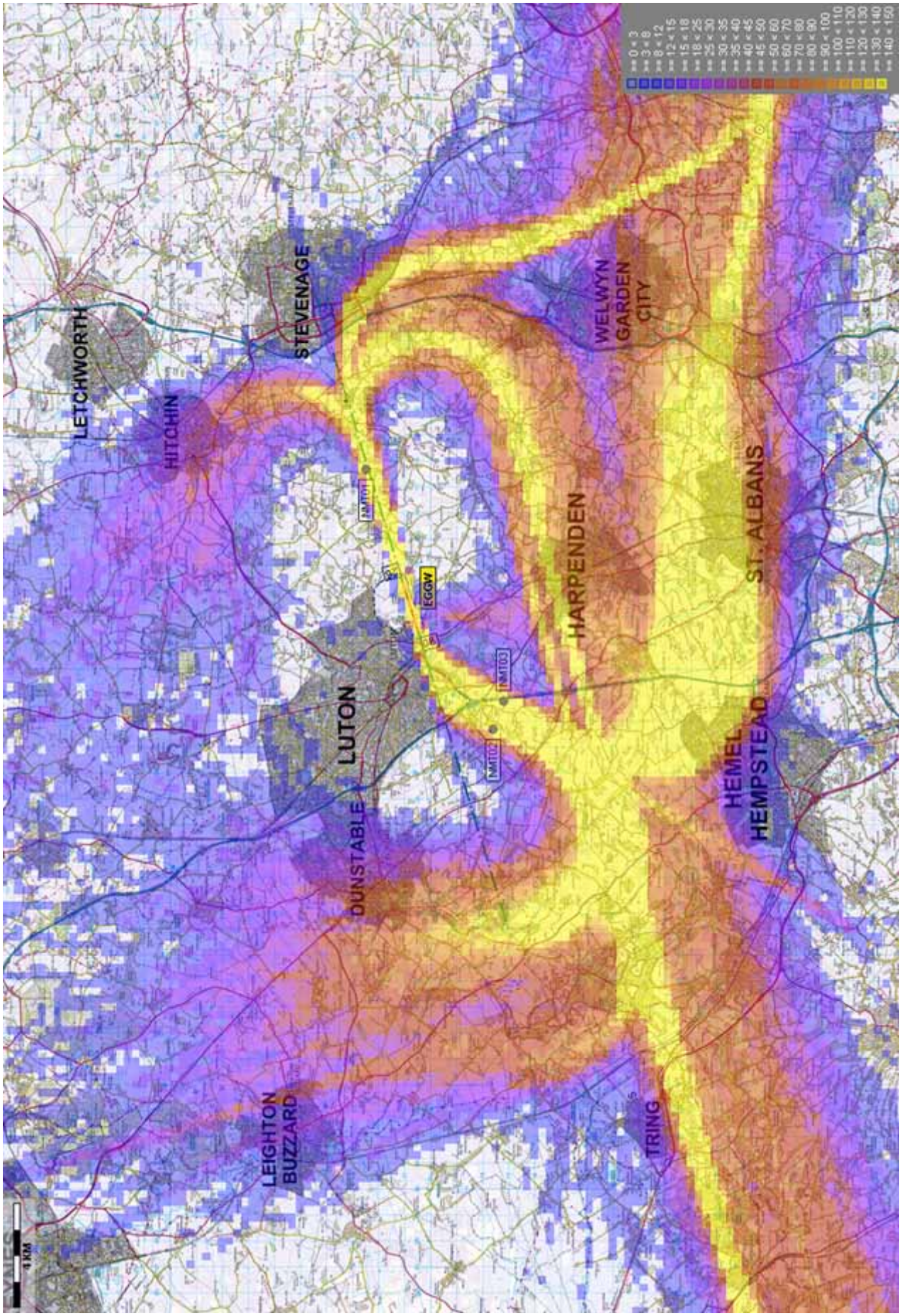
4.13. Flight Levels – Westerly (26) Flight Routes (24 hour period)



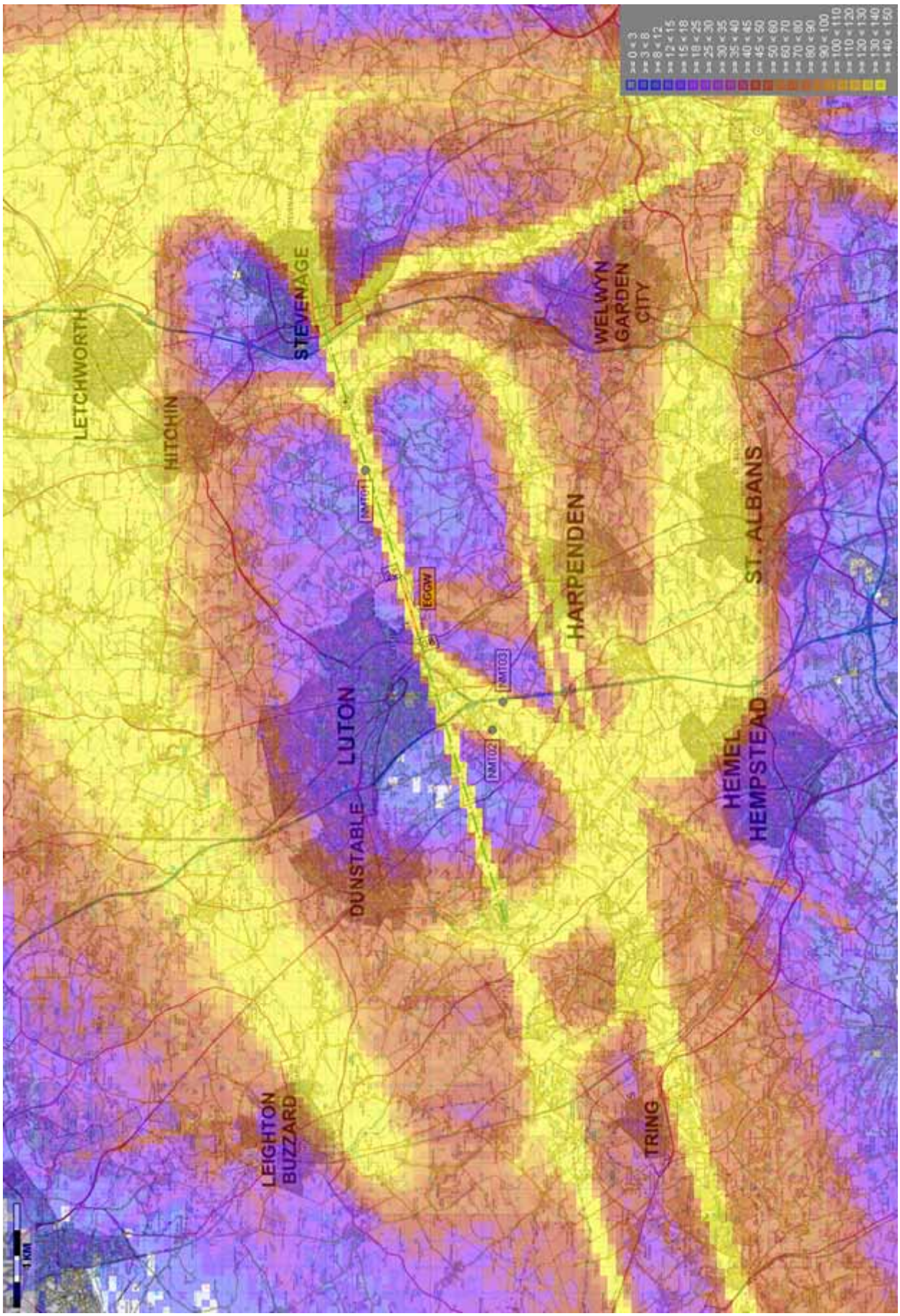
4.14. Plot Density – 16th June – 15th September 2007 - Arrivals only



4.15. Plot Density – 16th June – 15th September 2007 - Departures only



4.16. Plot Density – 16th June – 15th September 2007 - Arrivals and Departures



5. *Noise Monitoring Data*

The aircraft noise generated by the operation of the Airport has always been important 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 the issue of night flights and Night Noise Policy is monitored and reviewed by the LLACC on a quarterly basis.

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 an increase in the total number of departure noise events recorded in 2007 compared to 2006 (from 44,053 to 47,252). Only one departure exceeded the 94dB(A) daytime noise limit and one exceeded the night-time limit that was lowered from 87dB(A) to 85dB(A) in 2007 following a review of the London Luton Airport Consultative Committee Night Noise Working Group. The noise bands in 5.3 and 5.4 were also adjusted as part of this review.

The detection threshold 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, 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, 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 99% of departing aircraft recorded maximum noise levels of less than 79dB(A), with 54% of daytime departures registering below 73dB(A). Only 470 daytime departures registered maximum noise levels above 79dB(A) in 2007, compared to 767 aircraft in this noise band during 2006. In 2007 there was a single daytime noise exceedence. Details of the noise penalties are listed in section 5.5.

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 97% of departures recorded maximum noise levels below 79dB(A), with 55% of night departures registering below 73dB(A). Only 51 night departures registered maximum noise levels above 79dB(A) during 2007, compared to 60 in this noise band during 2006. Only 1 departure exceeded the 85dB(A) night-time noise limit.

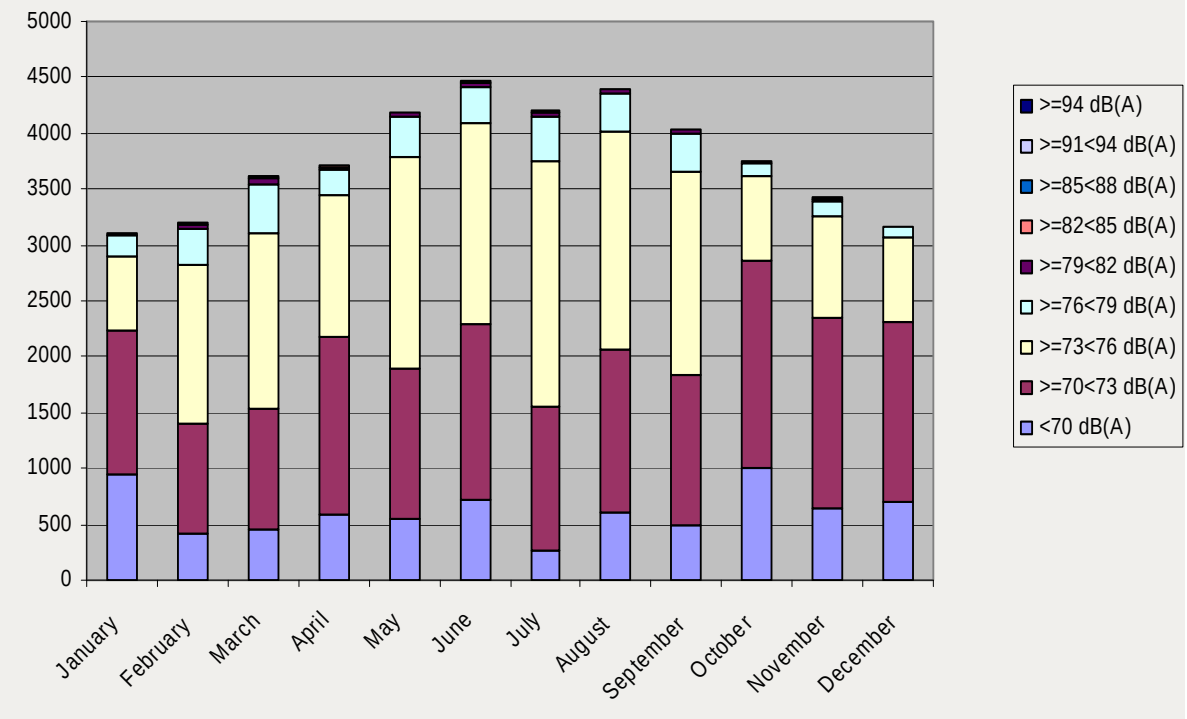
5.2. Noise and Track Monitoring System

The Topsonic Noise & Track Monitoring system has been operational for 100% of the time during 2007, and has been utilised in compiling the details within this Report. New features and system enhancements continue to improve the functionality and capabilities available to the Airfield Environment Office.

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)

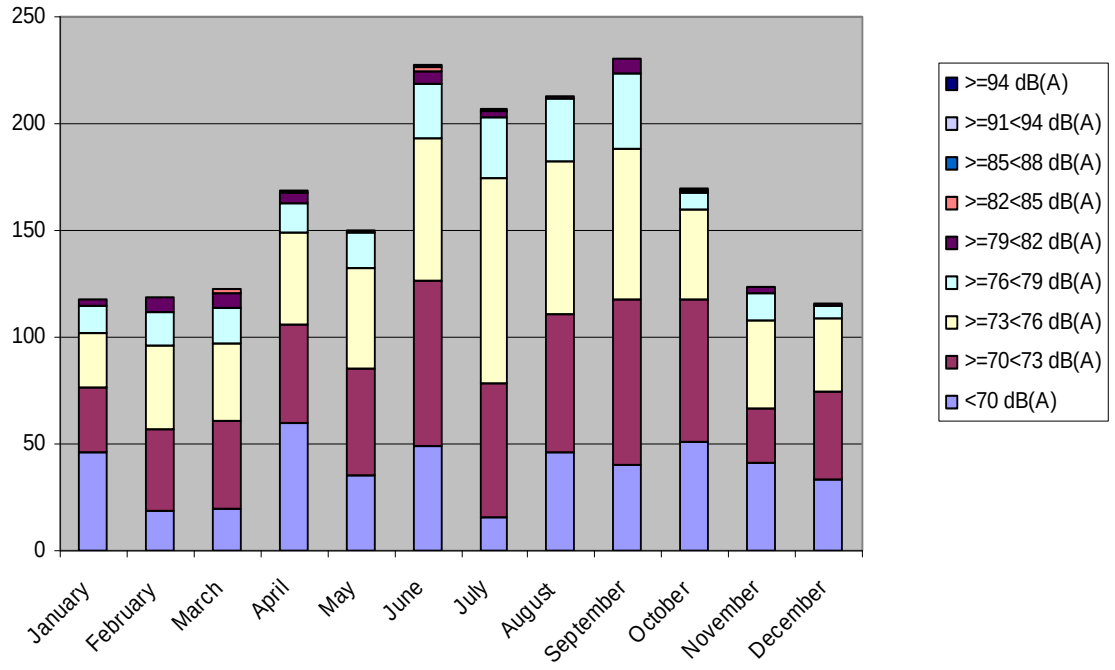
	Number of Departures (Daytime)										
	<70 dB(A)	>=70<73 dB(A)	>=73<76 dB(A)	>=76<79 dB(A)	>=79<82 dB(A)	>=82<85 dB(A)	>=85<88 dB(A)	>=88<91 dB(A)	>=91<94 dB(A)	>=94 dB(A)	Total
January	948	1,285	666	186	24	2	0	0	0	0	**3,111**
February	416	991	1,419	320	43	5	5	2	0	0	**3,201**
March	456	1,084	1,574	431	51	12	5	1	0	0	**3,614**
April	591	1,583	1,271	233	16	9	2	1	0	0	**3,706**
May	556	1,347	1,877	369	31	10	5	3	0	0	**4,198**
June	729	1,557	1,808	327	36	5	4	0	0	1	**4,467**
July	268	1,277	2,214	398	34	11	5	2	0	0	**4,209**
August	610	1,450	1,946	351	35	8	2	2	0	0	**4,404**
September	483	1,356	1,815	338	42	5	1	0	0	0	**4,040**
October	1012	1,845	769	103	11	2	1	0	0	0	**3,743**
November	639	1,704	921	135	13	7	3	0	0	0	**3,422**
December	692	1,614	766	86	9	1	3	0	0	0	**3,171**
% Total	*16.3%*	*37.7%*	*37.6%*	*7.2%*	*0.8%*	*0.2%*	*0.1%*	*0.0%*	*0.0%*	*0.0%*	***100%***
Total	**7,400**	**17,093**	**17,046**	**3,277**	**345**	**77**	**36**	**11**	**0**	**1**	**45,286**



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 87dB(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	46	30	26	13	3	0	0	0	0	0	**118**
February	19	38	39	16	7	0	0	0	0	0	**119**
March	20	41	36	17	7	2	0	0	0	0	**123**
April	60	46	43	14	5	1	0	0	0	0	**169**
May	35	50	47	17	1	0	0	0	0	0	**150**
June	49	77	67	26	6	1	1	0	0	0	**227**
July	16	62	97	28	3	1	0	0	0	0	**207**
August	46	65	71	30	1	0	0	0	0	0	**213**
September	40	78	70	36	6	0	0	0	0	0	**230**
October	51	67	42	8	1	1	0	0	0	0	**170**
November	41	26	41	13	3	0	0	0	0	0	**124**
December	33	42	34	6	1	0	0	0	0	0	**116**
% Total	*23.2%*	*31.6%*	*31.2%*	*11.4%*	*2.2%*	*0.3%*	*0.1%*	*0.0%*	*0.0%*	*0.0%*	***100%***
Total	**456**	**622**	**613**	**224**	**44**	**6**	**1**	**0**	**0**	**0**	**1,966**



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 was reduced from 87dB(A) to 85dB(A) on 1st April 2007 and is now 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)

>87 – 91 dB(A) 300% surcharge

(>85 – 91dB(A) as from 1st April 2007)

>91 – 95 dB(A) 500% surcharge

>95 dB(A) 600% surcharge

5.5.1. Daytime Noise Violations during 2007

There was 1 violation of the daytime noise limit in 2007 (details below), compared to none in 2006.

Date / Time (Local)	Aircraft Type	Noise Level	Penalty
14/06/2007 18:07hrs	Gulfstream 3 (Executive Jet)	94.7dB(A)	400% of runway charge

5.5.2. Night Noise Violations during 2007

There was 1 violation of the night noise limit in 2007 (details below), in line with 1 in 2006.

Date / Time (Local)	Aircraft Type	Noise Level	Penalty
08/06/2007 23:23hrs	Gulfstream 3 (Executive Jet)	85.4dB(A)	300% of runway charge

6. *Noise Contours*

6.1 Leq

Since 1989 the preferred aircraft noise measure has been the A-weighted equivalent noise level, Leq. This metric averages total noise energy over a stated time period and thus takes account of all contributing aircraft movements. In the UK it is standard practice to average noise levels over a 16-hour daytime period (07:00-23:00 hours, local time) and a 92-day summer season (16th June – 15th September). Since 1999, the contours have been produced using INM.

The day Leq contours display the 57 to 72 levels in steps of 3 dB(A). The night contours display additional 48 to 72 levels in steps of 3 dB(A) to accord with Planning Policy Guidance Note 24: Planning and Noise.

Differences in noise impact primarily reflect the change in the number and type of aircraft movement occurring at the airport. However, differences in the contour shape can also arise because of differences in runway usage and the relative proportion of westerly and easterly modes of operation, known as the modal split, which is dependent on the prevailing wind direction.

The 2007 16-hour daytime Leq contours show a very small increase for all contour bands, 57-60 dB(A), with the largest increase at less than 0.5km² for the lowest noise band of 57dB(A). The corresponding changes in the number of dwellings and population affected are relatively higher. There are two reasons. Firstly, the unusually high percentage of westerly operations in 2007 caused the modal split to be 84%/16% W/E during the 16 hour daytime period. This, in turn, altered the shape of the contours causing more people to fall within them. The second reason was a change to the tracks within the INM model that was made as part of the regular calibration work carried out on the contours, involving an investigation of the actual routes followed by aircraft departing on Runway 26. This was achieved by examining all movements during the summer period that passed through a number of notional gates across the departure swathe from the runway end to the east of junction 10 of the M1 motorway. The data showed the deviation in metres from the track centre line for every aircraft passing through the gate and an analysis of these results for the dominant aircraft types was carried out.

It was found that some adjustment was needed in the noise model as some aircraft types were found to be generally travelling towards the northern side of the swathe. Consequently, the contours were generated using these revised flight tracks. Compared with the results for the tracks used for the previous year, it was found that the westerly departure contour lobe moved slightly to the north, again causing more people to fall within the contours.

The 2007 figures are significantly below those for the 1984 contours and also below the 1999 predicted contours which would require a noise reduction plan to be implemented if they are exceeded.

The 2007 8-hour night Leq contours show an increase in the area covered compared with 2006, from 29.20km^2 to 33.19km^2, an increase of 13%. As with the daytime contour at night there were also an unusually high number of westerly operations (85%). The increase in contour area, the unusual contour footprint shape with the revised tracks resulted in the number of dwellings affected increasing by 16% and an increase in population of 14%. The increase in contour area is primarily attributable to an increase in movements during the two shoulder periods from, 23:00-00:00 and 06:00-07:00.

6.2 Annual Noise Contours Summer 2007

6.2.1. Work has been completed on the production of the annual noise contours for LLA for the summer 2007 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)*	2006 (km^2)	2007 (km^2)	Difference 2006-2007 (km^2)
>72	*1.63*	*1.5*	0.94	0.96	+0.02
>69	*2.80*	*2.5*	1.51	1.59	+0.08
>66	*4.86*	*4.4*	2.65	2.83	+0.18
>63	*9.1*	*7.3*	4.82	5.07	+0.25
>60	*17.18*	*11.8*	8.56	8.83	+0.27
>57	***31.52***	***19.6***	**14.90**	**15.38**	**+0.48**

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)*	2006 (km^2)	2007 (km^2)	Difference 2006-2007 (km^2)
>72	*0.79*	*1.1*	0.40	0.45	+0.05
>69	*1.39*	*1.8*	0.59	0.67	+0.08
>66	*2.42*	*3.0*	0.93	1.06	+0.13
>63	*4.01*	*5.2*	1.56	1.84	+0.28
>60	*7.06*	*8.3*	2.80	3.34	+0.54
>57	*13.05*	*13.2*	5.17	6.11	+0.94
>54	*24.48*	*21.6*	9.47	10.80	+1.33
>51	*44.92*	*36.0*	16.69	18.74	+2.05
>48	***85.04***	***60.6***	**29.20**	**33.19**	**+3.99**

6.2.4. The modal split for summer 2007 was 84% westerly / 16% easterly compared with 68% / 32% W/E in summer 2006.

6.2.5. In terms of movements, there was an increase in the total daytime movements from 27,450 to 28,231 and an increase in night-time movements from 3,921 to 4,425 (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 2008 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. Contour data is provided to LBC and Hertfordshire County Council for validation purposes.

6.4 Day-Time Contour Results

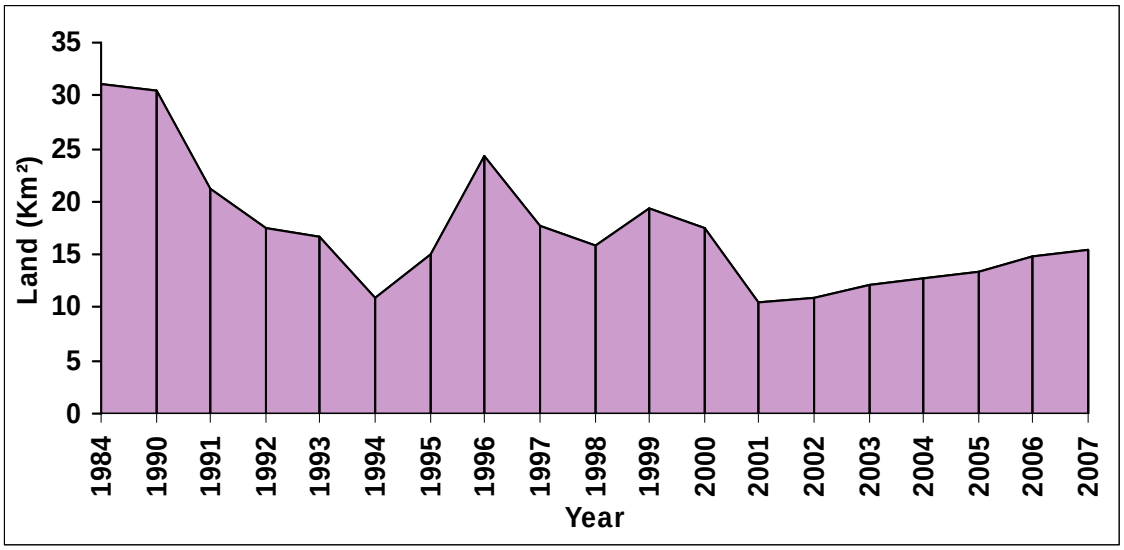
$L_{Aeq, 16\ hour}$ Day time	2006 Dwellings	2006 Population	2007 Dwellings	2007 Population
>72	0	0	0	0
>69	0	0	0	0
>66	10	23	10	23
>63	38	93	32	72
>60	524	1,319	658	1,664
>57	**1,251**	**3,062**	**1,831**	**4,431**

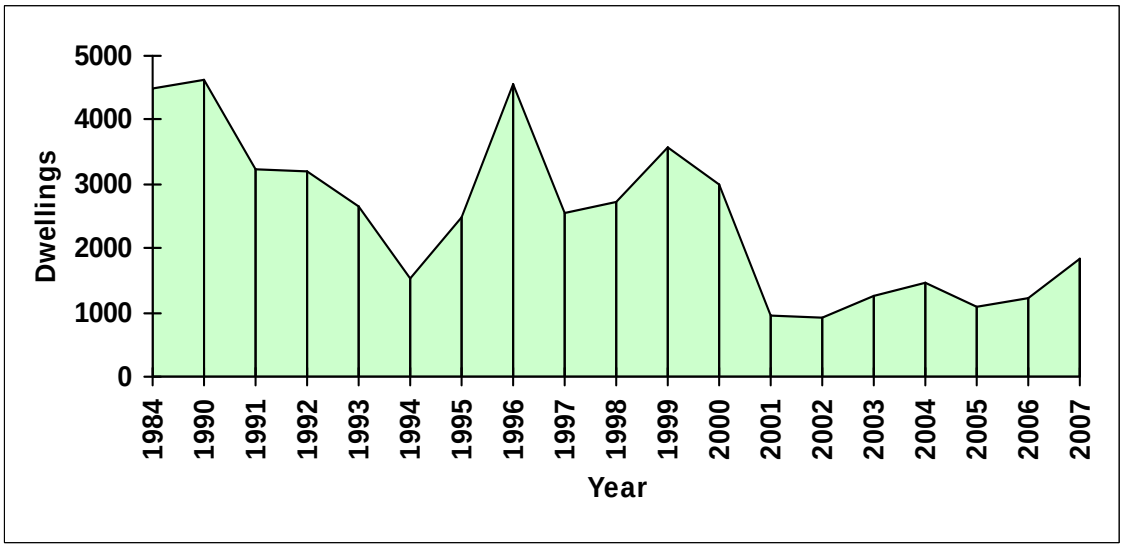
6.5 Night-Time Contour Results

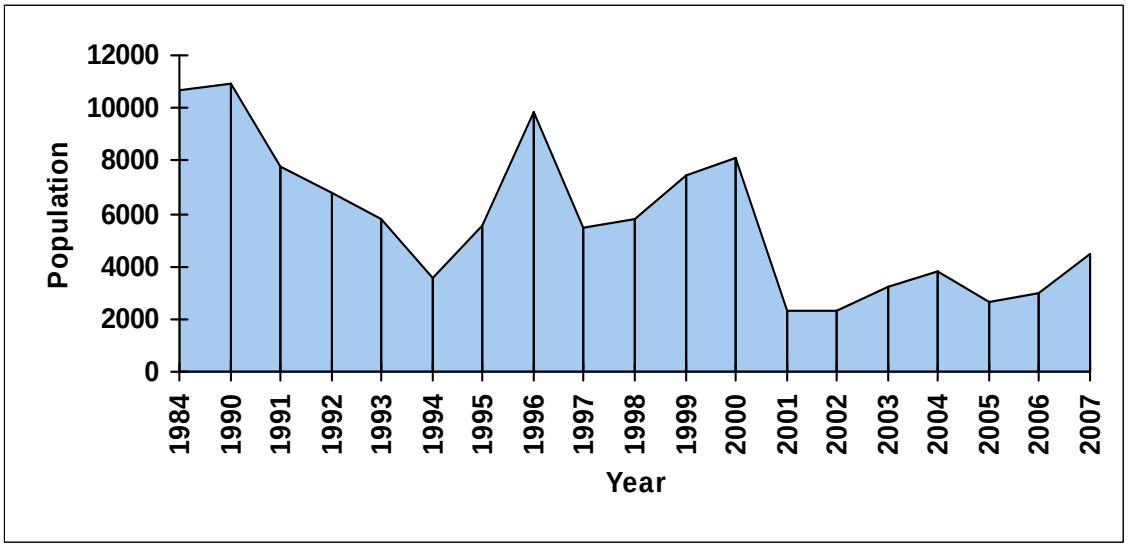
$L_{Aeq, 8hour}$ Night time	2006 Dwellings	2006 Population	2007 Dwellings	2007 Population
>72	0	0	0	0
>69	0	0	0	0
>66	0	0	0	0
>63	0	0	1	3
>60	12	28	15	35
>57	138	361	153	396
>54	613	1,540	762	1,923
>51	1,463	3,492	2,034	4,913
>48	**3,628**	**8,399**	**4,224**	**9,588**

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.

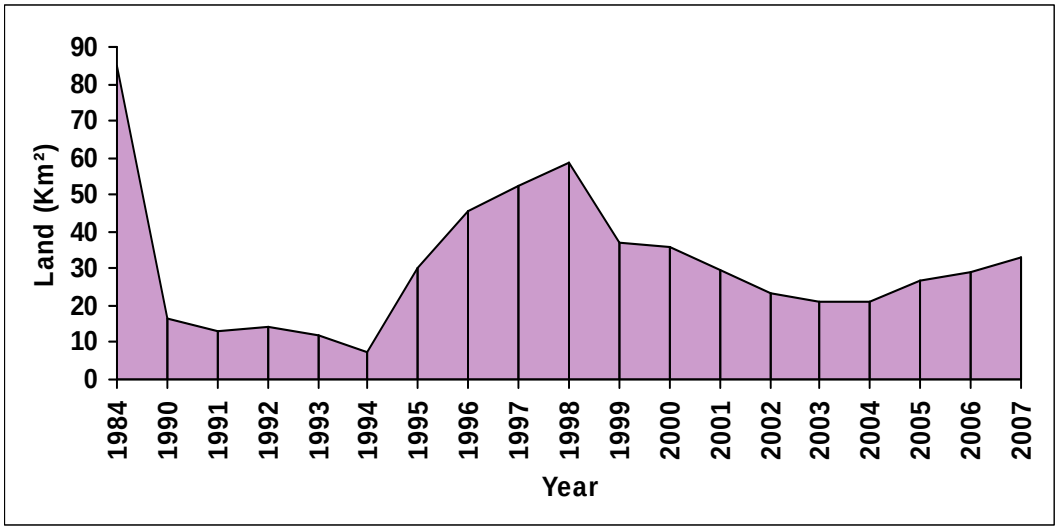
6.6 Noise Impact Within 16-Hour (Day) Leq Contours

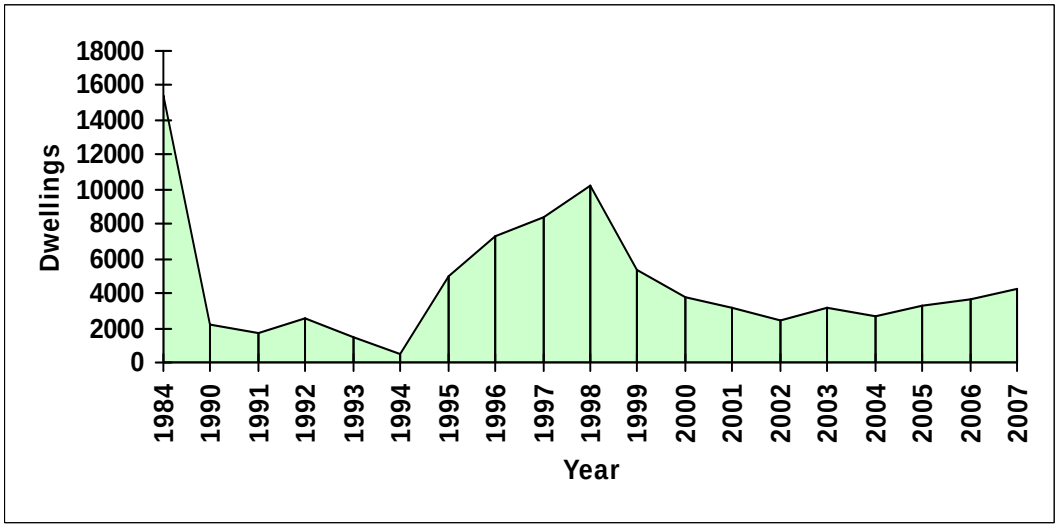


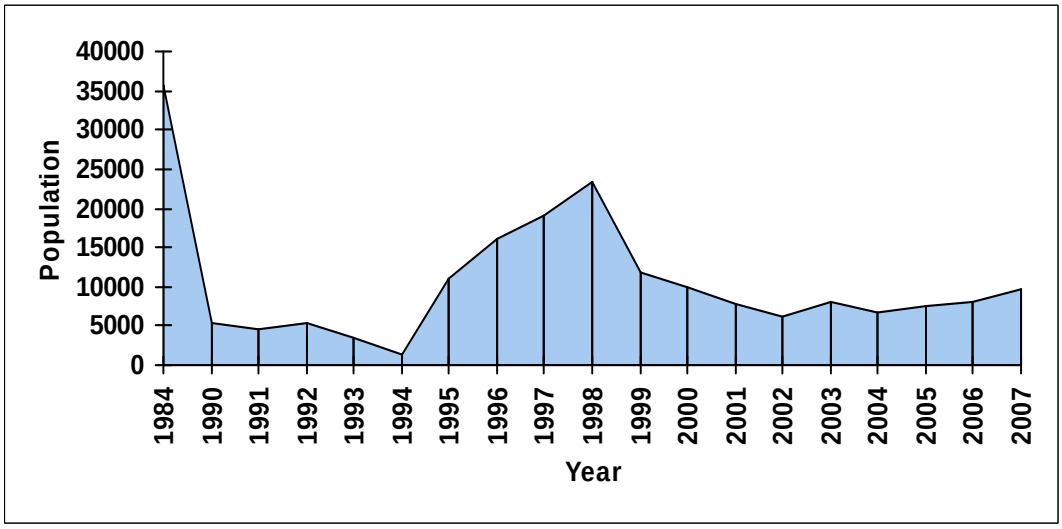




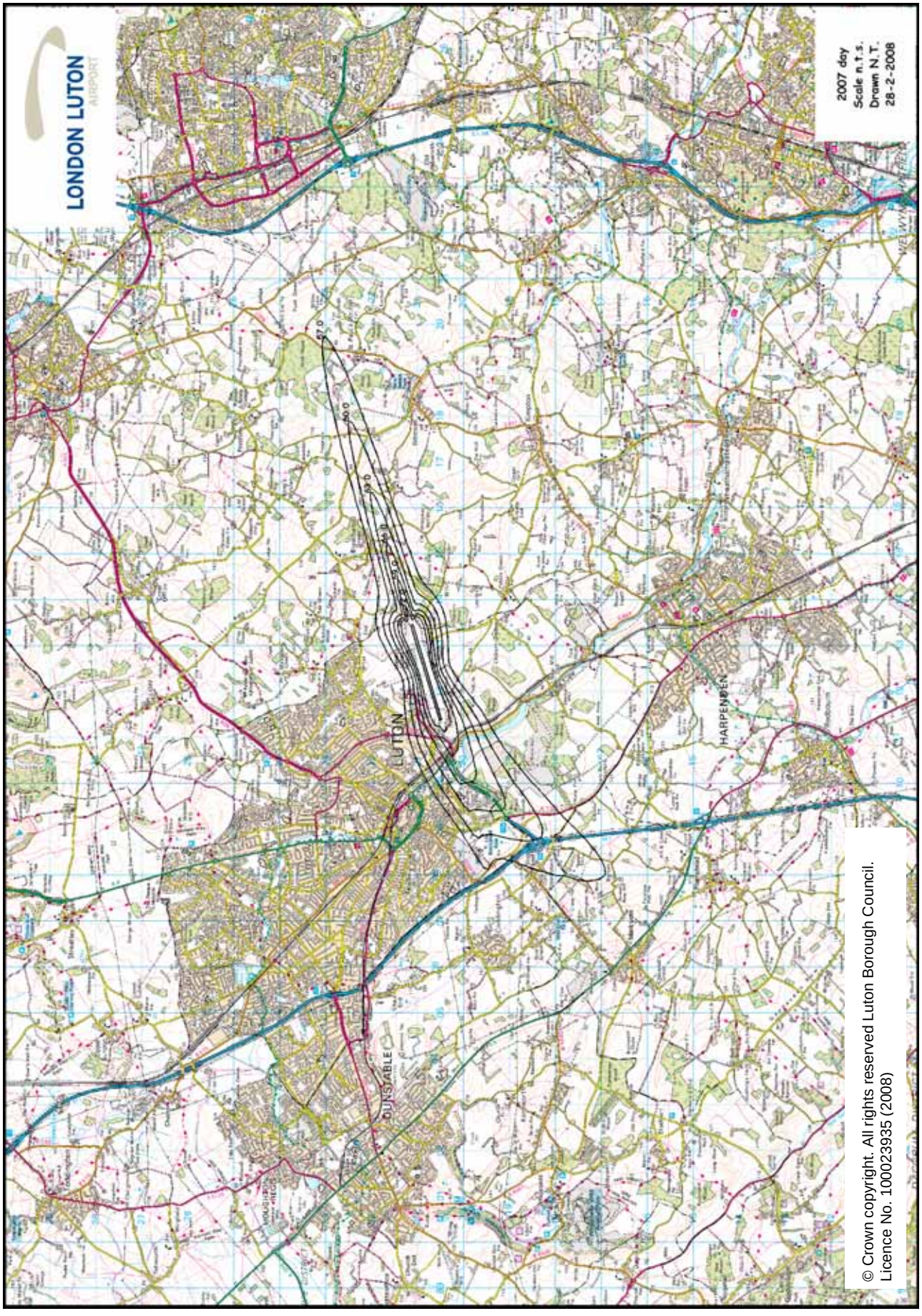
6.7 Noise Impact Within 8-Hour (Night) Leq Contours



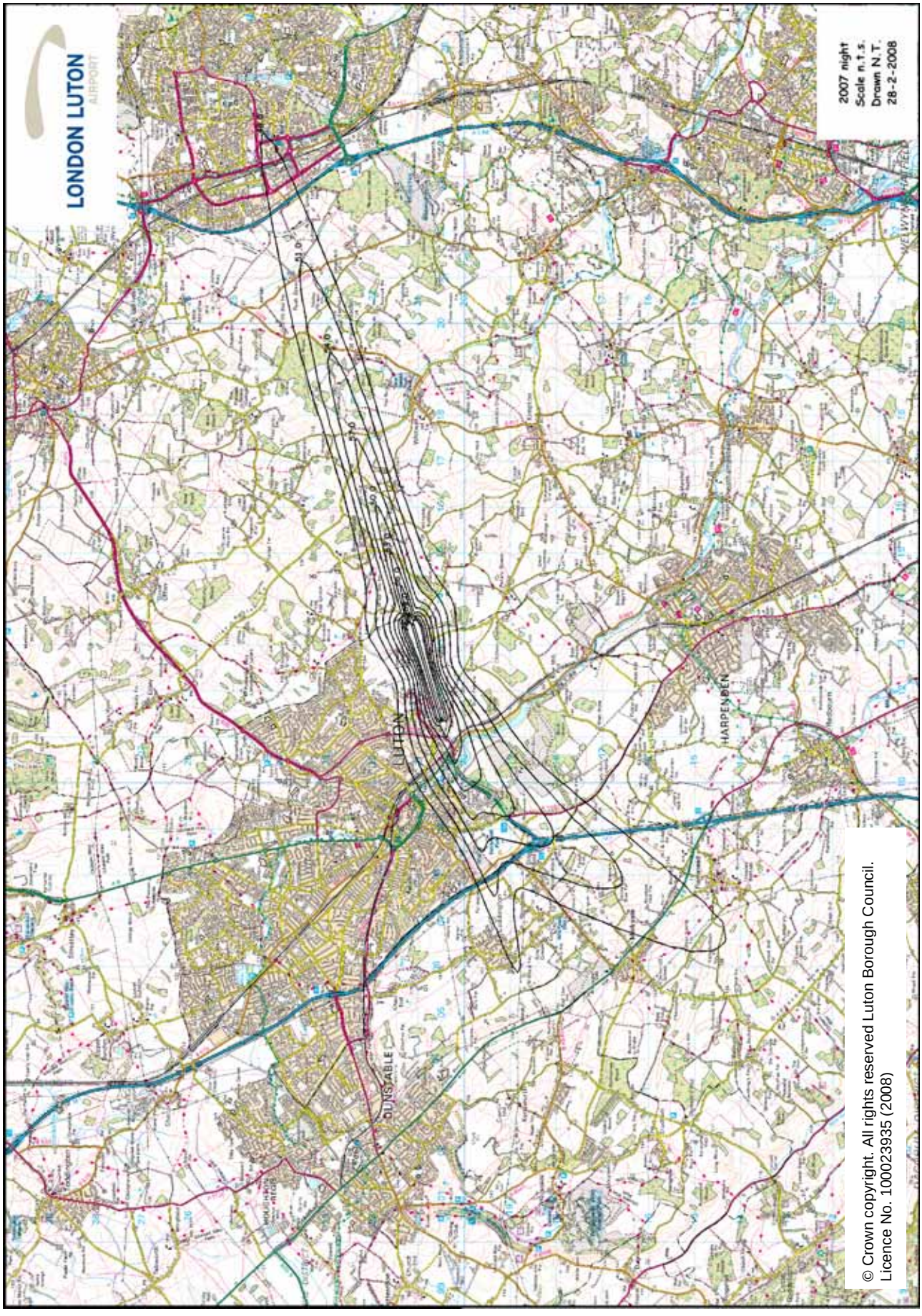




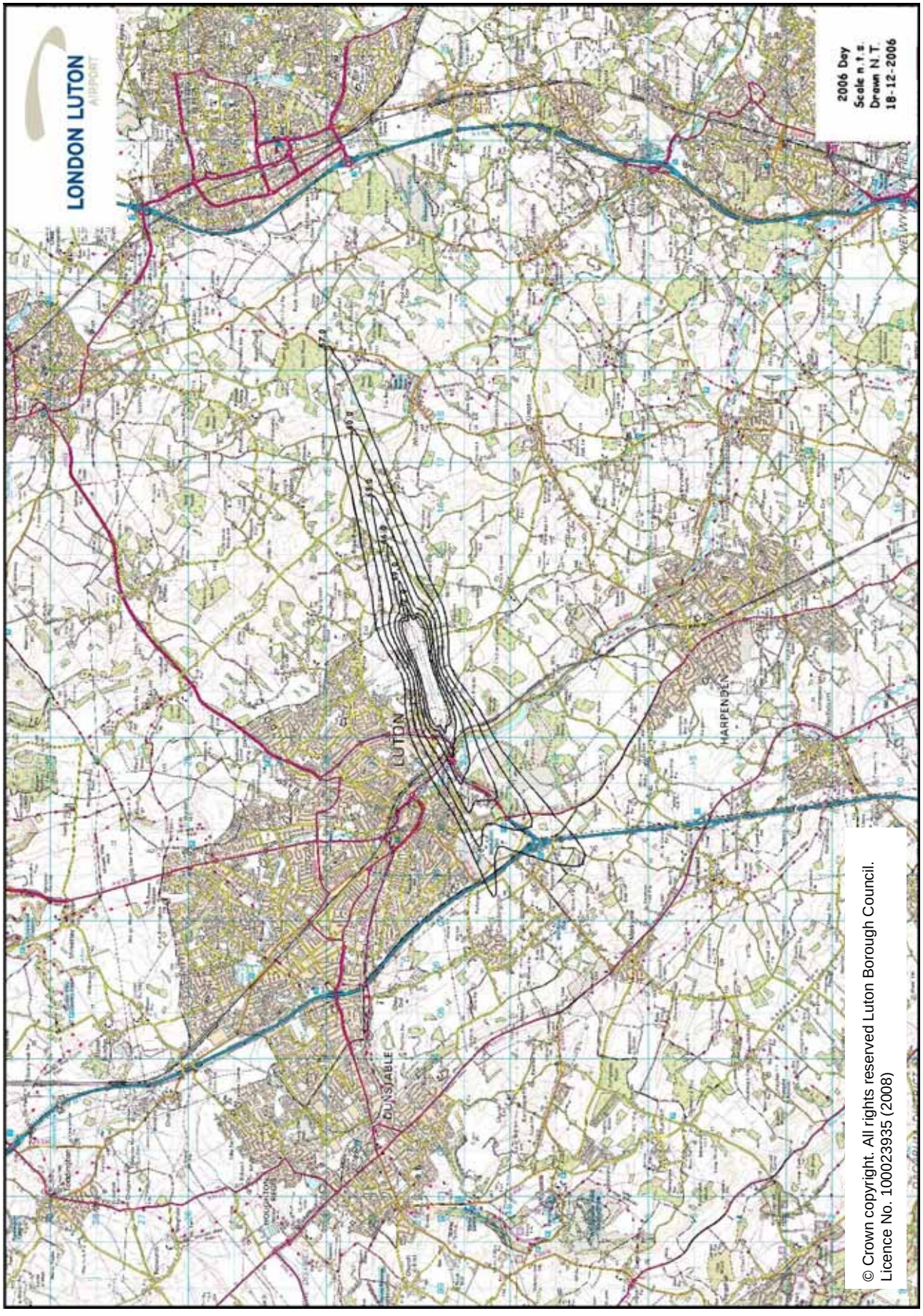
6.8 Annual Day Noise Contours 2007



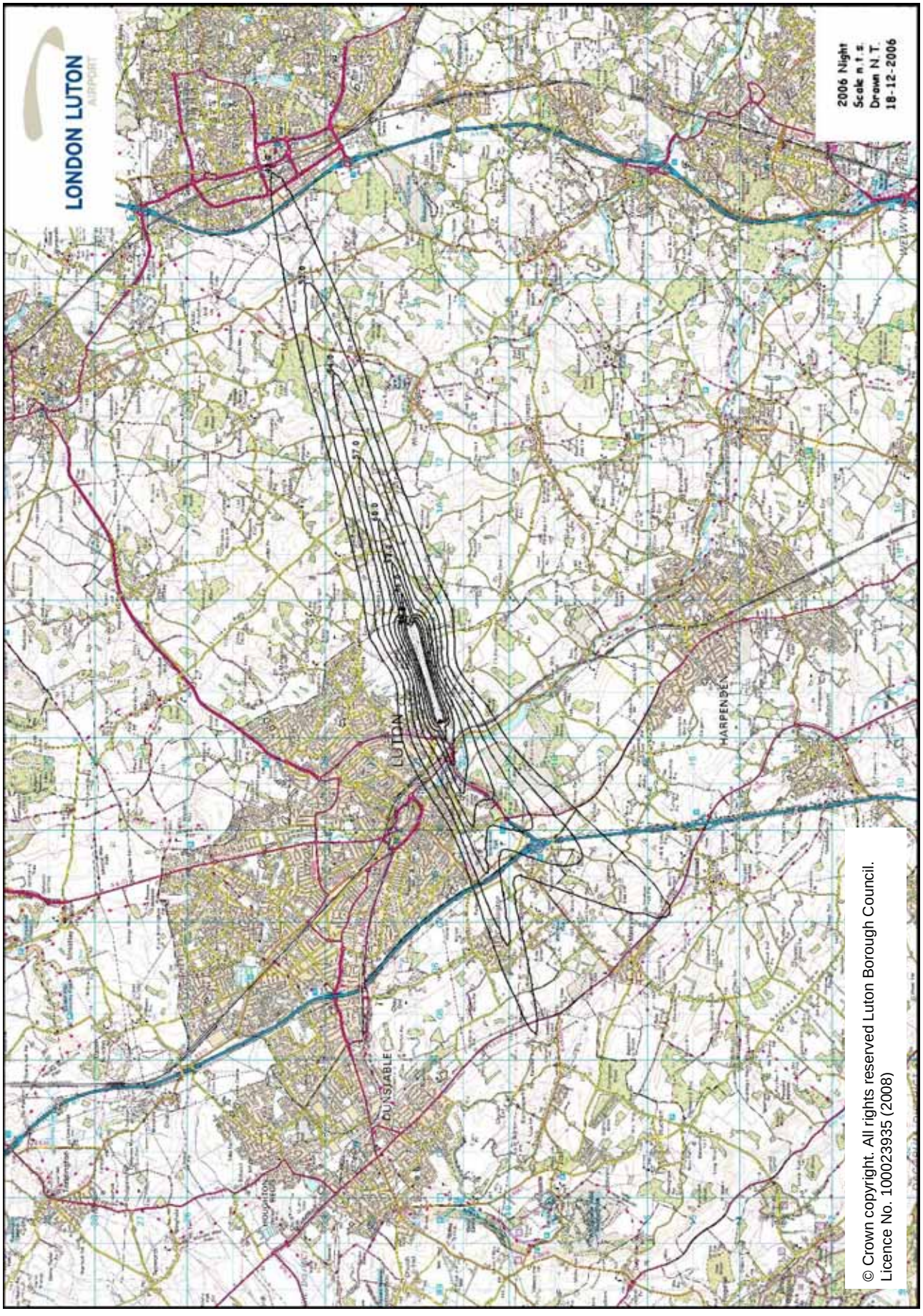
6.9 Annual Night Noise Contours 2007



6.10 Annual Day Noise Contours 2006



6.11 Annual Night Noise Contours 2006



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)

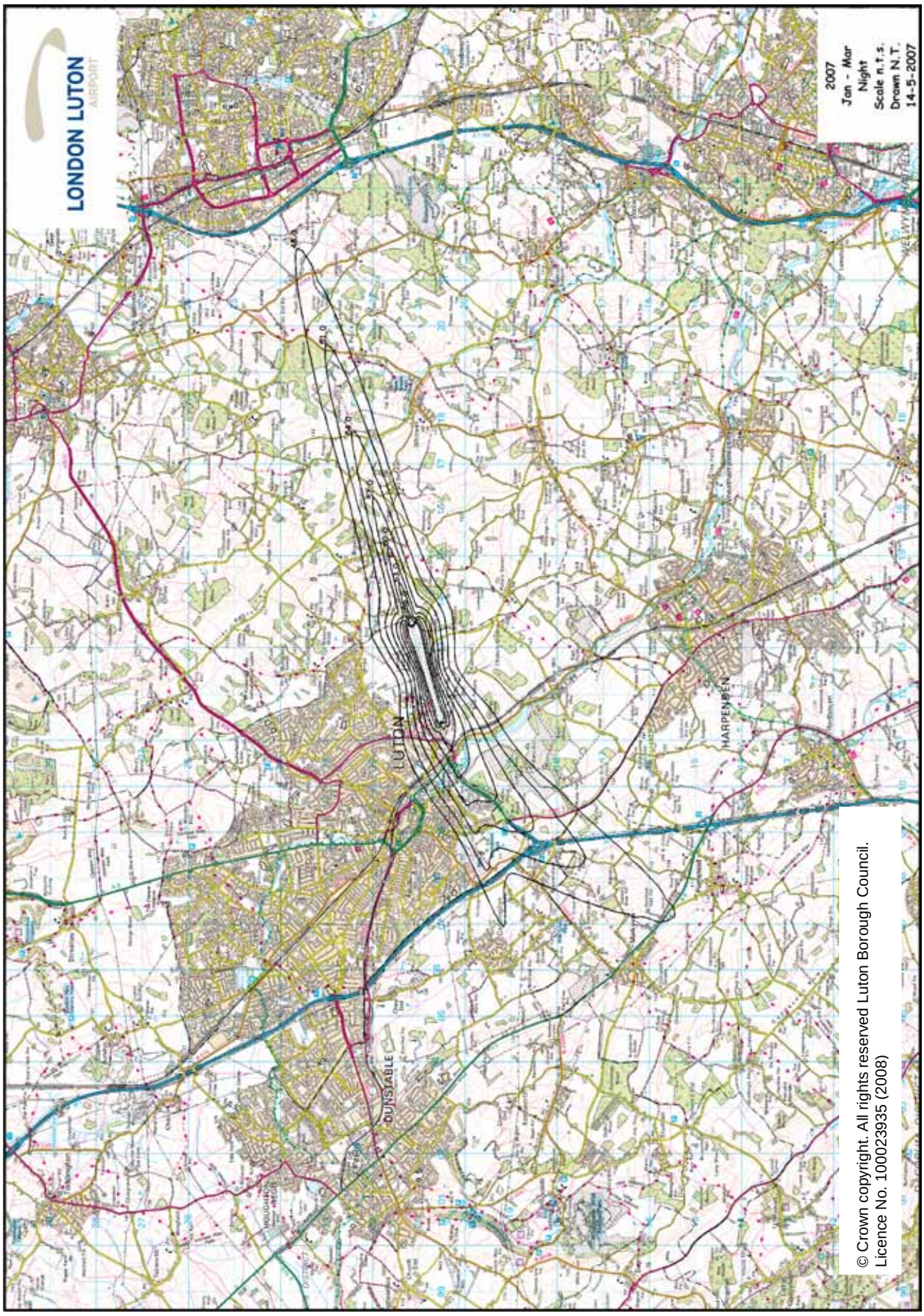
L_{Aeq}, 8hr Night	Jan – Mar 2006	Jan – Mar 2007	Apr – Jun 2006	Apr – Jun 2007	Jul – Sep 2006	Jul – Sep 2007	Oct - Dec 2006	Oct - Dec 2007
>72	0.33	0.38	0.35	0.44	0.41	0.45	0.33	0.41
>69	0.49	0.55	0.52	0.65	0.61	0.66	0.49	0.60
>66	0.72	0.83	0.78	0.99	0.95	1.05	0.73	0.90
>63	1.13	1.36	1.25	1.65	1.61	1.82	1.17	1.46
>60	1.88	2.40	2.17	2.94	2.90	3.30	2.05	2.56
>57	3.34	4.40	3.96	5.41	5.37	6.05	3.76	4.71
>54	6.13	7.85	7.30	9.80	9.74	10.67	6.82	8.50
>51	10.99	13.64	13.05	17.40	17.01	18.54	11.90	14.97
>48	**19.39**	**24.03**	**23.25**	**30.12**	**29.96**	**32.78**	**21.24**	**25.89**
W/E Split (%)	*55/45*	*80/20*	*63/37*	*58/42*	*73/27*	*81/19*	*83/17*	*67/33*

6.14 Night Noise Movements by INM Aircraft Type

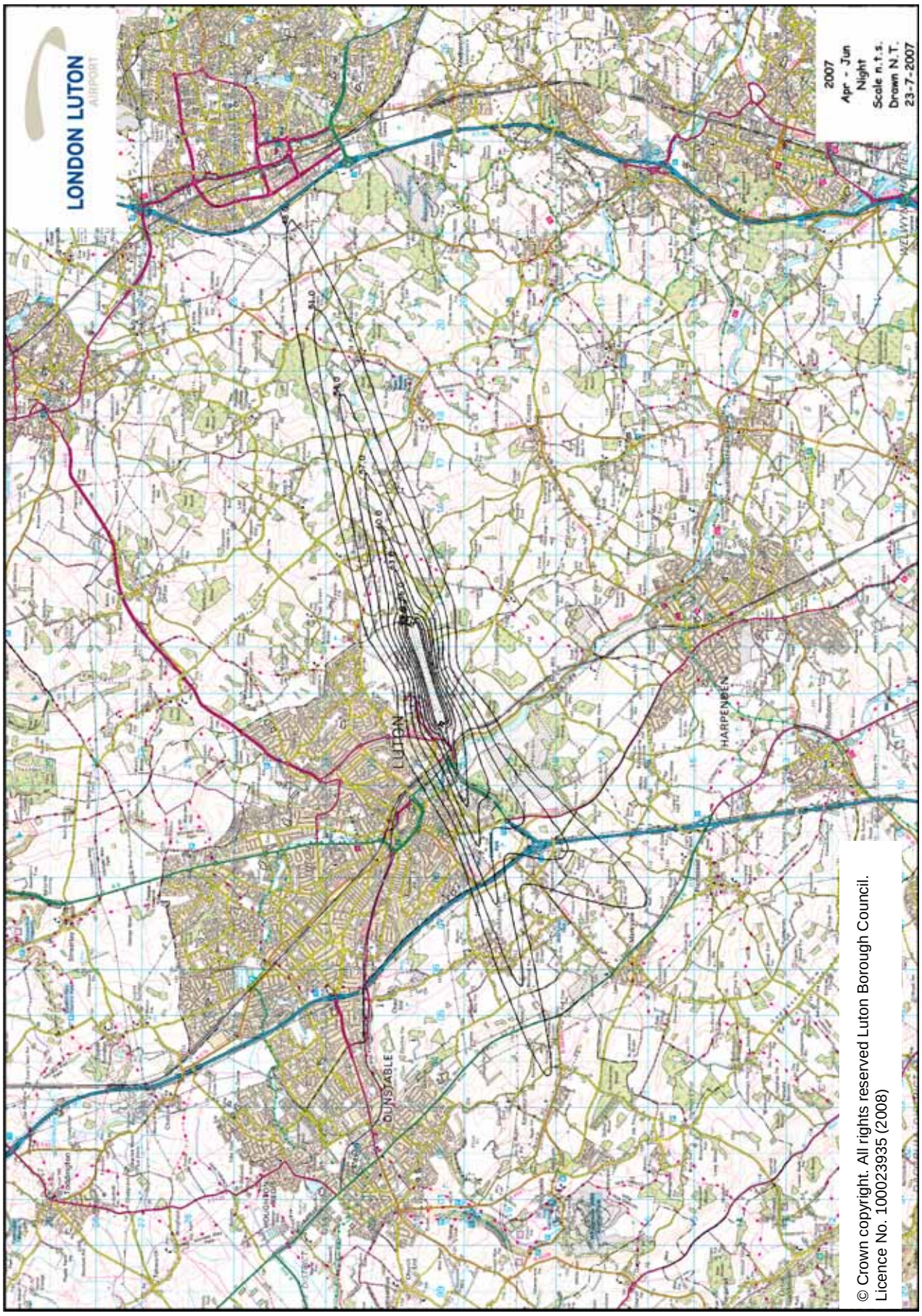
Aircraft Type	Jan – Mar 2006	Jan – Mar 2007	Apr – Jun 2006	Apr – Jun 2007	Jul – Sep 2006	Jul – Sep 2007	Oct - Dec 2006	Oct - Dec 2007
737300	146	7	261	8	199	7	21	11
737400	2	0	0	3	1	7	0	0
737700	524	689	751	1,329	1,018	1,424	687	797
737800	470	554	600	615	662	680	572	584
737200	0	0	1	0	4	0	1	0
757RR	216	113	253	146	500	206	145	82
A300	20	209	29	229	140	212	76	193
A320	111	156	183	321	314	453	160	210
A321	4	55	3	161	6	190	46	153
A319	7	21	27	38	70	47	25	27
767300	10	19	12	9	0	7	9	0
767JT9	3	20	4	5	52	0	5	0
CL600	69	127	69	205	151	196	114	167
CNA500*	-	-	-	49	-	31	-	25
GIV*	-	-	-	113	-	103	-	96
HS748A*	-	-	-	221	-	222	-	211
LEAR35	98	153	129	248	202	187	124	206
MU3001*	-	-	-	111	-	106	-	102
SD330	31	51	3	33	34	44	40	38
Other	410	606	413	192	755	238	410	204
Total	**2,121**	**2,780**	**2,772**	**4,036**	**4,109**	**4,360**	**2,435**	**3,116**

* Denotes aircraft included within the "Other" category before April - June 2007

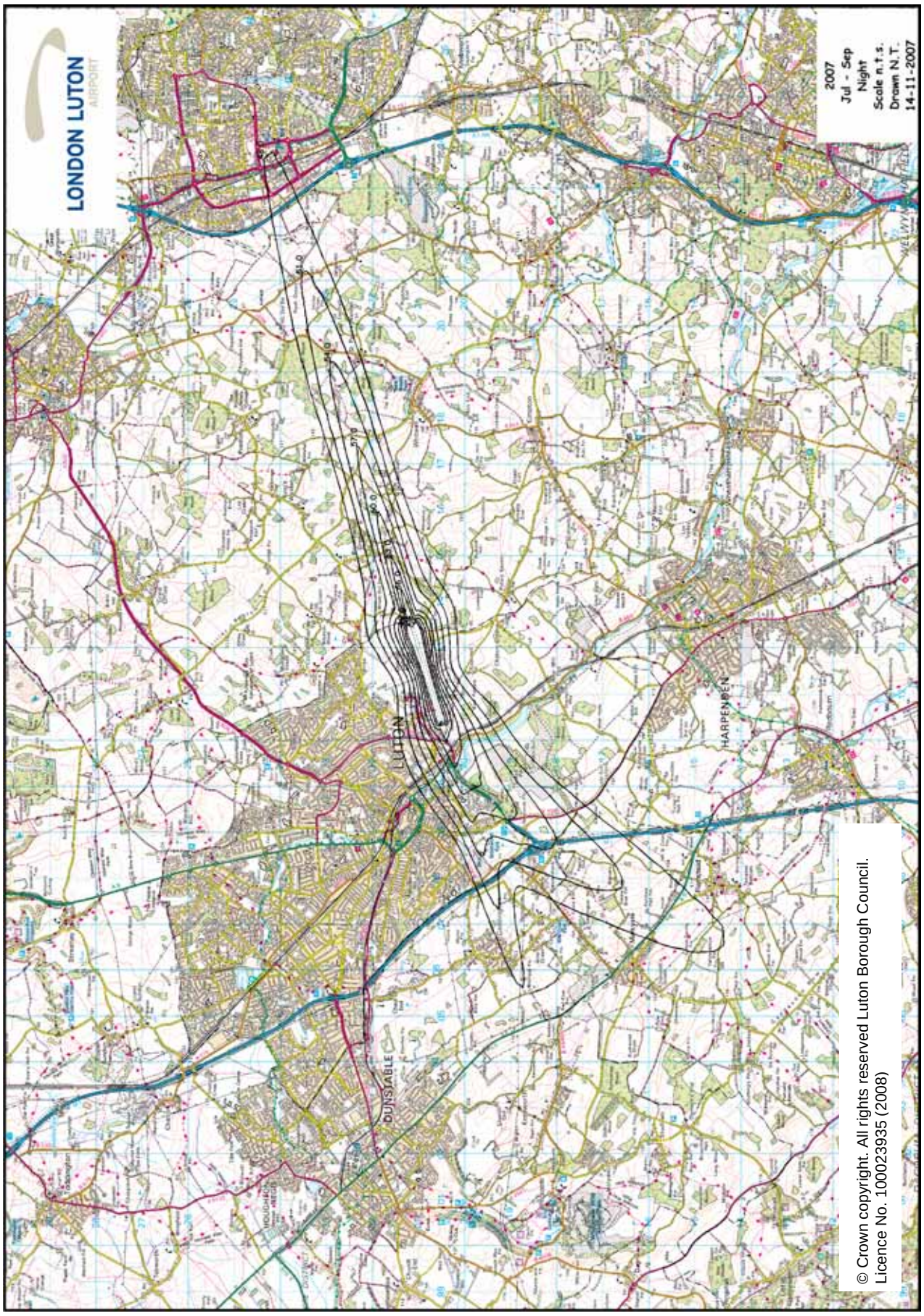
6.15 Quarterly Night Noise Contours 2007 Jan – Mar



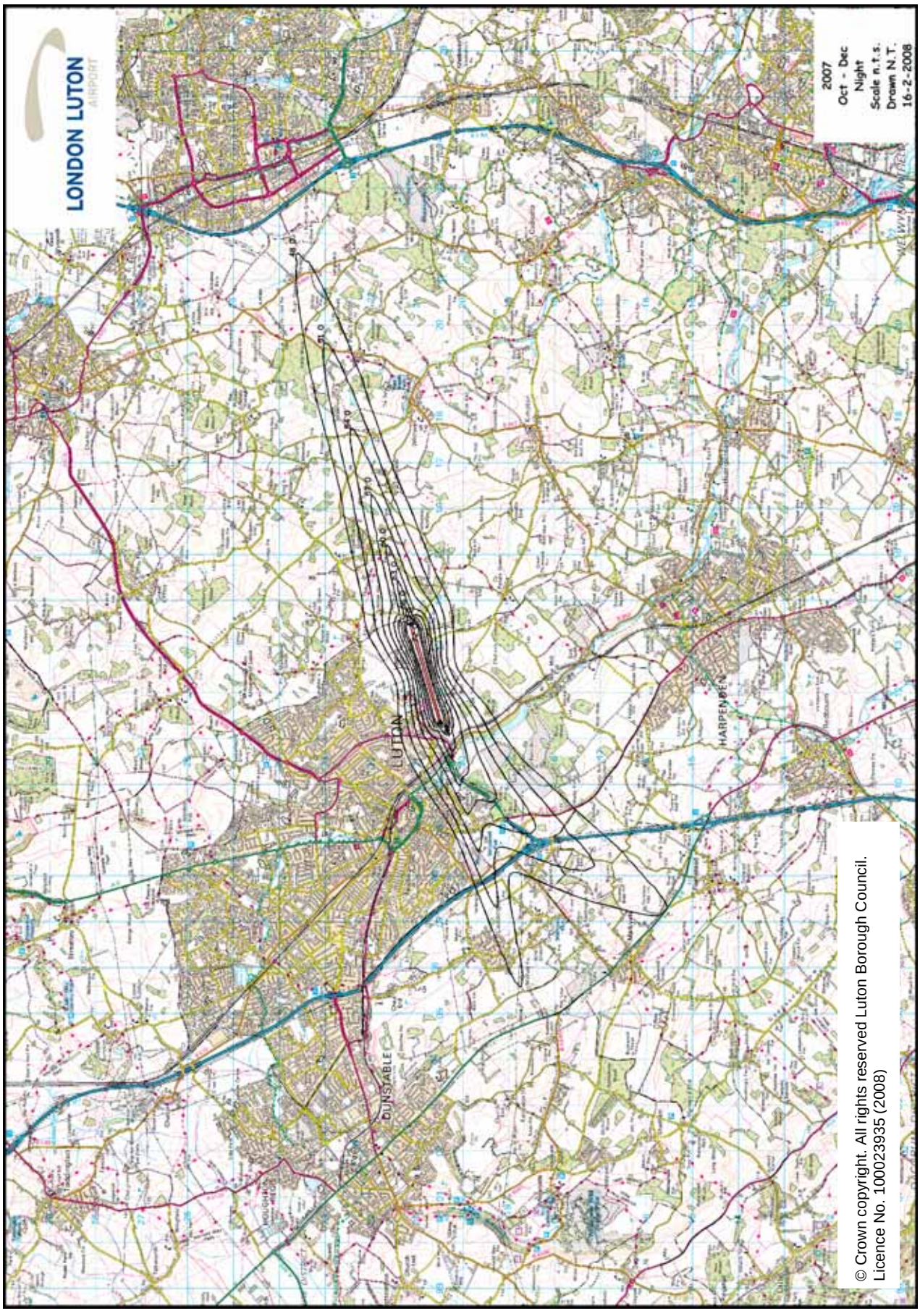
6.16 Quarterly Night Noise Contours 2007 Apr – Jun



6.17 Quarterly Night Noise Contours 2007 Jul – Sep



6.18 Quarterly Night Noise Contours 2007 Oct – Dec



7. *Complaints*

7.1 Total Complaints relating to LLA aircraft operations

	2006	2007
Total No. of Complaints relating to LLA aircraft operations	1,637	1,213
No. of Complainants	718	465
No. of Events (eliciting a complaint)	2,988 *(2,199*)*	5,480 (1,726**)
Average No. of Complaints per Complainant	2.3	2.6
Average No. of Events per Complainant	4.2 *(3.1*)*	11.8 (3.7**)
Average No. of Events per Complaint	1.8 (*1.3**)	4.5 (1.4***)*
No. of Aircraft Movements per Complaint	71	99
No. of Aircraft Movements per Event	39 *(53*)*	21 (70**)

* *Figures excluding 789 events reported by 3 individuals in Ayot St Lawrence, Hemel Hempstead and Tring.*

** *Figures excluding 3,754 events reported by 6 individuals in Ayot St Lawrence, Harpenden, Hemel Hempstead and Tring.*

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

7.1.1. During 2007 a total of 1,213 complaints relating to LLA aircraft operations were received by the Airfield Environment Office, compared with 1,637 in 2006.

7.1.2. A further 256 complaints not attributable to LLA traffic were received throughout 2007, compared with 192 last year. 175 of these complaints (68%) related to non-LLA helicopters operating to/from other airfields.

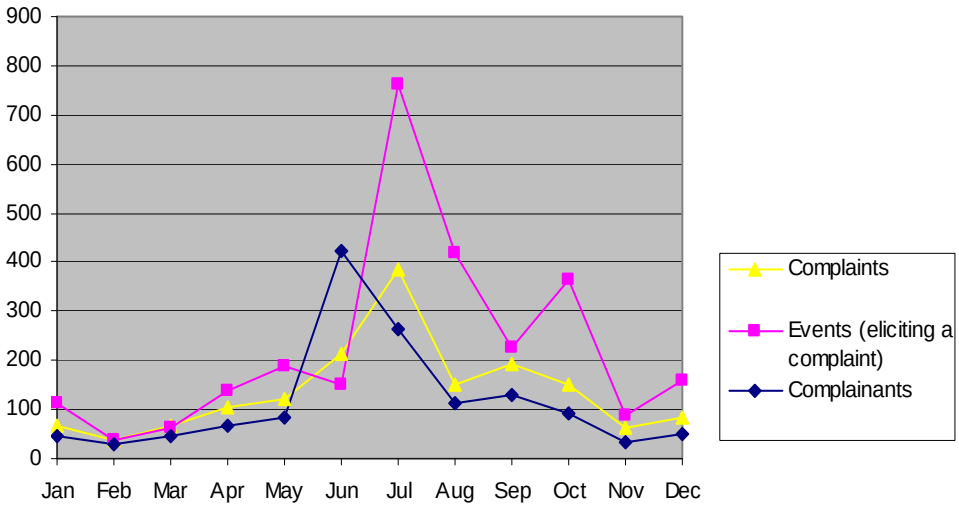
7.1.3. A total of 465 complainants reported concerns to the Airfield Environment Office during the year, in comparison with 718 in 2006.

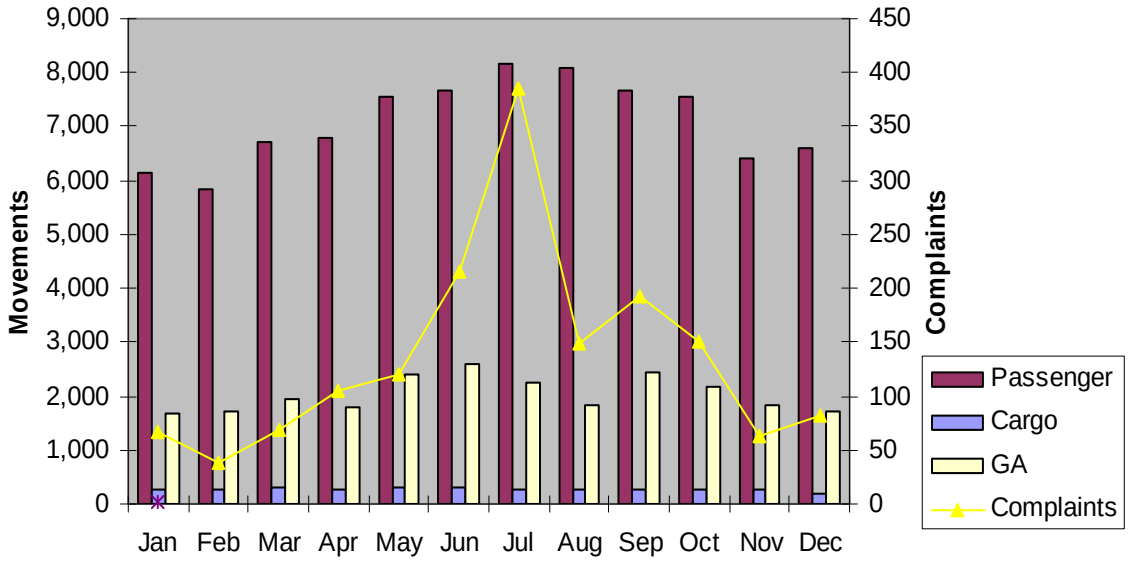
7.1.4. Within the 1,213 complaints received during the year, a total of 5,480 events (eliciting a complaint) were listed, compared to 2,988 events in 2006 although it should be noted that 68% of reported events in 2007 (3,754) were received from just 6 individuals, one in Ayot St Lawrence (462), three in Harpenden (236, 973 and 1,525), one in Hemel Hempstead (300) and one in Tring (258).

7.2 Monthly complaint statistics

	Complaints	Events (eliciting a complaint)	Complainants
Jan	66	113	47
Feb	39	39	30
Mar	69	64	48
Apr	105	140	65
May	120	189	85
Jun	215	151	424
Jul	386	762	264
Aug	149	419	112
Sep	193	227	131
Oct	150	366	93
Nov	63	87	35
Dec	82	158	49
Totals	**1,213**	**5,480**	**465***

* 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	770	185	130	**1085**
Off Track	184	12	5	**201**
Low-Flying	175	11	10	**196**
Frequency	68	8	12	**88**
Safety	5	1	0	**6**
Vibration	3	2	0	**5**
Air Quality	3	1	0	**4**

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
Helicopters	352	29%
Departures - Westerly	273	23%
Deparatures - Easterly	190	16%
Frequency/Gen. Disturbance	154	13%
Arrivals - Easterly	118	10%
Arrivals - Westerly	41	3%
Ground Noise	41	3%
Go-arounds	29	2%
Alleged Air Prox*	5	0.4%
Air Quality	4	0.3%
Engine Ground Runs	3	0.2%
Weather Avoidance	3	0.2%
Total	**1213**	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. A total of 320 reported complaints involving night operations accounted for 26% of all complaints received in 2007 (in comparison with 24% in 2006).

7.4.2. Within the 273 complaints concerning westerly departures 162 were of a general nature, 62 to specific aircraft following the Dover/Detling/Clacton route, 29 to aircraft on the Olney 1B route and 16 related to aircraft on the Compton route.

7.4.3. Whilst 51 of the 118 complaints concerning easterly arrivals reported general disturbance, 67 related specifically to aircraft on approach to land from the Lorel Reporting Point.

7.5 Nature of Disturbance

7.5.1. **Noise** was cited as a main disturbance in 89% of complaints and 17% of complaints involved aircraft being perceived as **off-track.** Concerns of aircraft flying **low** were reported in 16% of complaints and in 7% 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 1,213 complaints relating to LLA aircraft operations registered during the year 740 complaints (61%) 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**
Helicopter	351	28.9%	1,957	6
A300 (MNG Cargo/DHL)	102	8.4%	1,869	18
B737-700 (easyJet)	55	4.5%	39,654	721
A320 (Monarch/Wizzair)	40	3.3%	10,792	270
GLF2/GLF3 (GA)	38	3.1%	292	8
B737-800 (Ryanair/Thomsonfly)	31	2.6%	11,423	368
B767 (Silverjet/Thomsonfly/GA)	20	1.6%	1,192	60
B757 (DHL/Thomsonfly/Monarch)	15	1.2%	2,446	163
ATP (Atlantic Airlines)	12	1.0%	1,150	96
A319 (easyJet)	6	0.5%	8,495	1416
B737-200 (GA/Special Charter)	5	0.4%	66	13
MD80 (GA)	4	0.3%	8	2
B727 (GA)	4	0.3%	42	11
B737-300 (GA)	3	0.2%	881	294
BAC1-11 (GA)	1	0.1%	8	8
Other Cargo Operations	*7*	0.6%	*1,319*	*188*
Other Passenger Operations	*2*	0.2%	*11,207*	*5604*
Other Private Aircraft	*43*	3.5%	*21,850*	*508*
Other Aircraft Types	*1*	0.1%	*5,592*	*5592*
Total	**740**	**61.0%**	**120,243**	**162**

* 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. 120,243 movements / 740 correlated complaints = 162

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*
Ardeley	3	0	2	1.5	0.0
Aylesbury	1	0	1	1.0	0.0
Ayot St Lawrence	47	471	10	4.7	47.1
Barton-le-Clay	2	0	1	2.0	0.0
Bendish	1	1	1	1.0	1.0
Berkhamsted	1	0	1	1.0	0.0
Bierton	13	144	1	13.0	144.0
Blackmore End	5	4	4	1.3	1.0
Breachwood Green	15	12	6	2.5	2.0
Caddington	6	1	6	1.0	0.2
Chiltern Green	3	3	2	1.5	1.5
Codicote	11	7	4	2.8	1.8
Crafton	2	1	2	1.0	0.5
Cublington	1	0	1	1.0	0.0
Dagnall	1	1	1	1.0	1.0
Drayton Beauchamp	1	5	1	1.0	5.0
Dunton	2	2	1	2.0	2.0
Eaton Bray	8	14	4	2.0	3.5
Ellesborough	1	1	1	1.0	1.0
Flamstead	26	48	10	2.6	4.8
Gaddesden Row	1	0	1	1.0	0.0
Gamlingay	1	2	1	1.0	2.0
Great Billington	3	1	2	1.5	0.5
Great Offley	1	0	1	1.0	0.0
Gubblecote	2	2	2	1.0	1.0
Harlington	1	0	1	1.0	0.0
Harpenden	487	3446	149	3.3	23.1
Hatfield	1	0	1	1.0	0.0
Heath & Reach	1	1	1	1.0	1.0
Hemel	38	301	2	19.0	150.5

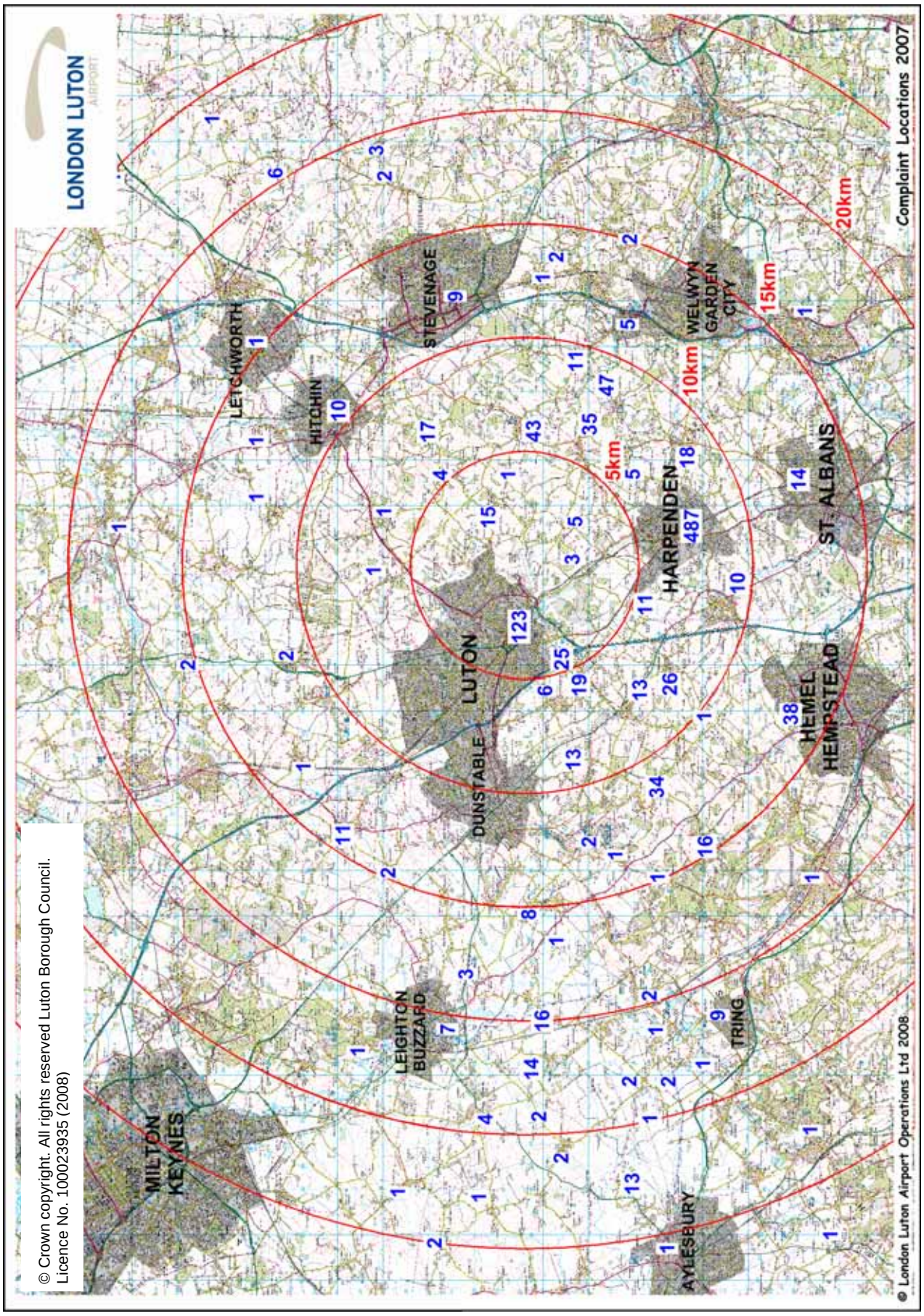
Location	Complaints	Events* (eliciting a complaint)	Complainants	*Average complaints per complainant*	*Average Events per Complainant*
Hempstead					
Hitchin	10	16	9	1.1	1.8
Ickleford	1	2	1	1.0	2.0
Kensworth	13	17	9	1.4	1.9
Kimpton	35	43	13	2.7	3.3
King's Walden	4	4	2	2.0	2.0
Kinsbourne Green	11	13	7	1.6	1.9
Knebworth	1	1	1	1.0	1.0
Leighton Buzzard	7	0	5	1.4	0.0
Letchworth	1	0	1	1.0	0.0
Lilley	1	1	1	1.0	1.0
Little Gaddesden	16	22	6	2.7	3.7
Little Kimble	1	1	1	1.0	1.0
Long Marston	2	2	2	1.0	1.0
Luton	123	187	38	3.2	4.9
Markyate	13	10	11	1.2	0.9
Marsworth	1	49	1	1.0	49.0
Mentmore	14	15	3	4.7	5.0
Odsey	1	1	1	1.0	1.0
Pepperstock	19	29	5	3.8	5.8
Peters Green	5	5	4	1.3	1.3
Pirton	1	0	1	1.0	0.0
Pitstone	2	0	2	1.0	0.0
Preston	17	8	2	8.5	4.0
Princes Risborough	1	0	1	1.0	0.0
Puttenham	1	0	1	1.0	0.0
Redbourn	10	16	5	2.0	3.2
Ringshall	1	0	1	1.0	0.0
Rushden	6	8	2	3.0	4.0
Sandon	1	1	1	1.0	1.0
Shefford	1	0	1	1.0	0.0

Location	Complaints	Events* (eliciting a complaint)	Complainants	*Average complaints per complainant*	*Average Events per Complainant*
Silsoe	2	2	1	2.0	2.0
Slapton	16	39	3	5.3	13.0
Slip End	25	27	11	2.3	2.5
St Albans	14	6	12	1.2	0.5
Steeple Morden	2	2	2	1.0	1.0
Stevenage	9	6	8	1.1	0.8
Stewkley	1	0	1	1.0	0.0
Studham	34	100	10	3.4	10.0
Tebworth	2	1	2	1.0	0.5
Tewin Wood	2	1	2	1.0	0.5
Toddington	11	17	7	1.6	2.4
Tring	9	258	2	4.5	129.0
Walkern	2	1	2	1.0	0.5
Welwyn	5	2	4	1.3	0.5
Wendover	1	1	1	1.0	1.0
Wheathamp-stead	18	28	11	1.6	2.5
Whipsnade	2	1	2	1.0	0.5
Whitwell	43	48	19	2.3	2.5
Wilstone	1	7	1	1.0	7.0
Wing	4	12	1	4.0	12.0
Wingrave	2	2	2	1.0	1.0
Woolmer Green	2	0	2	1.0	0.0
Totals	**1213**	**5480** 1726**	**465**	**2.6**	**11.8** 3.7**

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

*** Figures excluding 3,754 events reported by six individuals, one in Ayot St Lawrence (462), three in Harpenden (236, 973 and 1,525), one in Hemel Hempstead (300)and one in Tring (258).*

7.8 Location of Complaints



7.9 Method of Complaint Receipt

How Received	% of Total Complaints
E-mail	55%
Telephone	42%
Fax	2%
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.

8. *Employment*

8.1 Introduction

8.1.1. Employment at and surrounding London Luton Airport (LLA) contributes significant economic benefits to Luton as a whole and to the sub-region, in terms of direct, indirect, induced and catalytic employment. 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 to assess the direct employment benefits, the results of which are summarised below.

8.2 Methodology

8.2.1. As in 2006, the majority of survey administration was undertaken by the Airport, 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 the Airport) 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 July 2007. A reminder letter was sent out approximately one month later to those businesses that had not responded by this date. LLA 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 November 2007 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 2006, 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. Sixty-seven valid responses were received this year, from a total of 77 companies surveyed. This represents a response rate of 87%. Just over half of the firms responding in 2007 also responded in the 2006 survey

Table 1: Response Rates

2001	60%
2002	60%
2003	65%
2004	55%
2005	*(Survey not undertaken by Luton Borough Council)*
2006	64%
2007	87%

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: Total Employment table shows the total employment figure for the 67 companies that responded to the survey. All tables show employment by industrial sector, which was self-classified by the companies themselves in the 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	#
General Public Service Activities	97
Hotels and Restaurants	287
Other Supporting Air Transport Activities	819
Provision of Passenger Car Parking	#
Public (Scheduled) Passenger Air Transport	6,061
Renting of Automobiles	#
Retail Trade	324
Tour Operators	483
Travel Agencies	#
Wholesale of Petroleum Products	#
Miscellaneous (Airline/Aviation Related)	257
Miscellaneous (Not Airline/Aviation Related)	#
TOTAL EMPLOYMENT	**8,450**

8.3.4. There were a further 94 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 to 8,550. 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. Both these companies are major employers, therefore it is likely that the total employment figure could be higher.

8.4 Employment Changes 2006-2007

8.4.1. The tables below illustrate changes in industry sectors between 2006 and 2007.

8.4.2. The data used in Table 3 is that received from those businesses that responded to both the 2006 and the 2007 survey. This represents 41 firms. This analysis gives an indication of employment change at the Airport over time.

Table 3 – Changes in Employment 2006-2007 for the 41 companies that responded to both the 2006 and 2007 surveys

Sector	2006	2007	% Change 2006-2007
Transport, Storage and Communication	2,483	3,962	+60%
Public Administration and Defence	84	97	+15%
Miscellaneous – Airline/Aviation Related	139	137	-1%
Hotels and Restaurants	147	144	-2%
Wholesale and Retail Trade	214	276	+29%
TOTAL	**3,086**	**4,631**	**+50%**

[1] These are suppression techniques based upon those employed by ONS

8.4.3. It is important to note that the table depicts changes in employment only in the companies who responded to both the 2006 and 2007 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 41 businesses that responded to both surveys.

8.4.4. Of these 41 companies, 16 (39%) have increased their level of employment between 2006 and 2007. Nine (22%) saw no change, and the remaining 16 (39%) employ fewer employees in 2007 than in 2006.

8.5 Employment By Gender

8.5.1. Table 5 illustrates breakdowns by gender and full/part time work from those companies that responded to this year's survey. The split of male:female employment is similar to that found in the national workforce[2]. In 2007 men accounted for 51% of employment at the Airport, and women 49%. Full time employment predominates, with 86% of all people employed by the companies that responded to the survey being employed full time, with the remaining 14% working part time. This is fundamentally driven by the trend in the *Transport, Storage & Communications* sector where nationally, 86% of employees do work on a full time basis[2].

Table 4 – Employment by gender and full/part time

	Males	Females	Full Time	Part Time	Total
Hotels/Restaurants	166	121	227	60	287
Miscellaneous - Non Airline Related	12	17	24	5	29
Miscellaneous - Airline/Aviation Related	164	93	233	24	257
Public Administration and Defence	54	43	81	16	97
Transport, Storage & Communications	3,758	3,676	6,462	972	7,434
Wholesale and Retail Trade	126	220	227	119	346
Total	**4,280**	**4,170**	**7,254**	**1,196**	**8,450**
% of total employment (8,450)	**51%**	**49%**	**86%**	**14%**	**100%**

8.6 Percentage Of Employees Who Live 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.

Table 5 – Employees Living in Luton by Sector

	Average % of Employees Living in Luton	Average Number of Employees Living in Luton
Hotels/Restaurants	80%	200
Miscellaneous - Non Airline Related	80%	#
Miscellaneous - Airline/Aviation Related	80%	150
Public Administration and Defence	30%	40
Transport, Storage and Communications	50%	3,910
Wholesale and Retail Trade	90%	300
TOTAL	**60%**	**4,620**

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, Hotels/Restaurants and Miscellaneous (Airline/Aviation Related) categories had the highest percentage of employees that lived in Luton. Firms within the Public Administration and Defence, and Transport, Storage and Communications sectors had the

[2] Source: Annual Business Inquiry

lowest percentage of employees living in Luton. The average percentage of employees living in Luton for the companies who responded to the survey was 60%, i.e. three in every five people employed at Luton Airport resides in Luton.

8.7 Total Employment At LLA

8.7.1. Although the response rate for the 2007 survey was almost 20% higher than that observed in 2006, there were still some companies that had not responded to the survey. Therefore, determining total employment at and around London Luton Airport 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) 2007, and
- Estimates of employment for those companies that neither responded to the survey nor had an entry on the IDBR

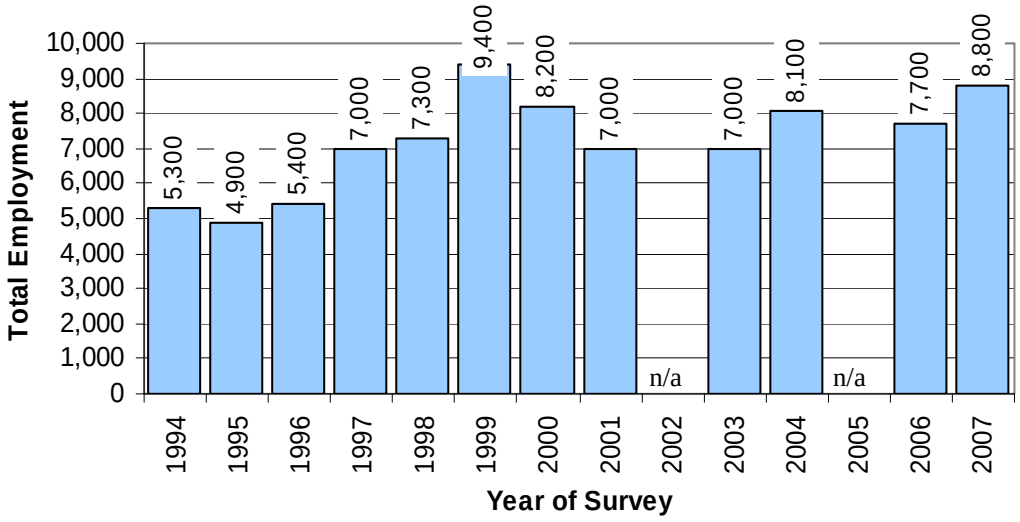
8.7.3. The IDBR allows total employment figures to be obtained for some of those non-responding companies. Of the companies on the original mailing list that did not return a questionnaire, there were entries on the IDBR for 7 of these companies. This adds 200 employees at the Airport to the total employment figure obtained from the questionnaire.

8.7.4. For the 3 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 that responded to this year's survey. In total, these companies are estimated to employ 100 people.

8.7.5. Combining the imputed figure from the IDBR of 200, and the estimated figure for the three companies not found on the IDBR of 100 with the 8,550 employees from the responses to the survey, this gives an overall estimated total employment figure at and around Luton Airport of **8,800** people.

8.7.6. Over the past 5 years, employment has steadily increased at the Airport from 7,000 in 2003 to 8,800 currently. 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 2007



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 period.

8.8 Conclusion

8.8.1. As in 2006, 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, 8,800 people are estimated to work at or around the Airport site.

8.8.2. There was a major increase in the response rate this year (at 87%) compared to that in previous surveys (64% in 2006), with all 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 2007 (Figure 9.5) shows mixed pattern with decreases in 12hr/5day traffic flows on 4 of the 7 monitored roads, most significantly -1,500 (rounded) on Frank Lester Way, whereas London Road shows a marked increased +2,900 (rounded) or by 22%. For the 24-hour week (24/7), the traffic flows picture is similar except that Airport Way now increases and Frank Lester Way shows a consistent and significant decrease –1,900 (rounded). It is likely that, due to East Luton Corridor engineering operations, significant redistributive traffic effects are being observed. [NB Data was estimated in 2006 for Lower Harpenden Road due to survey disruption caused by engineering works].

9.1.2. The Winter count for 2007-08 shows increases in 12/5 flows on 5 of the 7 monitored roads, the exception being decreases for Vauxhall Way North and Eaton Green Road. There has been a significant increase of 1,400 (rounded) flows on Airport Way and to a lesser extent 600 trips on Frank Lester Way. This is mirrored in 24/7 flows with a similar pattern and scale of increases, including significantly for London Road, while Vauxhall Way South reverses from decrease to a significant increase even exceeding that of Airport Way such that Vauxhall Way North is the only consistent seasonal decrease. As for the Summer counts, it is likely that due to East Luton Corridor engineering operations, significant redistributive traffic effects are being observed..

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 (opened in November 1999). There is no change in the number of services for Summer 2006-2007. Whereas, there is a small increase in number of services for Winter 07/08. A direct comparison with 2004 year's Summer and Winter figures is not possible because of disruption due to the Channel Tunnel rail works which meant 3 monthly timetables in 2003/2004..

Table 9.2.1: SCHEDULED TRAIN SERVICES FROM LUTON AIRPORT PARKWAY STATION

Number of services per week 7 days	Summer 2004 23 May*	Summer 2004 11 Sept	Winter 2004/05 Dec-May*	Summer 2006	Winter 2006/07	Summer 2007	Winter 2007/08
Direction							
Northbound	939	870	868	853	857	851	815
Southbound	901	853	854	807	808	809	852
TOTAL	**1,840**	**1,723**	**1,722**	**1,660**	**1,665**	**1660**	**1667**

**Because of disruption caused by reorganisation of facilities in connection with the Channel Tunnel Rail Link, Thameslink timetables have been issued on a 3 monthly basis to reflect planned temporary splitting of services north and south of the Thames in 2004 and 2005.*

9.2.2. Table 9.2.2 suggests that Local bus services to Luton increased significantly between 2006 and 2007 for both summer and winter seasons. However, long distance destinations to central London appear to have decreased significantly over both the summer and winter seasons 2006 – 2007, although services to other national destinations did not change over the summer season but decreased over the winter season. The drop in seasonal coaches services to London may be due to Easybus services being withdrawn, and arrangements made for Easybus customers to travel by Greenline. From 17 Feb 2008, Greenline services will increase to 543 journeys per week.

9.2.3. Airport to airport coach services increased with National Express services to Birmingham and Stansted in the winter of 2007/08. Arriva placed a small fleet of (wheelchair) accessible coaches in service on 757 at the start of 2006. Virgin VT99 became fully wheelchair accessible in late 2006, and National Express is gradually introducing accessible vehicles on many of their services to Luton Airport. Many of the National Express services will in future serve Terminal 5 at Heathrow airport.

Table 9.2.2 : BUS AND COACH SERVICES FROM LONDON LUTON AIRPORT

Number of Services per Week	Summer 2006	Winter 2006/07	Summer 2007	Winter2007/08
Destination				
LOCAL				
Luton Railway Station	346	433	427	497
Others	453	557	553	601
National				
Central London	770	770	462	267
Others	518	518	518	542
TOTAL	2,087	2,278	1,960	1,907
AIRPORT- AIRPORT LINK				
Birmingham	70	70	70	82
East Midlands	0	0	0	0
London Gatwick	70	70	70	70
London Heathrow	140	140	140	140
London Stansted	175	175	175	189
Manchester	7	7	7	7
TOTAL*	**462**	**462**	**462**	**488**

**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 Surface Access Strategy 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 LTP monitoring framework. A revised Surface Access Strategy is expected to be produced in 2008.

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 has again remained unchanged during 2007.

Passenger	Spaces	Area m²
Short Term	1,556	39,373
Mid Term	2,780	65,000
Long Term	3,359	72,150
Passenger Total	***7,695***	***176,523***
Staff Total	***3,835***	***97,270***
Total	**11,571**	**273,793**

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.

Operator*	Spaces*	Area ha
Airparks (Slip End)	3,510	5.97**
Central Car Storage	216	0.56
Airport Carparkz (temporary consent exprires March 2008)	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.

** This figure corrects an error in the AMR 2006.

9.5 Traffic Counts

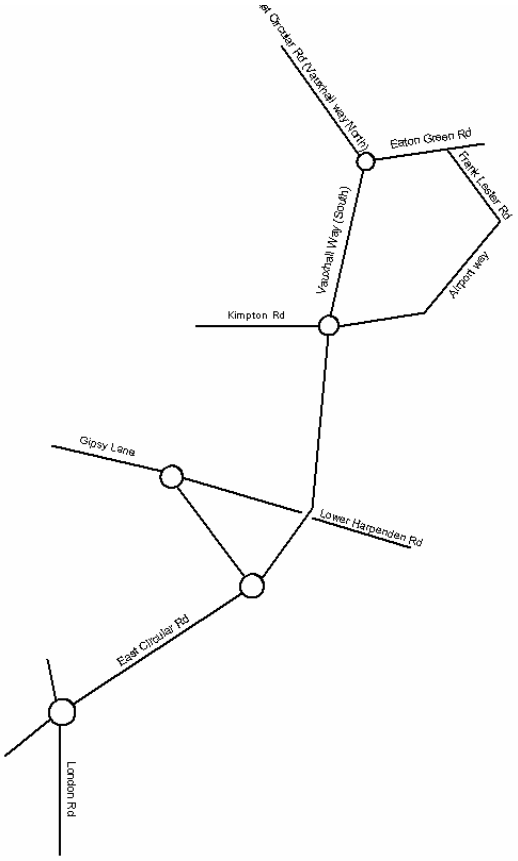
Traffic Count – Winter (Average 12hrs)					
	2001/ 2002	2004/ 2005	2005/ 2006	2006/ 2007	2007/ 2008
Airport Way	0	15368	16047	*14699*	16067
Lower Harpenden Rd	7808	9575	*10664*	11127	11498
London Rd	0	14394	11834	16787	16802
Frank Lester Rd	0	8545	8700	8908	9487
Vauxhall Way South	0	21537	20985	19534	19915
Vauxhall Way North	0	16415	15988	*15599*	14858
Eaton Green Road	0	13058	12267	12674	12671

Traffic Count – Winter (Average 24hrs)					
	2001/ 2002	2004/ 2005	2005/ 2006	2006/ 2007	2007/ 2008
Airport Way	0	20281	21498	*21410*	22825
Lower Harpenden Rd	9431	12993	11312	*12246*	12553
London Rd	0	17596	15142	20862	21613
Frank Lester Rd	0	9056	9405	9765	10245
Vauxhall Way South	0	26079	25813	23974	25398
Vauxhall Way North	0	20406	20298	*20185*	19342
Eaton Green Road	0	16279	15405	15761	16369

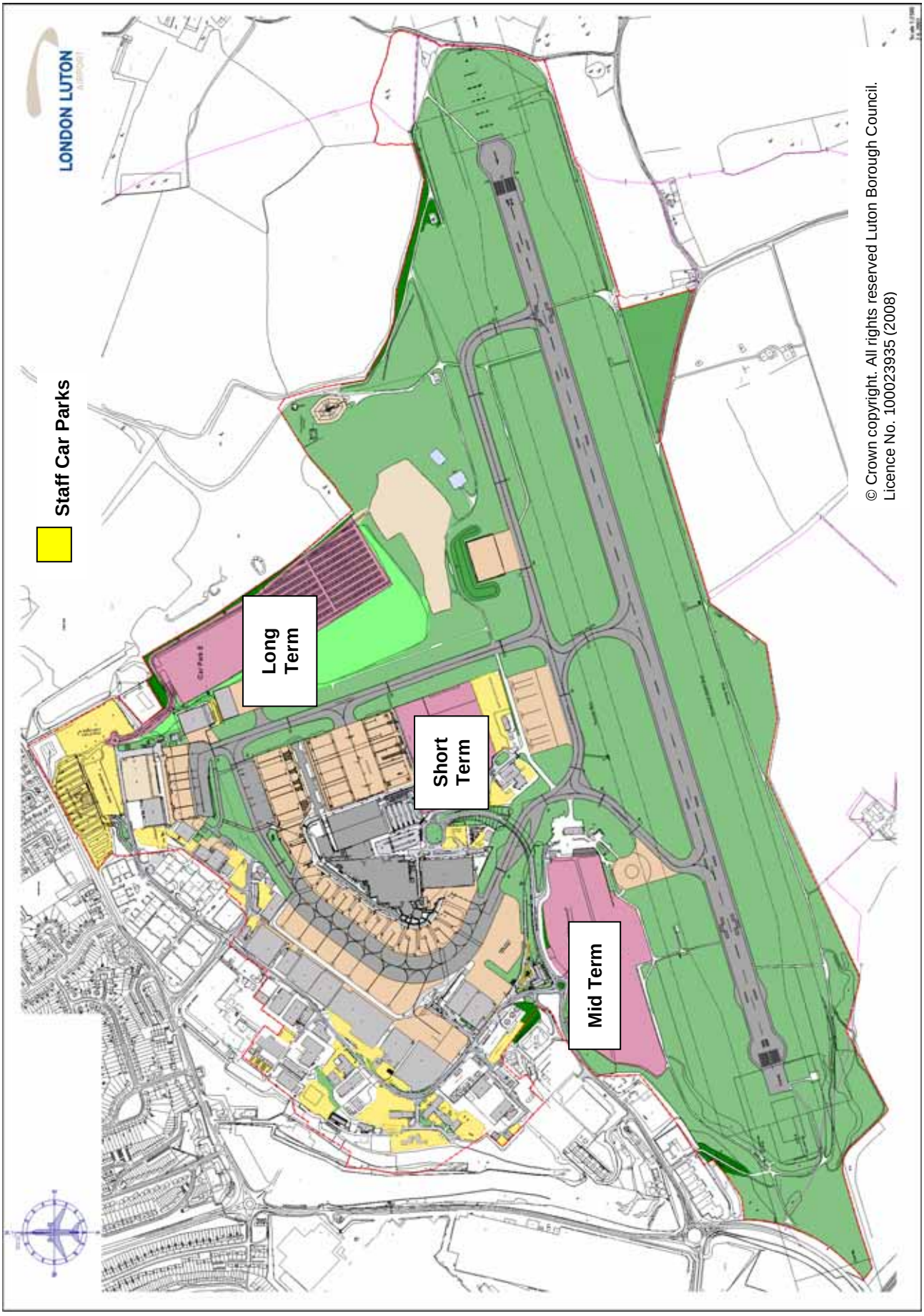
Traffic Count – Summer (Average 12hrs)					
	2001/ 2002	2004/ 2005	2005/ 2006	2006/ 2007	2007/ 2008
Airport Way	6498	16853	18173	17640	17370
Lower Harpenden Rd	8424	9993	10837	*11123*	11204
London Rd	12787	15385	16338	13213	16076
Frank Lester Rd	7192	8104	9128	9860	8315
Vauxhall Way South	0	21855	24609	19538	19339
Vauxhall Way North	0	17623	20484	*15515*	15031
Eaton Green Road	11029	12909	14849	12320	12467

Traffic Count – Summer (Average 24hrs)					
	2001/ 2002	2004/ 2005	2005/ 2006	2006/ 2007	2007/ 2008
Airport Way	9608	24306	26532	26707	27066
Lower Harpenden Rd	10500	10913	*10426*	10511	12308
London Rd	16175	18939	17406	17436	20366
Frank Lester Rd	7922	8871	10275	11351	9484
Vauxhall Way South	0	27666	26135	25034	24922
Vauxhall Way North	0	22470	19184	*20354*	19743
Eaton Green Road	14069	16205	14873	15812	16182

NB figures in italics denote 2006 estimates pro rata 2004/05 because of missing data see text.



9.6 Passenger and Staff Car Parking



10. *Planning*

10.1 Local Planning Policy

10.1.1 In December 2003, the Government published its White Paper "The Future of Air Transport in the UK" 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 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 Master Plan in October 2005.

10.1.3 The draft Master Plan, comprising of a Core Strategy, Sustainability Appraisal and Airport Surface Access Strategy outlined proposals for a full-length replacement runway with associated facilities. LLAOL undertook extensive public consultation which concluded on 27th January 2006. In July 2007, LLAOL withdrew the draft MP and intends to publish a revised plan in due course.

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

10.1.5 For further information regarding National Aviation Policy prior to 2003, please refer to previous additions 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 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 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 (then emerging under the old planning system) adopted in 2006 was only permitted to have a 3 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. Adoption is anticipated in spring 2008. RSS14 will reflect national aviation policy (covering the period to 2030) and so safeguarding policy 48 of the Bedfordshire Structure Plan to 2011 is no longer necessary and has been deleted by the Secretary of State (see also section 10.2.6 below).

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 the emerging RSS14 'East of England Plan' and together they will form the long term planning framework. This includes planning for future airport growth consistent with national

policy objectives (aviation White Paper) with local implementation at Luton being managed through LDDs informed by a Master Plan to deliver growth sustainably.

10.2.5. In December 2006 the Secretary of State published proposed modifications to draft RSS14, subject to an 6 week consultation ending in March 2007. The modifications remove 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. Instead a redrafted Policy E8 and new transport policy T12 is proposed focussing on economic objectives, integrating surface access, modal shift and environmental safeguards to be addressed within LDDs (as informed by development proposals within a Master Plan).

10.2.6. In 2005 LLA consulted on its draft Master Plan. This draft Master Plan was formally withdrawn in July 2006. A revised MP will be published in due course.

10.3 Local Planning Policy

10.3.1. The Planning System was recently reformed by the Planning and Compulsory Purchase Act 2004. Under the new system, the Local Plan for the whole of Luton is to be superseded by a Joint Local Development Framework (LDF), covering the administrative areas of both Luton Borough and South Bedfordshire District. However, in the interim, under the old system, the Borough Council's recently adopted Luton Local Plan (March 2006) remains part of the statutory development plan for three years or until replaced when the new LDF is prepared.

10.3.2. However, the Local Plan (March 2006) must be taken together with sub regional policy and emerging regional guidance (see section 10.2). Furthermore, the London Luton Airport Development Brief (February 2000) sets out detailed proposals for further development at London Luton Airport (LLA) and is adopted by Luton Borough Council as Supplementary Planning Guidance (in September 2001).

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. LLA is expected to produce a new airport master plan, which, after public consultation, may be adopted by the Borough Council but will 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 submitted to central Government in July 2000. It contained two major transport schemes for the Airport area: the Translink busway (now known as the Luton Dunstable Busway (LDB)) and road and junction improvements in the East Luton corridor. 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. An updated business case was submitted in December 2007 and construction is expected to begin in early 2009.

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

10.5.1. The Luton-Dunstable-Houghton Regis Full Local Transport Plan 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 this strategy is to achieve planned growth at the Airport. 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. Expired Policy 48 of the Structure Plan 2011 (see section 10.2.1) 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.

10.6.2. Eventually, however, the new planning system and the provisions of the Aviation White Paper will supersede current policy. Until that time the recently adopted Local Plan 2007 (i.e. Policies LLA1, 2, 3 & 4) has been saved. Furthermore, a material consideration is draft RSS14 Proposed Modifications Policy E8 ('The Regions Airports') which defines Luton Airport's role with reference to the ATWP 2003 and future development being the responsibility of airport operators and partners including timely provision of infrastructure, a surface access strategy and environmental safeguards consistent with other policies of the draft RSS. In addition Policy T12 ('Access to Airports') requires surface access to be managed and enhanced to support development as and when it is approved, to support national objectives for growth and regeneration, including ensuring surface access facilities achieve modal shift.

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 notable physical developments undertaken by LLAOL on the airport site in 2007 are as follows:-

- Certificate of lawfulness for alterations to provide an airside smoking shelter
- Certificate of lawfulness for the provision of a hard standing by the cargo apron, access road improvements and covered walkway (all airside).

10.6.5. Other developments on or adjacent to the site but carried out by third parties include:-

- Implementation of a replacement fixed based operations facility for Harrods Aviation
- Completion of the comprehensive refurbishment programme of Hangar 89, in March 2007, for use as offices and hangar space for easyJet

10.6.6. In addition, LBC successfully defended an appeal against an Enforcement Notice for an unauthorised off-airport car park at Kimpton Road, Luton. The Inspector noted the existing car parks available for airport related parking and that the proposal conflicted with *"Policy LLA2 and would hamper the Council's ability to have the parking needs of the airport met in an ordered and strategic way."* The use has since ceased and the site has been monitored for further activity.

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.co.uk
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, 2009

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

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 2009.

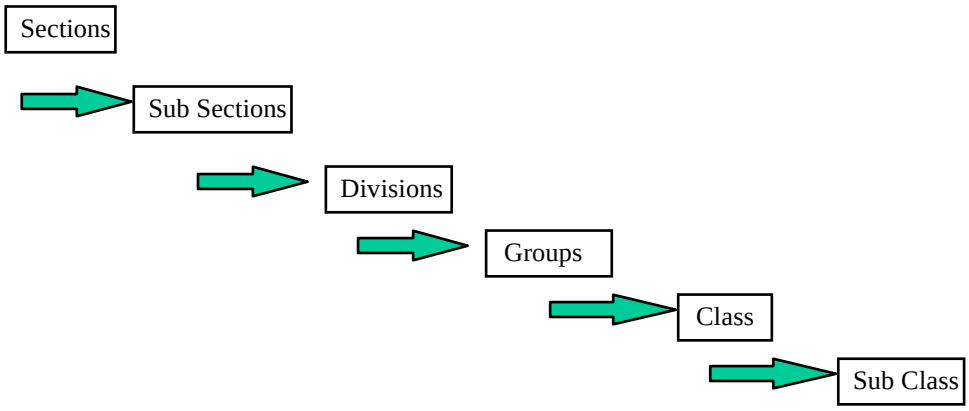
APPENDIX B - Employment Chapter Data Collection Methodology

Standard Industrial Classification of Economic Activities - SIC92

The SIC was first introduced in 1948, and since then it has been revised a number of times, the last being in 1992. The UK SIC92 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:



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 9.7). 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
Halcyon House LU2 9LU

Outside Airport Boundary:

Spittlesea Road
Part of Airport Way
Barratt Industrial Park LU2 9NH
Part of Frank Lester Way
Eaton Green Road
President Way LU2 9NB
Ibis Hotel
Airport Executive Park
Progress Park
Wigmore House

LTN

This document can be made available in a range of languages, large print, Braille, on tape, electronic and accessible formats from Kevin Owen. Tel: 01582 547087

ਜੇਕਰ ਤੁਸੀਂ ਸੁਝਾਓ ਦਿੱਤੇ ਹੋਏ ਪ੍ਰੋਜੈਕਟ ਬਾਰੇ ਆਪਣੀ ਰਾਏ ਦੇਣੀ ਜਾਂ ਹੋਰ ਜਾਣਕਾਰੀ ਪ੍ਰਾਪਤ ਕਰਨੀ ਚਾਹੁੰਦੇ ਹੋ ਤਾਂ ਮਿਹਰਬਾਨੀ ਕਰਕੇ ਪੌਲ ਸਮਥ ਨੂੰ 01582 547 087 ਤੇ ਸੰਪਰਕ ਕਰੋ। ਅਸੀਂ ਤੁਹਾਡੇ ਵਿਚਾਰਾਂ ਦੀ ਕਦਰ ਕਰਦੇ ਹਾਂ।

প্রস্তাবিত প্রোজেক্ট সম্পর্কে যদি আপনার মতামত জানাতে চান অথবা কেবলমাত্র বিস্তারিত খবরাখবর জানতে চান, তাহলে মেহেরবানি করে আবদুল সালামের সাথে 01582 547 087 – এই টেলিফোন নম্বরে যোগাযোগ করুন। আমরা আপনার মতামতের মূল্য দেই।

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