LTN

Annual Monitoring Report 2012

LUTON BOROUGH COUNCIL

LONDON LUTON AIRPORT

Executive Summary

Activity

London Luton Airport (LLA) served just over 9.6 million passengers in 2012, an increase of 1% year on year. The services included 11 new routes resulting in a total of 99 destinations in 2012, compared to 95 in 2011.

There were a total of 98,763 aircraft movements during 2012, a decrease of less than 1% compared to 2011. These aircraft movements consisted of 74,976 passenger flights, including commercial flights by executive aircraft. The most common aircraft types used for passenger aircraft movements during 2012 were the Airbus A319 (28%), Airbus A320/321 aircraft (27%) and the Boeing 737 (13%).

General Aviation and non-commercial executive aircraft movements decreased by 3% year on year but the cargo handled at the Airport increased from 27,942 tonnes in 2011 to 29,663 tonnes during 2012. Most of this cargo was carried by the Airbus A300 freighter, the movements of which were similar to last year, increasing just slightly from 1,036 in 2011 to 1,075 in 2012, with the majority (72%) involving newer series A306 aircraft types, as the cargo operators continue to upgrade their fleets.

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 73% of the time. The day/night ratio of total aircraft movements during 2012 was 92% day / 8% night, compared to 91% day / 9% night in 2011. No permanent changes to any flight routes occurred during 2012, with the busiest departure routes being Clacton/Dover/Detling, towards the Brookmans Park beacon and Compton, towards the Tring area.

The Airport continued to monitor the use of Continuous Descent Approaches (CDAs) and has provided the London Luton Airport Consultative Committee (LLACC), via the Noise & Track Sub-committee, with detailed statistics on CDA achievement on a regular basis. The overall achievement rate during 2012 was 86%, compared to 87% in 2011.

Developments

There were no notable physical developments undertaken or commenced by LLAOL within the airport boundary during 2012.

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

- Change of use and extension to ground floor of Building 135 to accommodate a Fixed Base Operation (FBO), including a revised access, car parking and landscaping arrangements. The scheme included the demolition of Hangar 55 and Office Building 72,
- Demolition of existing structures and erection of a replacement two storey Fixed Base Operation building together with associated apronage and car parking, landscaping and access works including new vehicular access onto Percival Way for Signature (Hangar 63 and 102, 63-1-2 Percival Way);
- Demolition of existing structures and construction of replacement hangar together with provision of associated apronage and car parking and replacement cargo centre compound. Relocation of the existing cargo compound area and cargo aircraft stands along with alterations to existing Gate 9 security access, also for Signature.
- Refurbishments to existing building to include new main entrance with disabled ramp under new external canopy and new windows on front elevation at Monarch Airways, Building 136
- Installation of eight new windows into existing building at Monarch Airways, Building 134.
- Erection of entrance porch at easyJet (Hangar 89)
- New advertisements for Thomson Airways (Hangar 61)

Planning

The Luton and Southern Central Bedfordshire Joint Committee was disbanded in March 2012 following the Secretary of State withdrawing the pre-submission Core Strategy in September 2011. Luton Borough Council Members of the Joint Committee did not support the core strategy document. However, Central Bedfordshire Council have prepared a new Development Strategy largely founded on the approach of the previous joint core strategy as far as it relates to Central Bedfordshire, and this plan has undergone a pre-submission consultation although its progress is halted pending new work on objective housing evidence via a joint Strategic Housing Market Assessment with Luton and other partners within the housing market area. Consequently work commenced on a Local Plan for Luton under the requirements set out within the NPPF. However, in the interim, the Borough Council's adopted Luton Local Plan (March 2006) remains part of the statutory development plan until replaced when the new local plan is prepared.

Furthermore, the LLA Development Brief (February 2000) sets out detailed proposals for further development at LLA and is adopted by Luton Borough Council as Supplementary Planning Guidance (in September 2001).

The NPPF was published in March 2012 and requires plans to be soundly prepared i.e. positively prepared (evidenced based on objective needs); justified (against reasonable alternatives); effective (deliverable which requires local authorities to adopt an approach under the duty to cooperate on cross boundary matters); and consistent (with national policy).

The publication of the Localism Act in November 2011 signalled an overhaul of the planning system with more emphasis on a national policy framework and local neighbourhood plans.

A work programme for the new Local Plan (Local Development Scheme or LDS) to replace the existing Luton Local Plan was approved by the Council's Executive on 23 January 2012, commencing with evidence gathering. Throughout the process, negotiations are required under the 'duty to cooperate' to achieve a satisfactory understanding with neighbouring authorities. This is critical to the soundness of respective local plans.

A six week consultation took place from 25th June to 3rd August 2012 inviting representations on the content of the new local plan. A separate development plan document relating to the Community Infrastructure Levy (CIL) was also to be progressed in parallel with the new local plan.

Noise

Aircraft noise in 2012 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 noise violation limits of 94dB(A) during the daytime and 82dB(A) at night. There were no daytime violations during 2012 and just 3 violations at night (two A30B cargo jets and one ad hoc, older generation business jet), compared to 12 night violations during 2011. Continuous monitoring indicates that the vast majority of aircraft operated well below the current violation limits, with 99% of daytime departures and 97% of night departures registering maximum noise levels less than 79dB(A) and 86% of daytime departures and 84% of night departures registering maximum noise levels less than 76dB(A).

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 2012	14.7	36.0

The contours for 2012 have been produced using the most recent version of aircraft noise modelling software, INM 7.0c, compared to version 7.0b in 2011. For this reason contour data from 2011 (as published in the AMR 2011) has been recalculated using the updated methodology, to provide a direct comparison, resulting in just a small increase in the contour areas year on year (+0.2% daytime and +0.1% night-time).

The areas within the 57dB(A) daytime contour (14.7 km^2) and the 48 dB(A) night-time contour (36.0 km^2) identify that the Airport is operating well within its planning limits. The 2012 results are significantly below the 1984 values and also below the 1999 predicted values which, if exceeded, would require a noise reduction plan to be implemented.

The population counts for this year were calculated using the CACI Ltd, 2012 postcode database. Each postcode in the database is described by a single geographical point and if this point is within a contour then all of the dwellings and population in the postcode are counted. Counts for 2011 have been presented based on both contour methodologies (INM 7.0b and INM 7.0c), to enable direct comparison year on year.

As with the contour areas, increased population count figures year on year (based on figures published in the AMR 2011) were due largely to the change in contour methodology. When comparing the 2012 contour results with the 2011 contour results prepared using the same updated methodology (INM version 7.0c), much smaller changes to the dwelling counts and population figures are observed. For example, the daytime 57dB(A) contour shows an increase of around 8% for dwellings and 5% for population and the night-time 48dB(A) contour shows a decrease of around 2% for dwellings and 4% for population. The reduction at night-time is partly due to the updated postcode database.

In response to the Environmental Noise Directive (2002/49/EC) and corresponding regulations a Draft Noise Action Plan was prepared by the Airport during 2009, in partnership with LLACC, the Air Traffic Control provider and airline partners. A 16 week consultation period on this document was launched on 28th September 2009 and following consideration of consultation responses a final Draft Noise Action Plan was submitted to the Department for Environment, Food and Rural Affairs (DEFRA), for approval, at the end of January 2010. London Luton Airport published the final Noise Action Plan in January 2012, following formal adoption by the Secretary of State for Environment, Food and Rural Affairs. This document is available to view on the airport website, at the following link: http://www.london-lutoninthecommunity.co.uk/noise-action-plan

A progress update on the specific actions within the Noise Action Plan is outlined under Section 7 of this report.

Complaints

During 2012 a total of 938 complaints relating to LLA aircraft operations were received, compared to 733 in 2011, an increase of 28% year on year. This was due in part to heightened awareness concerning the Airport's Master Plan for future development, published in March 2012.

The number of complainants reporting concerns throughout the year increased from 305 in 2011 to 355 during 2012. These individuals were located in a wide area around the Airport, with the highest number of complainants originating from Flamstead, Harpenden and Redbourn.

The number of specific aircraft events reported by complainants increased from 1,770 in 2011 to 3,079 in 2012. However, 1,485 of these events (48% of total events) were reported by just four individuals, two residents in Harpenden and two individuals from the same household in Redbourn.

It should be noted that a number of residents from both Flamstead and Redbourn continued to report ongoing disturbance from westerly departures, after the six month easyJet trial to help tighten track-keeping on the 26 Clacton/Dover/Detling flight route ended on 6th November 2011. These concerns were all logged separately for statistical purposes only, up until the end of June 2012 (a total of 550 complaints from both villages). As from 1st July 2012 all complaints from Flamstead and Redbourn were included in the general complaint statistics (in agreement with LLACC).

During the year 144 individuals reported a total of 286 complaints concerning night noise disturbance from LLA operations, compared to 229 night noise complaints during 2011 (from 117 individuals). This amounts to 30% of all complaints received in 2012 although it should be noted that 26% of the reported night disturbance reports during 2012 originated from just four individuals, two in Harpenden, one in Hemel Hempstead and one in Pepperstock. A further 26 complaints received by the Airfield Environment Office during 2012 reported disturbance relating to overflights to or from other airports during the night period.

Employment

The methodology for this year's analysis is the same as for the previous year. Administrative data sources were used to conduct the survey, instead of sending out questionnaires as was the case up to the 2009 survey. The Inter Departmental Business Register was used as the main data source. This Office for National Statistics (ONS) dataset is a comprehensive list of UK businesses that is used by government for statistical purposes. It provides a sampling frame for surveys of businesses carried out by the ONS and by other government departments. It is also a key data source for analyses of business activity.

It has been assessed that during 2012 around 8,200 people work at or around the Airport site. It is estimated that just over 85% of the jobs are full time positions.

Surface Access

The annual summer road count for 2012 shows an increase in 12hr/5day traffic flows on 2 of the 8 monitored roads. The highest increase in traffic count is +734 (+13%) on Frank Lester Way. The most significant decrease in traffic count is -468 (-8%) on Eaton Green Road. The overall marginal traffic flow compared with last year in these observation points is -431 (0.8%).

The number of staff car parking spaces remained unchanged during 2012, whilst passenger car parking capacity decreased slightly. Priority parking spaces were, however, introduced. The total car parking spaces on site now stand at 11,649, with around 7,900 spaces in off-site parks, a figure which has risen by about 90% since last year.

Conclusion

In 2012 London Luton Airport achieved a 1% increase in passengers, with a 1% reduction in total aircraft movements, incorporating a 3% decrease in the number of General Aviation and non commercial executive movements year on year. With a total of 98,763 annual movements the Airport served just over 9.6 million passengers and carried just below 30,000 tonnes of cargo (compared to just under 28,000 tonnes during 2011). During the year there were a total of 11 new routes served (nett total of 9 as two routes ended during 2012). The Airport has continued to provide major employment for the area and around 8,200 people are estimated to work at or around the Airport site.

During 2012 there was an increase in the number of complaints reporting disturbance from aircraft operations and in the number of aircraft events eliciting a complaint, due in part to heightened awareness following the publication of the Airport's Master Plan for future development in March 2012. There was also a 16% increase in the number of individuals reporting concerns to the Airport.

The contours for 2012 were produced using the most recent aircraft noise modelling software, INM 7.0c. When comparing the 2012 contour with the 2011 contour prepared using the same updated methodology, only marginal increases were identified in the contour areas year on year (+0.2% daytime and +0.1% night-time). The areas within the 57dB(A) daytime contour (14.7 km^2) and the 48 dB(A) night-time contour (36.0 km^2) identify that the Airport is operating well within its planning limits. The 2012 results are significantly below the 1984 values and also below the 1999 predicted values which, if exceeded, would require a noise reduction plan to be implemented.

As with the contour areas, increased population count figures year on year (based on figures published in the AMR 2011) were due largely to the change in contour methodology. When comparing the 2012 contour results with the 2011 contour results prepared using the same updated methodology (INM version 7.0c), much smaller changes to the dwelling counts and population figures are observed. For example for the daytime 57dB(A) contour there is an increase of around 8% for dwellings and 5% for population and for the night-time 48dB(A) contour there is a decrease of around 2% for dwellings and 4% for population. The reduction at night-time is partly due to the updated postcode database.

The population affected has increased to just above 7,300 people during the daytime and to around 15,800 people at night. However, the Airport is still operating well within the limits set by the planning permission for the terminal resolved in February 1998.

1. Background

As a result of the Airport Act 1986, Luton Borough Council (LBC) formed a Limited Company, London Luton Airport Ltd, as freeholders and operators of the Airport in April 1987. In August of 1998, LLA Ltd then granted a 30 year agreement to a private consortium, known as London Luton Airport Operations Ltd (LLAOL), as the licensed managers and operators. An extension to this agreement between LLA Ltd and LLAOL was granted in August 2012, taking the concession period up to 2031.

This report is the 34th Annual Monitoring Report (AMR) and unless otherwise stated, looks at the calendar year 2012. It has been produced jointly by LBC and LLAOL.

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, housing and the effect on the highway system. They 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".

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.

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.

The Leq contours are produced by Bickerdike Allen Partners for LLAOL using the FAA INM (Integrated Noise Model) model and LLAOL provides the contour outputs to LBC.

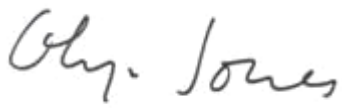
This is the 26th Annual Monitoring Report to be prepared since LLA became a Limited Company. All operational statistics are saved directly from the Airport's electronic monitoring systems unless otherwise stated. Employment and surface access data is compiled from LBC's monitoring systems.

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.

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

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

Sections 2-8



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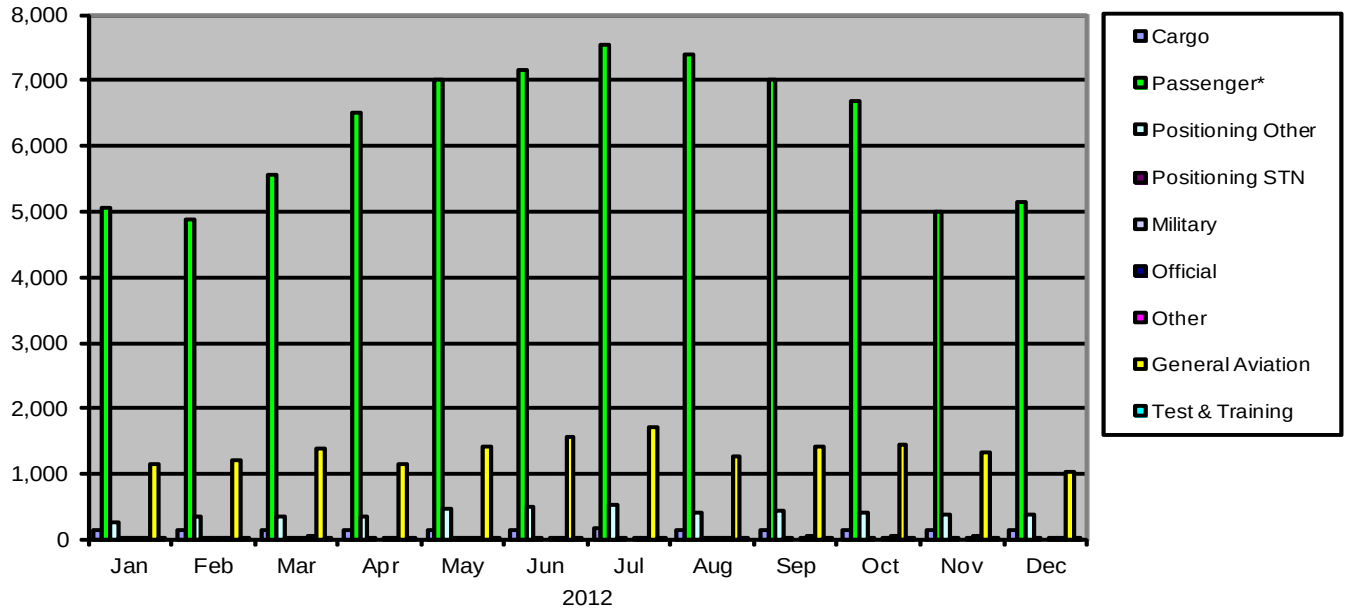
2. Aircraft Movements

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 98,763 aircraft movements during 2012 (compared with 99,299 in 2011), a slight decrease of less than 1%. This resulted in an average 271 movements per 24 hours (in comparison with 272 in 2011).

	Commercial					Non - Commercial						
	Cargo	Passenger*	Positioning		*Total*	Military	Official	Other	General Aviation	Test & Training	*Total*	**Total**
			Other	STN								
Jan	139	5,066	276	11	*5,492*	3	7	34	1,142	9	*1,195*	**6,687**
Feb	157	4,880	352	18	*5,407*	1	6	39	1,220	29	*1,295*	**6,702**
Mar	156	5,550	365	20	*6,091*	1	10	42	1,388	18	*1,459*	**7,550**
Apr	143	6,497	354	17	*7,011*	0	4	35	1,158	23	*1,220*	**8,231**
May	158	7,006	472	20	*7,656*	2	10	39	1,415	32	*1,498*	**9,154**
Jun	156	7,145	502	30	*7,833*	0	11	20	1,575	8	*1,614*	**9,447**
Jul	171	7,558	529	23	*8,281*	0	11	22	1,725	8	*1,766*	**10,047**
Aug	156	7,406	413	20	*7,995*	1	4	26	1,265	14	*1,310*	**9,305**
Sep	150	7,025	450	24	*7,649*	0	9	41	1,404	15	*1,469*	**9,118**
Oct	142	6,680	409	14	*7,245*	0	7	44	1,439	20	*1,510*	**8,755**
Nov	152	5,009	395	26	*5,582*	0	10	43	1,341	12	*1,406*	**6,988**
Dec	136	5,154	374	13	*5,677*	0	4	36	1,039	23	*1,102*	**6,779**
2012 Total	**1,816**	**74,976**	**4,891**	**236**	***81,919***	**8**	**93**	**421**	**16,111**	**211**	***16,844***	**98,763**
2011 Total	**1,722**	**75,278**	**4,739**	**220**	***81,959***	**6**	**134**	**457**	**16,480**	**263**	***17,340***	**99,299**

* includes commercial flights by executive aircraft



2.2. 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 not operating for hire or reward
Passenger	Commercial passenger flights, including executive aircraft
Other Positioning	Positioning flights to/from other Airports
STN Positioning	Positioning flights to/from London-Stansted Airport
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

2.3. 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 and executive aircraft although in recent years many general and executive aircraft can weigh in excess of 16 tonnes.

Aircraft Classifications (16 tonnes)

		2011	2012
Aircraft Over 16 Tonnes	Passenger	71,132	70,841
	Cargo	1,719	1,815
	Other	15,221	15,399
Aircraft Under 16 Tonnes	Passenger	4,143	4,135
	Cargo	3	1
	Other	7,081	6,572
TOTAL		**99,299**	**98,763**

2.4. Air Traffic Movements by Propulsion Type

Key – Jet, Propeller, Helicopter, Turbo-prop

AIRBUS A300-600 FREIGHTER	815	CANADAIR CHALLENGER 604	1,839
AIRBUS A300-600 PASSENGER	36	CANADAIR CHALLENGER 605	289
AIRBUS A300-B4/C4/F4 FREIGHTER	260	CANADAIR CHALLENGER 800 SRS (CRJ1/2)	117
AIRBUS A310-300	22	CANADAIR GLOBAL 5000	496
AIRBUS A318	76	CANADAIR GLOBAL EXPRESS	1,851
AIRBUS A319	27,416	CANADAIR GLOBAL EXPRESS (ALT)	6
AIRBUS A319 CJ (EXEC)	132	CANADAIR REGIONAL JET 100	10
AIRBUS A320	24,570	CANADAIR REGIONAL JET 200 /440	52
AIRBUS A321	2,207	CANADAIR REGIONAL JET 900	110
AIRBUS A330-200	8	CESSNA 500/501 CITATION I	4
AVRO RJ70	6	CESSNA 510 CITATION MUSTANG	666
AVRO RJ85	12	CESSNA 525 CITATIONJET	599
BAE 146-200 PASSENGER	76	CESSNA 525A CITATIONJET 2	909
BEECHCRAFT/RAYTHEON/HAWKER 400/450/XP	222	CESSNA 525B CITATIONJET 3	112
BOEING 717	2	CESSNA 525C CITATIONJET 4	17
BOEING 727-100 PASSENGER	4	CESSNA 550/551/552 CITATION 2/SP/BRAVO	788
BOEING 737-200 PASSENGER	80	CESSNA 560 CITATION 5/ULTRA	28
BOEING 737-300 FREIGHTER	100	CESSNA 560E CITATION ENCORE	10
BOEING 737-300 PASSENGER	60	CESSNA 560XL CITATION EXCEL/XLS	2,325
BOEING 737-300 WINGLETS	6	CESSNA 650 CITATION III/VI/VII	30
BOEING 737-400 FREIGHTER	88	CESSNA 680 CITATION SOVEREIGN	308
BOEING 737-400 PASSENGER	1,070	CESSNA 750 CITATION X	302
BOEING 737-500	6	CESSNA CITATION FAMILY	2
BOEING 737-700	135	DASSAULT FALCON (2 ENGINE) FAMILY	4
BOEING 737-700 WINGLETS	131	DASSAULT FALCON 10/100	14
BOEING 737-800	69	DASSAULT FALCON 20/200	22
BOEING 737-800 WINGLETS	10,896	DASSAULT FALCON 2000	965
BOEING 757-200 FREIGHTER	138	DASSAULT FALCON 2000 DX/EX	207
BOEING 757-200 PASSENGER	389	DASSAULT FALCON 2000 LX	392
BOEING 757-200 WINGLETS	646	DASSAULT FALCON 50	40
BOEING 757-300	6	DASSAULT FALCON 50EX	99
BOEING 767-200 PASSENGER	8	DASSAULT FALCON 7X	764
BOEING 767-200ER	98	DASSAULT FALCON 900	909
BOEING 767-300 PASSENGER	34	DASSAULT FALCON 900EX	17
BOEING 767-300 WINGLETS	70	EMBRAER 175	2
BOEING 767-300ER	92	EMBRAER 190	38
BOEING 777-200	18	EMBRAER 195	20
BOEING BBJ (737-700)	22	EMBRAER LEGACY 600	1,086
BOEING BBJ2 (737-800)	33	EMBRAER PHENOM 100	84
CANADAIR CHALLENGER 300	890	EMBRAER PHENOM 300	44
CANADAIR CHALLENGER 600	10	EMBRAER RJ135	47

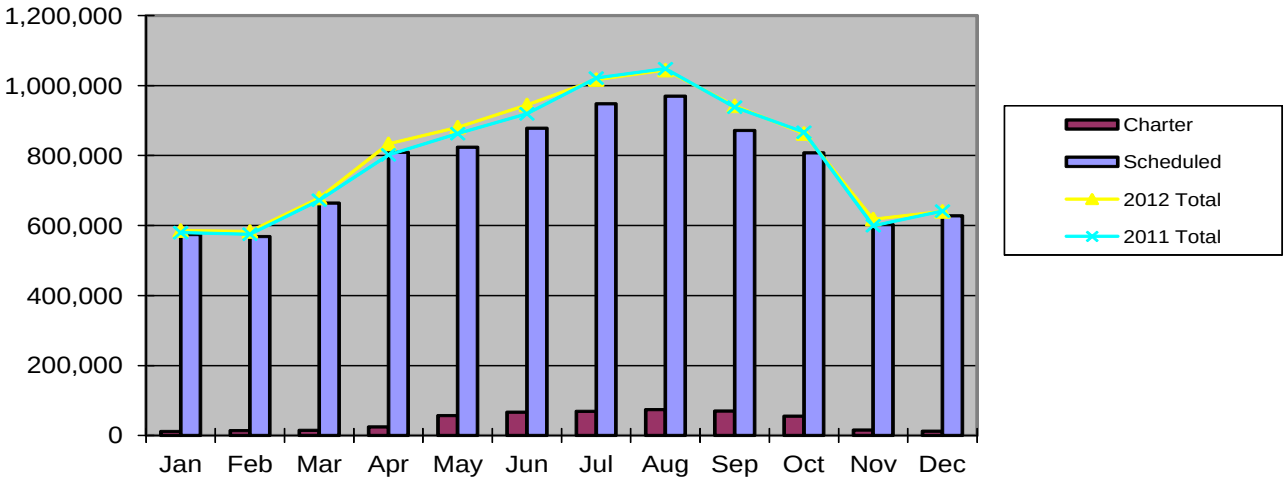
EMBRAER RJ140	2	BOEING-VERTOL 234/H47 CHINOOK	4
EMBRAER RJ145	64	EUROCOPTER EC130	4
FAIRCHILD DORNIER 328 JET	34	EUROCOPTER EC135/635	10
FOKKER 70	26	EUROCOPTER EC155	62
GATES LEARJET 31	8	ROBINSON R44	6
GATES LEARJET 35/36	128	ROBINSON R66	12
GATES LEARJET 40	42	SIKORSKY S-76	180
GATES LEARJET 45	420	**Total**	**598**
GATES LEARJET 55	14	AEROSPATIALE/ALENIA ATR42-200/300	572
GATES LEARJET 60	365	AEROSPATIALE/ALENIA ATR72	14
GULFSTREAM 100 / IAI 1125 ASTRA	12	AEROSPATIALE/ALENIA ATR72 FREIGHTER	2
GULFSTREAM 150	109	ANTONOV AN-12/ AVIC Y-8	4
GULFSTREAM 2	12	ANTONOV AN-26	2
GULFSTREAM 200 / IAI 1126 GALAXY	437	BAE ATP FREIGHTER	582
GULFSTREAM 3	33	BEECHCRAFT 1900D	6
GULFSTREAM 300	72	BEECHCRAFT 200 KING AIR	230
GULFSTREAM 4	1,220	BEECHCRAFT 300/350 KING AIR	40
GULFSTREAM 400	76	BEECHCRAFT A100 KING AIR	2
GULFSTREAM 450	1,033	BEECHCRAFT C90A/B/GT KING AIR	14
GULFSTREAM 5	613	BEECHCRAFT E90 KING AIR	2
GULFSTREAM 550	2,208	BEECHCRAFT TWIN TURBOPROP	10
HAWKER/RAYTHEON 4000 HORIZON	30	CASA/IPTN CN-235	2
HS125 FAMILY	4	CESSNA 441 CONQUEST 2	12
HS125-1000	29	DE HAVILLAND DHC-8 DASH 8-400	848
HS125-700/750	270	DE HAVILLAND DHC-8 DASH 8-400 FREIGHTER	4
HS125-800/850XP	962	EMBRAER EMB-120 BRASILIA	4
HS125-900/900XP	285	FAIRCHILD DORNIER 228	2
IAI 1124 WESTWIND	2	FAIRCHILD DORNIER 328	4
MCD DOUGLAS DC-8-72	2	FOKKER 50/60	8
MCD DOUGLAS MD-83	10	LOCKHEED L-100/182/382 HERCULES	10
MCD DOUGLAS MD-87	6	PARTENAVIA P.68	2
MCD DOUGLAS MD-90	4	PIAGGIO P180	60
RAYTHEON 390 PREMIER 1	271	PILATUS PC-12	82
YAKOVLEV YAK-42 & 142	2	PIPER PA31T TURBO NAVAJO/CHEYENNE I/II	8
Total	**95,509**	PIPER PA42 CHEYENNE 3/4	14
BEECHCRAFT 55/58 BARON	2	SAAB 2000	16
CIRRUS 20/22	2	SOCATA TBM 700/850	2
DIAMOND STAR DA-40/42	20	SW SA.26/226T/227TT/TP MERLIN II/III	2
PILATUS/BN BN-2A/B ISLANDER	22	SW SA-227CC/DC METRO 23	18
PIPER PA31 NAVAJO	26	**Total**	**2,578**
PIPER PA34 SENECA II/III	4		
PIPER PA46 (PISTON)	2		
Total	**78**		
AEROSPATIALE AS350/355 FAMILY	96		
AEROSPATIALE AS365/565	2		
AGUSTA A109	214		
AGUSTA A139	2		
BELL HELICOPTER FAMILY	6	**Grand Total**	**98,763**

2.5. Passenger Statistics

Charter flights are flights in which the aircraft has been chartered (or leased) by a company, typically a tour operator or an executive customer. 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 9,631,163 passengers were handled at LLA during 2012: 9,146,160 on scheduled flights (95%) and 485,003 on charter flights (5%). This represents a small overall increase in passengers of 1% compared with 2011.

	2011			2012		
	Charter	Scheduled	**Totals**	Charter	Scheduled	**Totals**
Jan	10,764	568,897	**579,661**	11,564	574,080	**585,644**
Feb	13,997	561,331	**575,328**	14,323	568,656	**582,979**
Mar	13,096	659,323	**672,419**	14,424	664,201	**678,625**
Apr	25,756	776,397	**802,153**	24,444	808,910	**833,354**
May	56,665	805,791	**862,456**	57,051	823,889	**880,940**
Jun	66,597	852,698	**919,295**	66,364	878,258	**944,622**
Jul	72,180	949,241	**1,021,421**	69,243	947,910	**1,017,153**
Aug	74,725	973,362	**1,048,087**	74,208	970,026	**1,044,234**
Sep	70,133	868,205	**938,338**	69,970	872,030	**942,000**
Oct	56,212	810,312	**866,524**	55,289	807,685	**862,974**
Nov	16,839	582,847	**599,686**	15,375	602,938	**618,313**
Dec	12,557	628,769	**641,326**	12,748	627,577	**640,325**
Totals	**489,521**	**9,037,173**	**9,526,694**	**485,003**	**9,146,160**	**9,631,163**



2.6. Average passenger load on public transport flights

Average Passengers on Scheduled and Charter Flights			
Year	Charter*	Scheduled	**Total**
2008	167	123	**125**
2009	169	125	**127**
2010	181	132	**134**
2011	181	132	**134**
2012	182	140	**142**

*including chartered executive aircraft

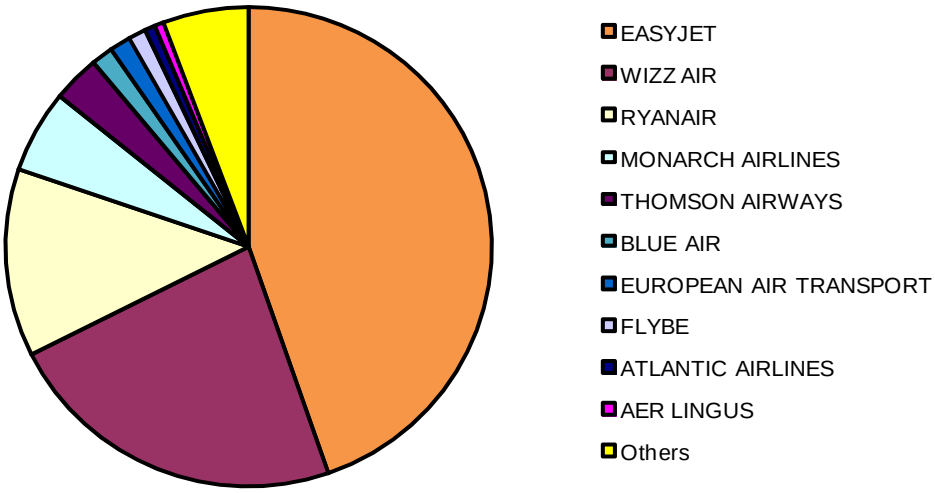
2.7 Passenger Breakdown by Region

	2011				2012			
	Domestic	EU	Non-EU	**Total**	Domestic	EU	Non-EU	**Total**
Jan	70,231	342,424	167,006	**579,661**	69,698	352,997	162,949	**585,644**
Feb	77,582	341,355	156,391	**575,328**	78,281	354,378	150,320	**582,979**
Mar	88,312	404,740	179,367	**672,419**	86,070	417,900	174,655	**678,625**
Apr	90,048	511,868	200,237	**802,153**	89,897	544,104	199,353	**833,354**
May	88,249	582,231	191,976	**862,456**	91,101	599,834	190,005	**880,940**
Jun	94,106	615,938	209,251	**919,295**	91,042	644,202	209,378	**944,622**
Jul	94,744	676,661	250,016	**1,021,421**	90,757	698,260	228,136	**1,017,153**
Aug	94,034	700,617	253,436	**1,048,087**	92,901	717,495	233,838	**1,044,234**
Sep	92,212	624,383	221,743	**938,338**	87,527	643,187	211,286	**942,000**
Oct	95,210	565,098	206,216	**866,524**	91,472	579,458	192,044	**862,974**
Nov	86,043	378,013	135,630	**599,686**	80,801	394,295	143,217	**618,313**
Dec	81,743	395,763	163,820	**641,326**	78,001	404,702	157,622	**640,325**
Totals	**1,052,514**	**6,139,091**	**2,335,089**	**9,526,694**	**1,027,548**	**6,350,812**	**2,252,803**	**9,631,163**

2.8. Movements by ten largest operators

Operator	**Movements**	**%**
EASYJET	32,520	45%
WIZZ AIR	16,661	23%
RYANAIR	9,217	13%
MONARCH AIRLINES	4,059	6%
THOMSON AIRWAYS	2,288	3%
BLUE AIR	1,054	1%
EUROPEAN AIR TRANSPORT	1,020	1%
FLYBE	852	1%
ATLANTIC AIRLINES	506	1%
AER LINGUS	446	1%
Others	*4,149*	*5%*
Total	**72,772**	**100%**

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



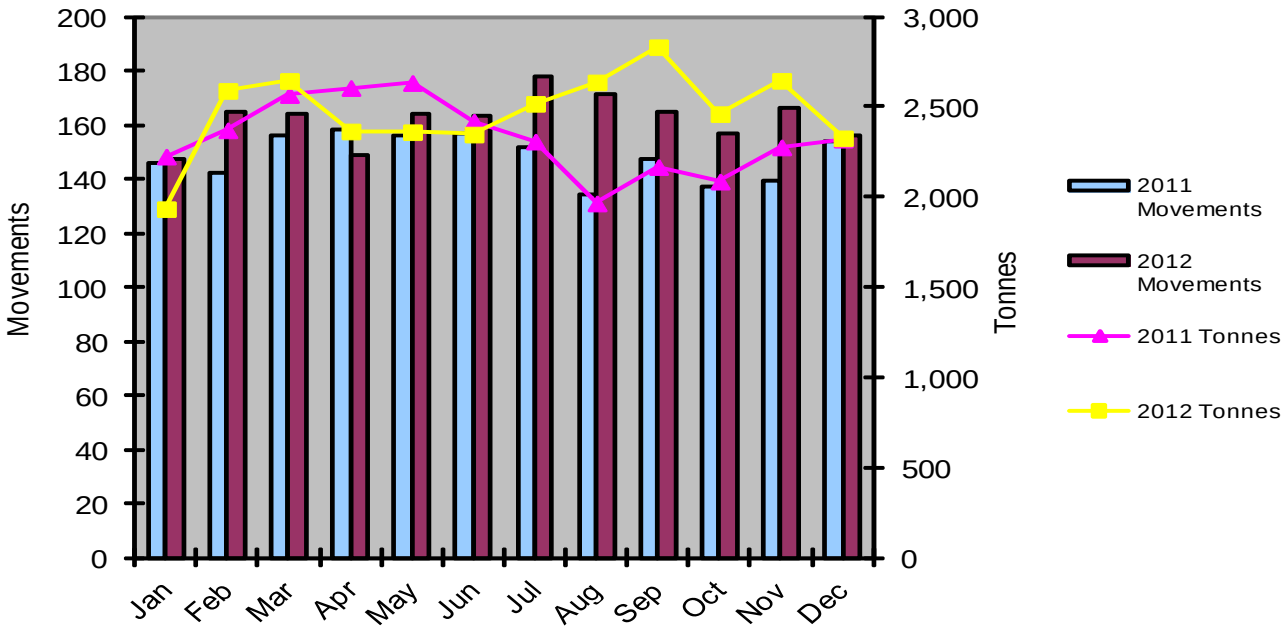
2.9. Movements and average seats by aircraft type

		Movements	Average Seats
EASYJET	AIRBUS A319	26,802	156
	AIRBUS A320	5,718	180
	Total	**32,520**	**161**
WIZZ AIR	AIRBUS A320	16,661	180
	Total	**16,661**	**180**
RYANAIR	BOEING 737-800 WINGLETS	9,217	189
	Total	**9,217**	**189**
MONARCH AIRLINES	AIRBUS A300-600 PASSENGER	4	361
	AIRBUS A320	1,910	174
	AIRBUS A321	2,121	214
	BOEING 757-200 PASSENGER	16	223
	McD DOUGLAS MD-83	8	167
	Total	**4,059**	**197**
THOMSON AIRWAYS	BOEING 737-300 PASSENGER	2	149
	BOEING 737-800	36	189
	BOEING 737-800 WINGLETS	1,467	189
	BOEING 757-200 PASSENGER	229	234
	BOEING 757-200 WINGLETS	554	234
	Total	**2,288**	**206**
BLUE AIR	BOEING 737-300 PASSENGER	6	136
	BOEING 737-400 PASSENGER	1,046	164
	BOEING 737-500	2	126
	Total	**1,054**	**164**
EURO AIR TRANSPORT	AIRBUS A300-600 FREIGHTER	655	N/A
	AIRBUS A300-B4/C4/F4 FREIGHTER	192	N/A
	BOEING 737-300 FREIGHTER	84	N/A
	BOEING 757-200 FREIGHTER	89	N/A
	Total	**1,020**	**N/A**
FLYBE	DE HAVILLAND DHC-8 DASH 8-400	837	78
	EMBRAER 175	2	88
	EMBRAER 195	13	118
	Total	**852**	**79**
ATLANTIC AIRLINES	BAE ATP FREIGHTER	506	N/A
	Total	**506**	**N/A**
AER LINGUS	AEROSPATIALE ATR42-200/300	438	49
	AEROSPATIALE ATR72	4	70
	AIRBUS A320	4	174
	Total	**446**	**54**
Others	**Total**	**4,149**	**99**
Total		***72,772***	***173***

2.10. Total Cargo Movements & Tonnage

	2011		2012	
	Tonnes	Movements	Tonnes	Movements
Jan	2,225	146	1,934	147
Feb	2,371	142	2,590	165
Mar	2,566	156	2,645	164
Apr	2,605	158	2,365	149
May	2,633	156	2,361	164
Jun	2,419	157	2,348	163
Jul	2,308	152	2,518	178
Aug	1,965	134	2,637	171
Sep	2,167	147	2,832	165
Oct	2,086	137	2,461	157
Nov	2,276	139	2,646	166
Dec	2,319	154	2,327	156
Total	**27,942**	**1,778**	**29,663**	**1,945**

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 2.10 will differ from Table 2.1 which shows dedicated cargo movements.



3. Routes

Destination	Code	Country	Charter Operator	Scheduled Operator
Aberdeen	ABZ	UK		easyJet
Alghero	AHO	Sardinia		Ryanair
Alicante	ALC	Spain		easyJet/Monarch
Amsterdam	AMS	Netherlands		easyJet
Antalya	AYT	Turkey	Thomson	
Arrecife	ACE	Spain (Canaries)	Thomson/Monarch	Monarch / Ryanair
Bacau	BCM	Romania		Blue Air
Barcelona	BCN	Spain		easyJet
Belfast Intl	BFS	UK		easyJet
Belgrade	BEG	Serbia		Wizz Air
Berlin	SXF	Germany		easyJet
Beziers	BZR	France		Ryanair
Bodrum	BJV	Turkey	First Choice/Thomson	Monarch
Bordeaux	BOD	France		easyJet
Bourgas	BOJ	Bulgaria	Thomson	Wizz Air
Bratislava	BTS	Slovakia		Ryanair
Brno	BRQ	Czech Rep		Wizz Air
Bucharest	BBU	Romania		Wizz Air / Blue Air
Budapest	BUD	Hungary		Wizz Air/easyJet
Cluj-Napoca	CLJ	Romania		Wizz Air
Corfu	CFU	Greece	Thomson	Monarch / easyJet
Dalaman	DLM	Turkey	First Choice/Thomson	Monarch
Debrecen	DEB	Hungary		Wizz Air
Dortmund	DTM	Germany		easyJet
Dublin	DUB	Ireland		Ryanair
Edinburgh	EDI	UK		easyJet
Enontekio	ENF	Finland	Transun (operated by 3rd party)	
Faro	FAO	Portugal	First Choice/Thomson	easyJet/Monarch
Fuerteventura	FUE	Spain (Canaries)	First Choice/Thomson	Monarch/Ryanair
Funchal	FNC	Portugal (Madeira)	Thomson	
Gdansk	GDN	Poland		Wizz Air
Geneva	GVA	Switzerland		easyJet
Gerona	GRO	Spain		Ryanair
Gibraltar	GIB	Spain		Monarch
Glasgow	GLA	UK		easyJet
Grenoble	GNB	France		easyJet
Hamburg	HAM	Germany		easyJet
Heraklion	HER	Greece	Thomson	easyJet
Ibiza	IBZ	Spain (Balearics)	Thomson/First Choice	easyJet/Monarch
Inverness	INV	UK		easyJet
Isle of Man	IOM	UK		Flybe
Istanbul	SAW	Turkey		easyJet
Jersey	JER	UK		Flybe
Katowice	KTW	Poland		Wizz Air
Kefalonia	KEF	Greece	Thomson	
Kerry	KIR	Ireland		Ryanair
Kiev	IEV	Ukraine		Wizz Air
Kittila	KTT	Finland	Thomson	
Knock	NON	Ireland		Ryanair

Destination	Code	Country	Charter Operator	Scheduled Operator
Larnaca	LCA	Cyprus	First Choice/Thomson	Monarch
Las Palmas	LPA	Spain (Canaries)	First Choice/Thomson/Monarch	Monarch / Ryanair
Lisbon	LIS	Portugal		easyJet
Ljubljana	LJU	Slovenia		Adria Airways / Wizz Air
Lodz	LCJ	Poland		Wizz Air
Lublin	LUZ	Poland		Wizz Air
Madrid	MAD	Spain		easyJet
Mahon	MAH	Spain (Balearics)	First Choice/Thomson/Monarch	easyJet/Monarch
Malaga	AGP	Spain	Thomson	easyJet/Monarch
Malta	MLA	Malta	Thomson	Ryanair
Marrakech	RAK	Morocco		Ryanair
Milan	MXP	Italy		easyJet
Monastir	MIR	Tunisia	First Choice/Thomson	
Montpellier	MPL	France		easyJet
Munich	MUC	Germany		Monarch
Murcia	MJV	Spain		Ryanair
Nice	NCE	France		easyJet
Nimes	FNI	France		Ryanair
Ovda	OVD	Israel	Israir	
Palma	PMI	Spain (Balearics)	First Choice/Thomson/Monarch	easyJet/Monarch
Paphos	PFO	Cyprus	First Choice/Thomson	easyJet
Paris	CDG	France		easyJet
Pisa	PSA	Italy		easyJet
Poznan	POZ	Poland		Wizz Air
Prague	PRG	Czech Rep		Wizz Air
Reykjavik	RKV	Iceland		easyJet
Reus	REU	Spain	Thomson	Ryanair
Rhodes	RHO	Greece	Thomson	
Riga	RIX	Latvia		Wizz Air
Rome	FCO	Italy		Monarch
Rovaniemi	RVN	Finland	Thomson	
Rzeszów	RZZ	Poland		Ryanair
Salzburg	SZG	Austria	Thomson	easyJet
Sharm El Sheikh	SSH	Egypt	Thomson	easyJet
Sofia	SOF	Bulgaria		Wizz Air
Skopje	SKP	Macedonia		Wizz Air
Split	SPU	Croatia		Wizz Air
Tallinn	TLL	Estonia		Ryanair
Tel Aviv	TLV	Israel		El Al / easyJet
Tenerife	TFS	Spain (Canaries)	First Choice/Thomson/Monarch	Monarch / Ryanair
Thessalonika	SKG	Greece	Thomson	
Timisoara	TSR	Romania		Wizz Air
Tirgu Mures	TGM	Romania	Wizz Air	
Trapani	TPS	Italy (Sicily)		Ryanair
Varna	VAR	Bulgaria		Wizz Air
Vilnius	VNO	Lithuania	Wizz Air / Ryanair	
Warsaw	WAW	Poland		Wizz Air
Waterford	WAT	Ireland		Aer Arann
Wroclaw	WRO	Poland		Wizz Air

Zakynthos	ZTH	Greece	Thomson/Monarch	
Zurich	ZRH	Switzerland		easyJet

(Destinations available as at 31st December 2012)

New route for 2012

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

3.1 New Routes

NEW ROUTES 2012

Destination	Country	Launch	Airline
Lublin	Poland	18-Dec-12	Wizz Air
Vilnius	Lithuania	07-Nov-12	Ryanair
Ljubljana	Slovenia	30-Oct-12	Wizz Air
Munich	Germany	21-Sep-12	Monarch Scheduled
Debrecen	Hungary	18-Jun-12	Wizz Air
Heraklion	Greece	21-Apr-12	easyJet
Corfu	Greece	31-Mar-12	easyJet
Reykjavik	Iceland	27-Mar-12	easyJet
Alghero	Sardinia	26-Mar-12	Ryanair
Rome*	Italy	25-Mar-12	Monarch Scheduled
Ljubljana*	Slovenia	25-Mar-12	Adria Airways

**Routes started and ended in 2012*

2012	
easyJet	3
Wizz Air	3
Monarch Scheduled	2
Adria Airways	1
Ryanair	2
TOTAL	**11**
NETT 2012	**9**

Excludes 2 new ad hoc seasonal charter routes: Kittila (Thomson) / Enontekio (Transun)

ALL ROUTES ENDING 2012

Destination	Country	Ended	Airline
Dubrovnik	Croatia	16-Jun-12	Wizz Air
Kaunas	Lithuania	06-Nov-12	Ryanair

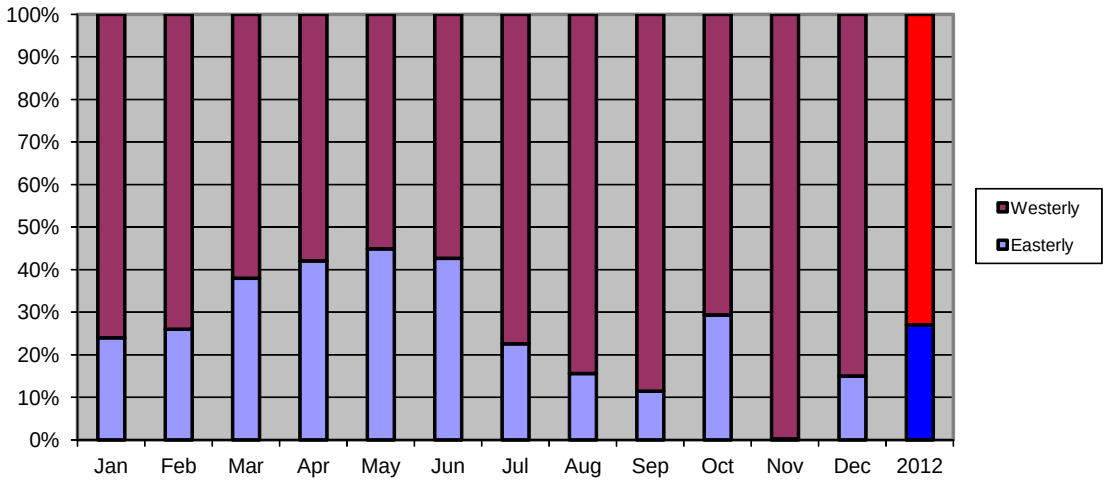
AIRLINE	ROUTES ENDED
Wizz Air	1
Ryanair	1
TOTAL	**2**

4. Runway Usage

The runway usage split (dictated primarily by wind direction) during 2012 was 27% easterly and 73% westerly (compared to 28% / 72% in 2011). A monthly breakdown is shown below, highlighting higher than average levels of westerly operations during the periods July to September and November to December 2012. A breakdown of runway usage over the last five years is also shown, giving a historical split of 30% easterly and 70% westerly.

Year	Easterly	Westerly
2012	27%	73%
2011	28%	72%
2010	36%	64%
2009	28%	72%
2008	29%	71%
Average	**30%**	**70%**

Month	Easterly	Westerly
Jan	24%	76%
Feb	26%	74%
Mar	38%	62%
Apr	35%	48%
May	53%	65%
Jun	35%	47%
Jul	19%	65%
Aug	15%	81%
Sep	11%	85%
Oct	37%	89%
Nov	14%	6386%
Dec	15%	85%
2012	**27%**	**73%**



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.

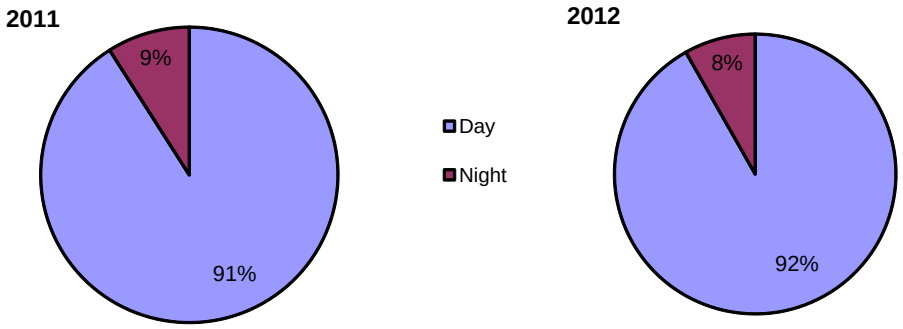
	Day (0700-2300 local)		Night (2300-0700 local)	
Year	Westerly	Easterly	Westerly	Easterly
2012	86%	14%	86%	14%
2011	80%	20%	81%	19%
2010	78%	22%	76%	24%
2009	81%	19%	80%	20%
2008	86%	14%	85%	15%
Average	**82%**	**18%**	**82%**	**18%**

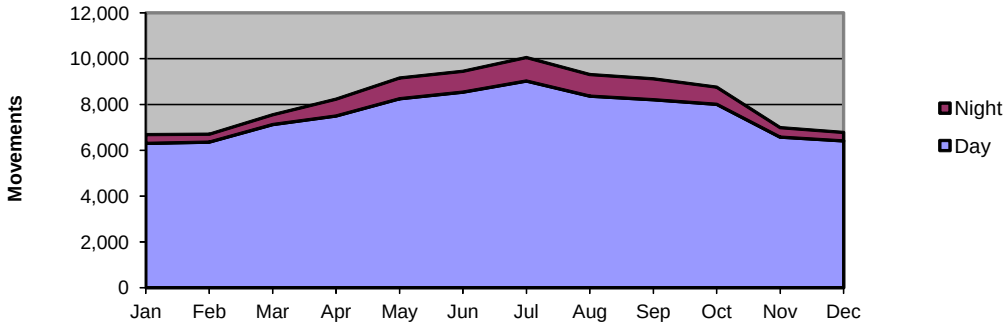
4.2. Day / Night Ratio of Movements

There were 8,095 night movements during 2012 (compared to 8,539 for 2011, a decrease of 5%), an average 22 movements per night (compared to 23 last year). Arriving aircraft accounted for 71% of total night movements, relating primarily to the last rotation of Luton based passenger aircraft landing back at the Airport for the night, between 23:00 hrs and midnight. The average ratio of total aircraft movements during 2012 was 92% day / 8% night (compared to 91% day / 9% night in 2011).

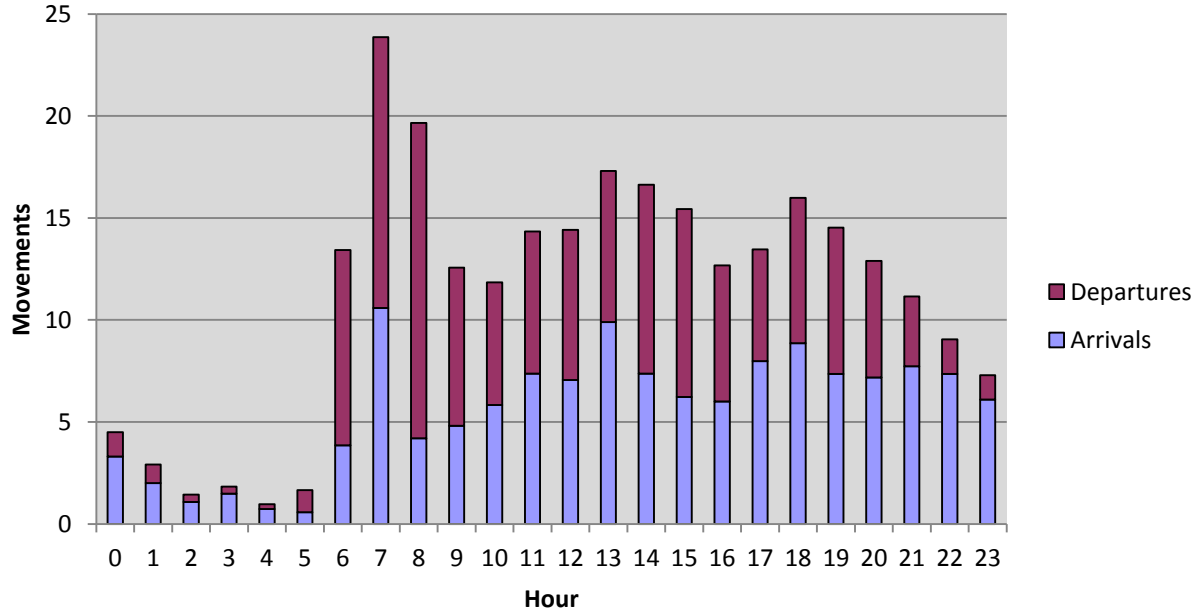
The number of night movements quoted here within Section 4.2 will differ from those within Section 6 as the 8 hour Leq contour calculation period extends between 23:00 - 07:00, 7 days a week. The figures quoted here cover the night period, as defined in the Night Noise Policy for noise violation purposes,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

	Arrivals		Departures		Totals		
	Day	Night	Day	Night	Day	Night	Total
Jan	3,115	245	3,188	139	**6,303**	**384**	**6,687**
Feb	3,132	223	3,277	120	**6,359**	**343**	**6,702**
Mar	3,481	282	3,644	143	**7,125**	**425**	**7,550**
Apr	3,592	527	3,907	205	**7,499**	**732**	**8,231**
May	3,917	665	4,334	238	**8,251**	**903**	**9,154**
Jun	4,045	678	4,495	229	**8,540**	**907**	**9,447**
Jul	4,269	754	4,756	268	**9,025**	**1,022**	**10,047**
Aug	3,951	692	4,414	248	**8,365**	**940**	**9,305**
Sep	3,894	680	4,314	230	**8,208**	**910**	**9,118**
Oct	3,842	533	4,166	214	**8,008**	**747**	**8,755**
Nov	3,231	261	3,344	152	**6,575**	**413**	**6,988**
Dec	3,147	233	3,263	136	**6,410**	**369**	**6,779**
Total	**43,616**	**5,773**	**47,052**	**2,322**	**90,668**	**8,095**	**98,763**

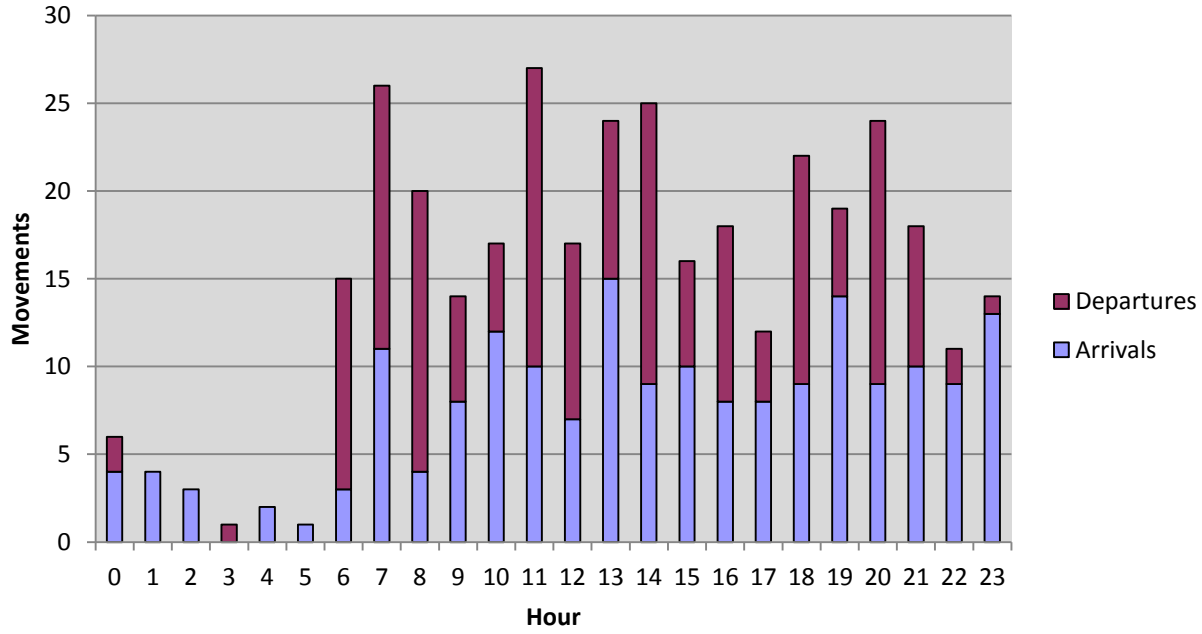




4.3. Annual Average Hourly Movements



4.4. Average Hourly Movements 7th Busiest Day of 2012 (8th July)



Generally the busiest times of the day for annual average hourly movements during 2012 were 07:00-09:00 hrs, with smaller peaks 13:00-15:00 hrs and 18:00-19:00 hrs. However, on the 8th of July 2012 the peaks were 07:00–09:00 hrs, 11:00–12:00 hrs, 13:00-15:00 hrs and 20:00 –21:00 hrs.

The average busiest time for departing aircraft was 07:00-09:00 hrs annually and 11:00-12:00 hrs on 8th July 2012. The average busiest time for arrivals was 07:00-08:00 and 13:00-14:00 hrs annually, whilst the 7th busiest day saw peaks of arriving traffic at various times throughout the day. The above graphs indicate a low level of average movements during the hours of midnight–06:00 hrs, both annually and on the 7th busiest day of the year.

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	346	1,157	278	810	117	420	11	28	21	**3,188**
	Night	19	48	15	43	7	4	0	3	0	**139**
	Total	365	1,205	293	853	124	424	11	31	***21***	**3,327**
Feb	Day	402	1,105	296	827	151	385	10	28	23	**3,227**
	Night	17	46	13	29	5	7	1	1	1	**120**
	Total	419	1,151	309	856	156	392	11	29	***24***	**3,347**
Mar	Day	635	1,039	502	824	219	369	21	21	14	**3,644**
	Night	30	33	25	30	13	10	2	0	0	**143**
	Total	665	1,072	527	854	232	379	23	21	***14***	**3,787**
Apr	Day	607	1,135	518	975	201	391	19	35	26	**3,907**
	Night	35	56	33	62	6	10	0	2	1	**205**
	Total	642	1,191	551	1,037	207	401	19	37	***27***	**4,112**
May	Day	1,001	936	915	800	313	296	19	27	27	**4,334**
	Night	48	53	63	42	19	9	0	1	3	**238**
	Total	1,049	989	978	842	332	305	19	28	***30***	**4,572**
Jun	Day	702	1,273	634	1,176	214	409	23	38	26	**4,495**
	Night	42	78	28	54	5	17	0	1	4	**229**
	Total	744	1,351	662	1,230	219	426	23	39	***30***	**4,724**
Jul	Day	391	1,675	390	1,607	114	513	12	25	29	**4,756**
	Night	15	116	21	97	1	17	0	1	0	**268**
	Total	406	1,791	411	1,704	115	530	12	26	***29***	**5,024**
Aug	Day	303	1,600	287	1,566	74	533	7	29	15	**4,414**
	Night	22	95	25	81	1	17	1	6	0	**248**
	Total	325	1,695	312	1,647	75	550	8	35	***15***	**4,662**
Sep	Day	221	1,656	199	1,572	62	519	4	54	27	**4,314**
	Night	11	93	15	91	3	12	0	5	0	**230**
	Total	232	1,749	214	1,663	65	531	4	59	***27***	**4,544**
Oct	Day	660	1,196	567	1,040	236	392	14	35	26	**4,166**
	Night	37	50	31	68	14	13	0	1	0	**214**
	Total	697	1,246	598	1,108	250	405	14	36	***26***	**4,380**
Nov	Day	261	1,416	138	883	89	475	5	41	36	**3,344**
	Night	6	59	8	52	3	18	1	4	1	**152**
	Total	267	1,475	146	935	92	493	6	45	***37***	**3,496**
Dec	Day	262	1,357	148	878	97	466	5	29	21	**3,263**
	Night	15	48	11	47	1	12	0	2	0	**136**
	Total	277	1,405	159	925	98	478	5	***38***	***21***	**3,399**
Day Total		***5,791***	***15,545***	***4,872***	***12,958***	***1,887***	***5,168***	***150***	***390***	***291***	***47,052***
Night Total		***297***	***775***	***288***	***696***	***78***	***146***	***5***	***27***	***10***	***2,322***
Grand Total		**6,088**	**16,320**	**5,160**	**13,654**	**1,965**	**5,314**	**155**	**417**	**301**	**49,374**

** 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.*

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 involves continuous descent with no more than one section of level flight greater than 2.5Nm in length, following descent from 5000ft altitude.

		08	26	Heli	Total	08 (%)	26 (%)	Total (%)
Jan	Day	756	2,338	21	3,115	89	79	**81**
	Night	42	203	0	245	80	77	**77**
	Total	***798***	***2,541***	***21***	***3,360***	***88***	***79***	***81***
Feb	Day	774	2,333	25	3,132	82	81	**81**
	Night	54	169	0	223	76	81	**80**
	Total	***828***	***2,502***	***25***	***3,355***	***82***	***81***	***81***
Mar	Day	1,318	*2,149*	*14*	3,481	88	82	**84**
	Night	112	170	0	282	70	77	**74**
	Total	***1,430***	***2,319***	***14***	***3,763***	***87***	***82***	***84***
Apr	Day	1,313	2,255	24	3,592	87	85	**86**
	Night	166	359	2	527	85	84	**84**
	Total	***1,479***	***2,614***	***26***	***4,119***	***87***	***85***	***85***
May	Day	2,061	1,829	27	3,917	92	83	**88**
	Night	343	319	3	665	86	84	**85**
	Total	***2,404***	***2,148***	***30***	***4,582***	***91***	***83***	***87***
Jun	Day	1,397	2,619	29	4,045	93	85	**88**
	Night	235	441	2	678	86	91	**89**
	Total	***1,632***	***3,060***	***31***	***4,723***	***92***	***86***	***88***
Jul	Day	809	3,432	28	4,269	93	86	**88**
	Night	118	636	0	754	95	86	**88**
	Total	***927***	***4,068***	***28***	***5,023***	***93***	***86***	***88***
Aug	Day	563	3,373	15	3,951	96	90	**91**
	Night	118	574	0	692	92	89	**90**
	Total	***681***	***3,947***	***15***	***4,643***	***95***	***90***	***90***
Sep	Day	443	3,424	27	3,894	88	89	**89**
	Night	81	599	0	680	79	84	**84**
	Total	***524***	***4,023***	***27***	***4,574***	***87***	***89***	***89***
Oct	Day	1,409	2,405	28	3,842	90	86	**88**
	Night	226	307	0	533	82	85	**84**
	Total	***1,635***	***2,712***	***28***	***4,375***	***89***	***86***	***87***
Nov	Day	430	2,765	36	3,231	92	84	**85**
	Night	21	238	2	261	70	80	**79**
	Total	***451***	***3,003***	***38***	***3,492***	***91***	***84***	***85***
Dec	Day	457	2,670	20	3,147	88	85	**86**
	Night	25	208	0	233	63	81	**79**
	Total	***482***	***2,878***	***20***	***3,380***	***87***	***85***	***85***
Day Total		**11,730**	**31,592**	***294***	***43,616***	***90%***	***85%***	***86%***
Night Total		***1,541***	***4,223***	***9***	***5,773***	***84%***	***85%***	***84%***
Grand Total		***13,271***	***35,815***	***303***	***49,389***	***89%***	***85%***	***86%***

4.7. Flight routes and sample flight tracks

Figures 4.9 and 4.10 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 4.11 and 4.12 display actual radar flight data taken over a 24 hour period during summer 2012 for both westerly and easterly operations. Arriving traffic is shown in red with departures in green.

Figures 4.13 and 4.14 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 4.15, 4.16 and 4.17 display aircraft track density plots for the summer period 16th June – 15th September 2012. 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 4.15 and 4.16 show arrivals or departures only, with 4.17 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.

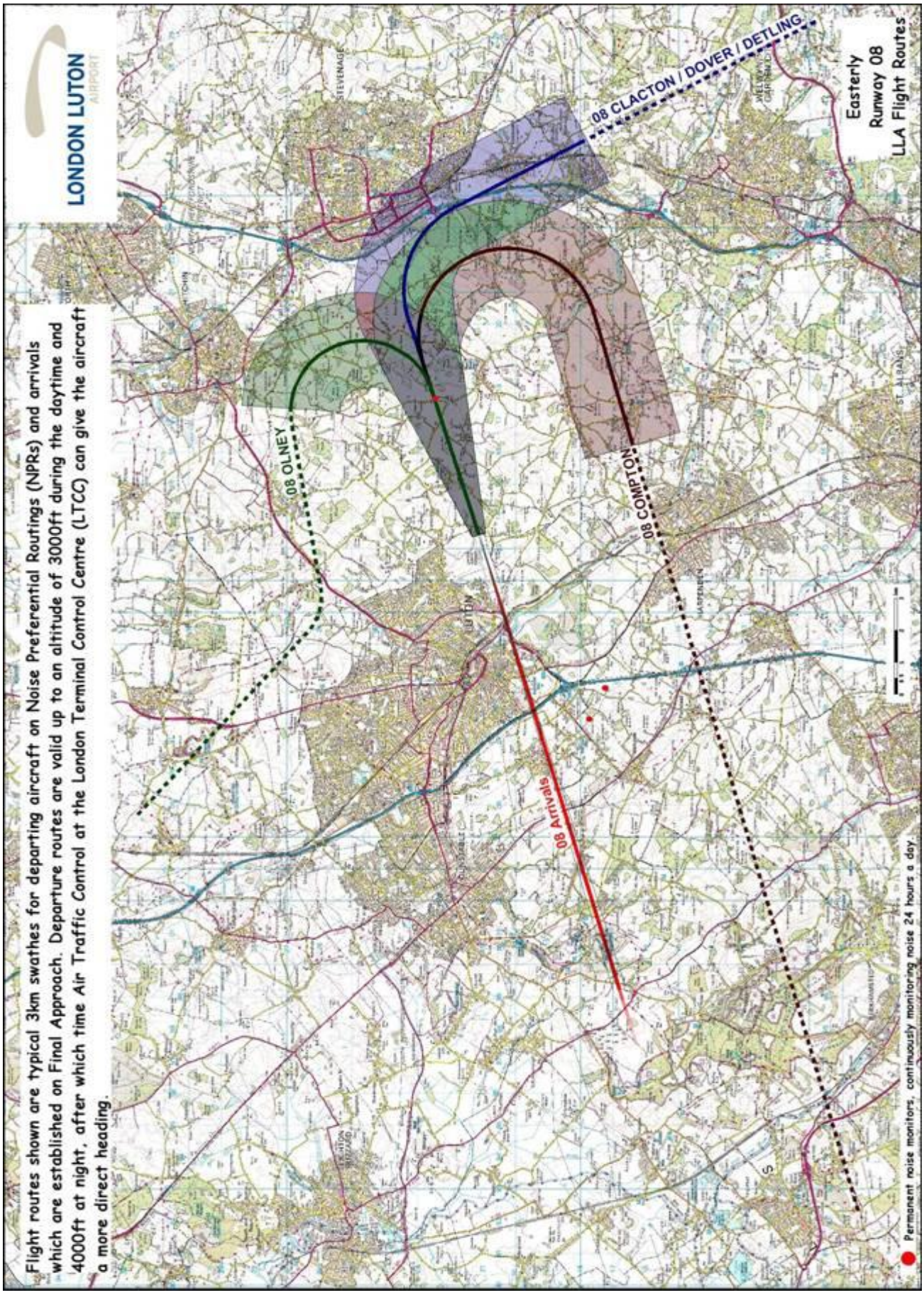
4.8. Brookmans Park Departure Routes

During westerly operations, all aircraft on the Clacton/Dover/Detling departure routes follow the same course until they reach a reporting point known as the Brookmans Park beacon. For over 10 years the Airport has been working with airlines, NATS (our Air Traffic Control provider) and the CAA to look at ways track keeping can be improved on this route, as aircraft routinely pass outside of the NPR corridor and overfly the northern parts of Hemel Hempstead and St. Albans. In 2011, a trial was undertaken with easyJet to determine if reducing the speed of aircraft from 230-250 knots to 220 knots on the second turn to the east and initiating the turn point around 1 nautical mile earlier, enables aircraft to track closer to the nominal route centreline.

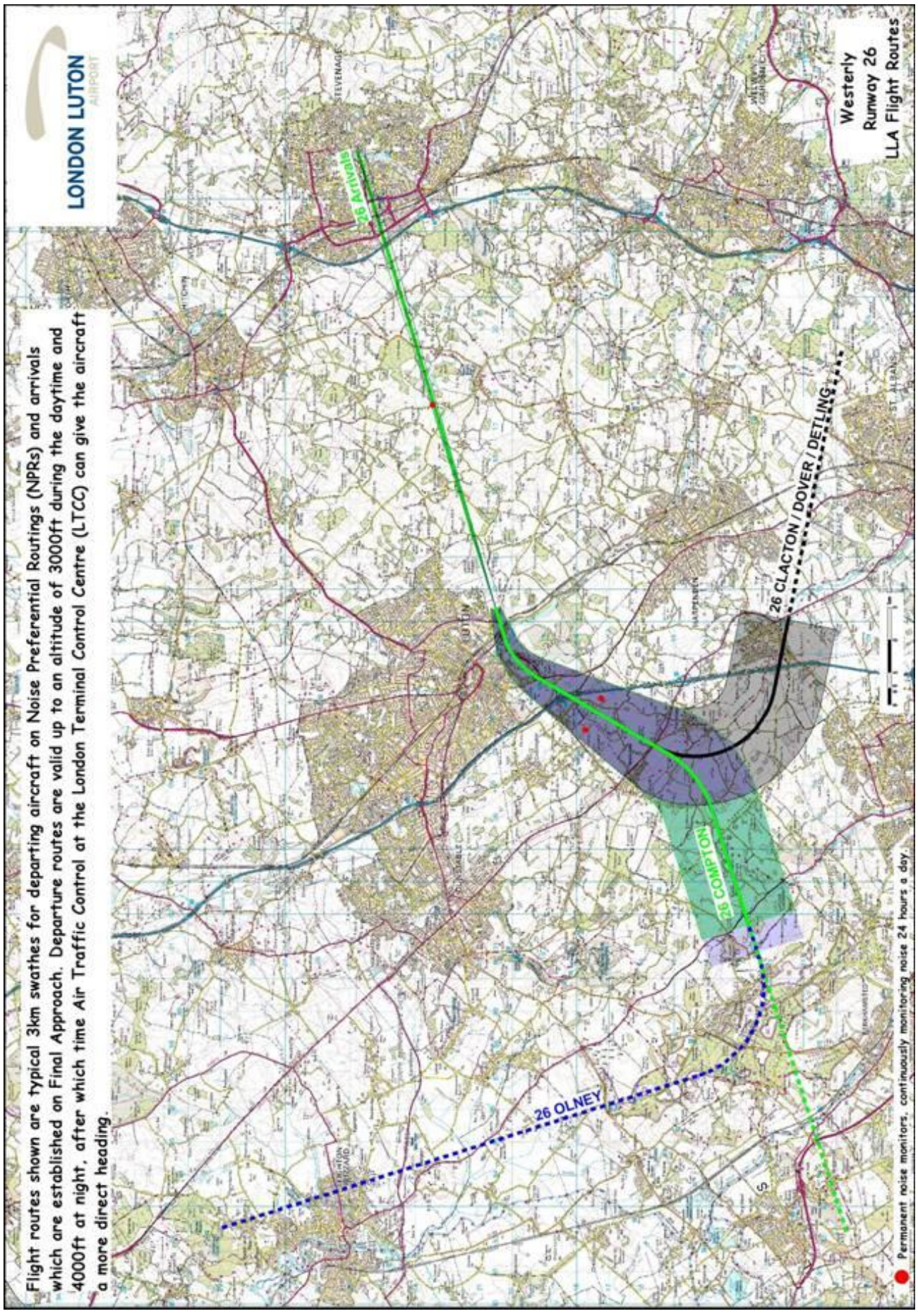
Whilst the trial was successful in terms of aircraft following the nominal track more closely, following extensive community feedback it became apparent that the nominal track centreline was not necessarily in the best place anymore to avoid centres of population, particularly in relation to Redbourn.

Further information on the next steps that have been taken to resolve this issue has been provided in Section 8.1.1, including details of complaints following the easyJet trial, and discussions with the CAA regarding future RNAV1 trials.

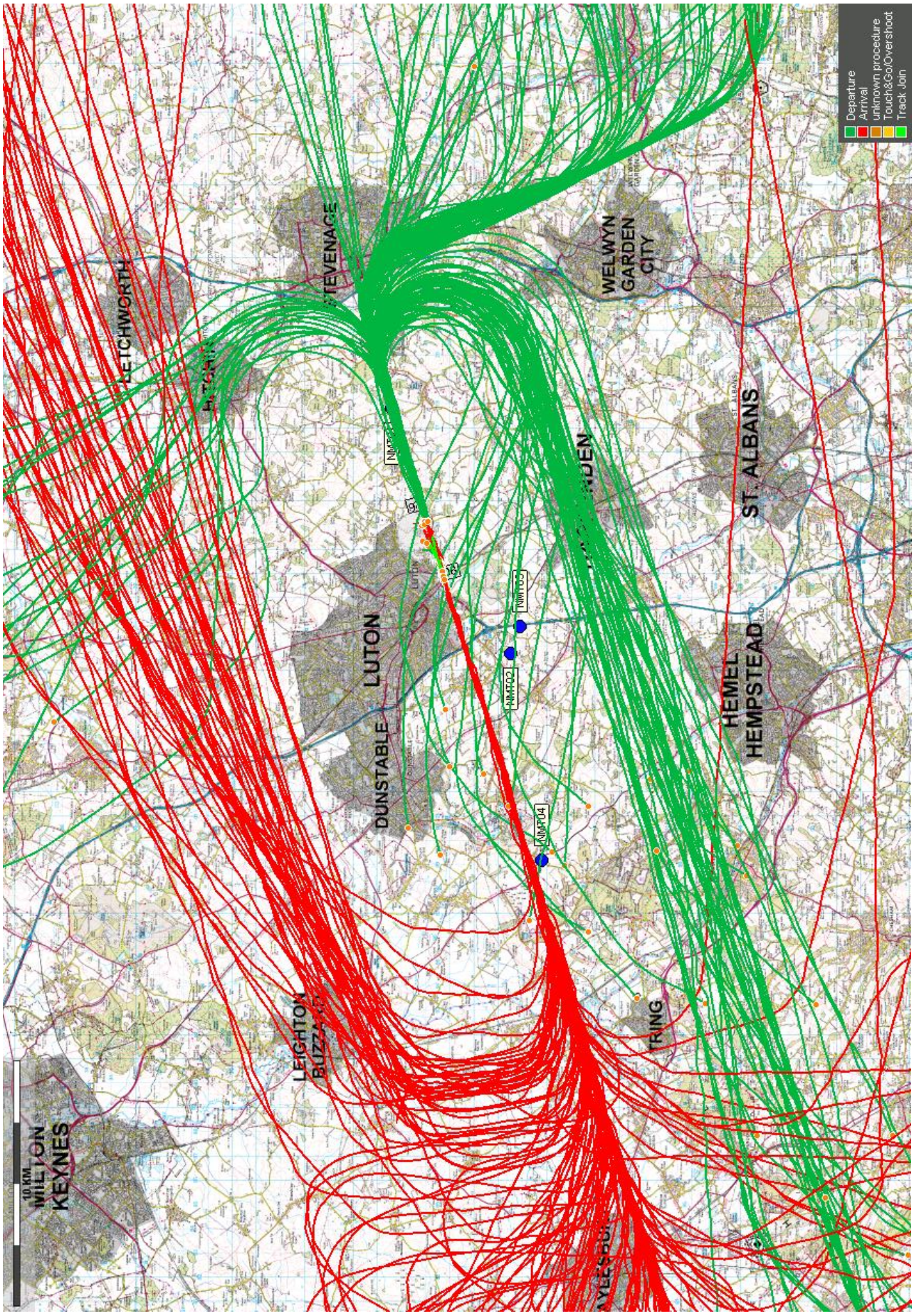
4.9. Plan showing Easterly (08) flight routes



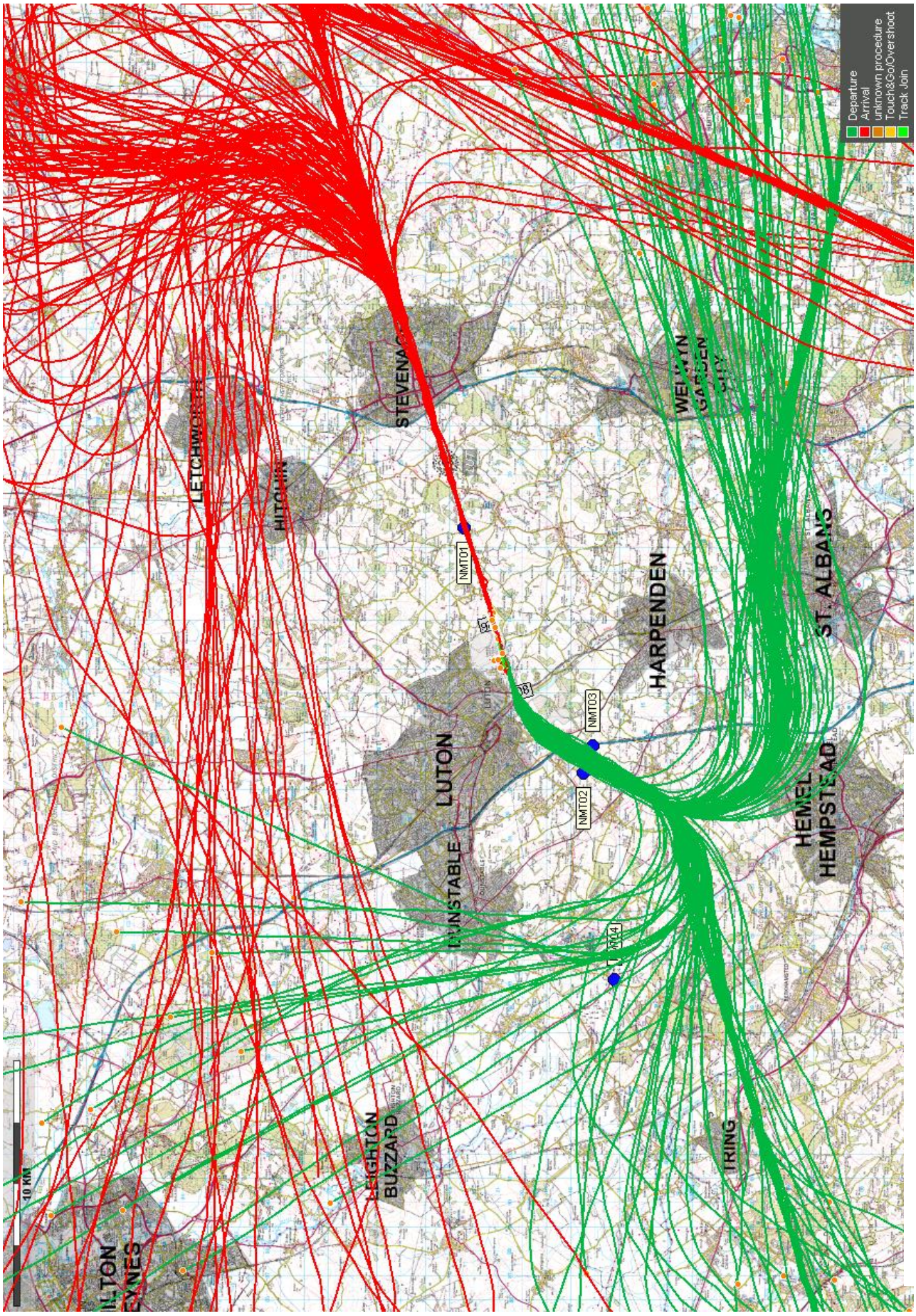
4.10. Plan showing Westerly (26) flight routes



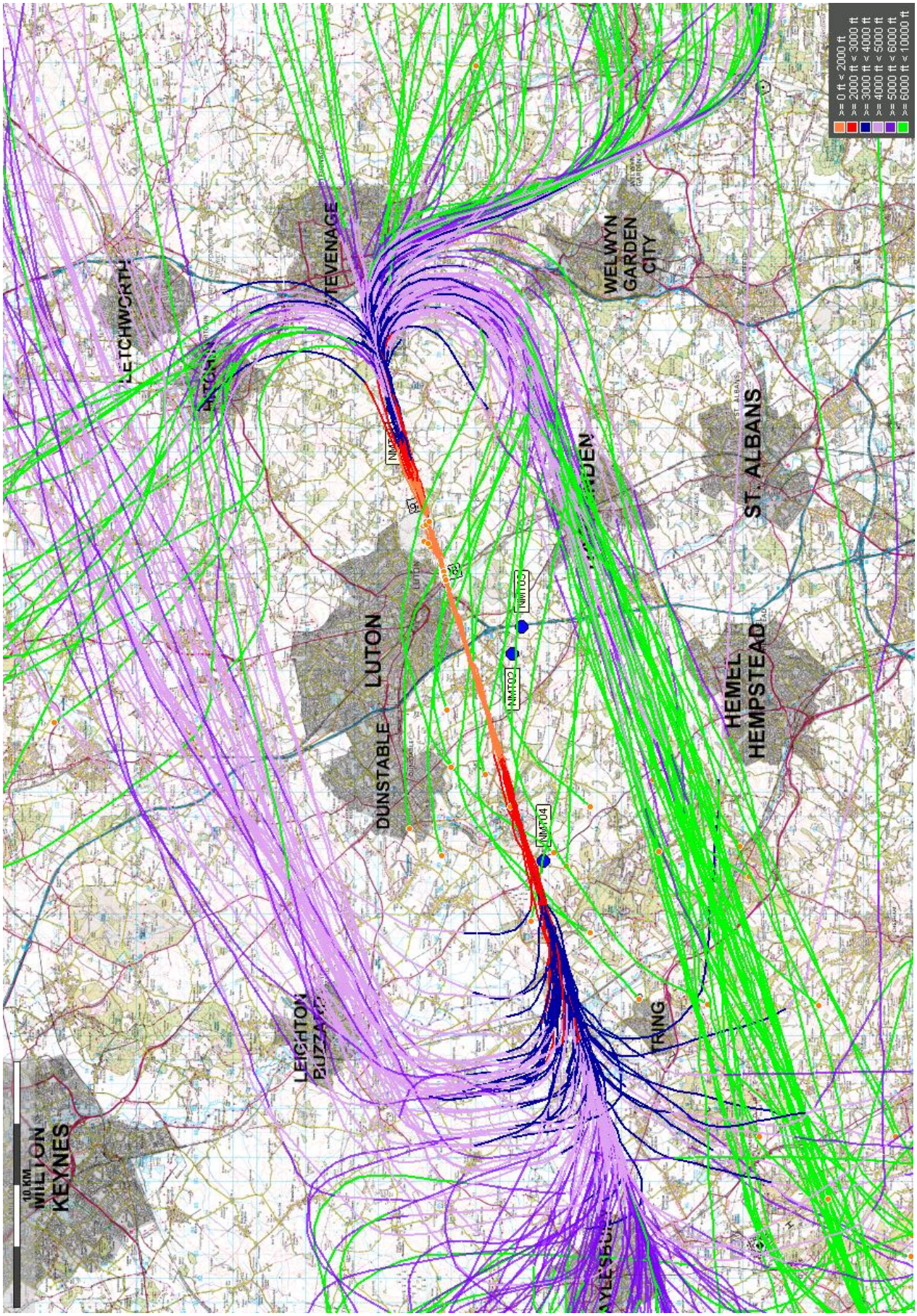
4.11. Arrivals and Departures – Easterly (08) Flight Routes (24 hour period)



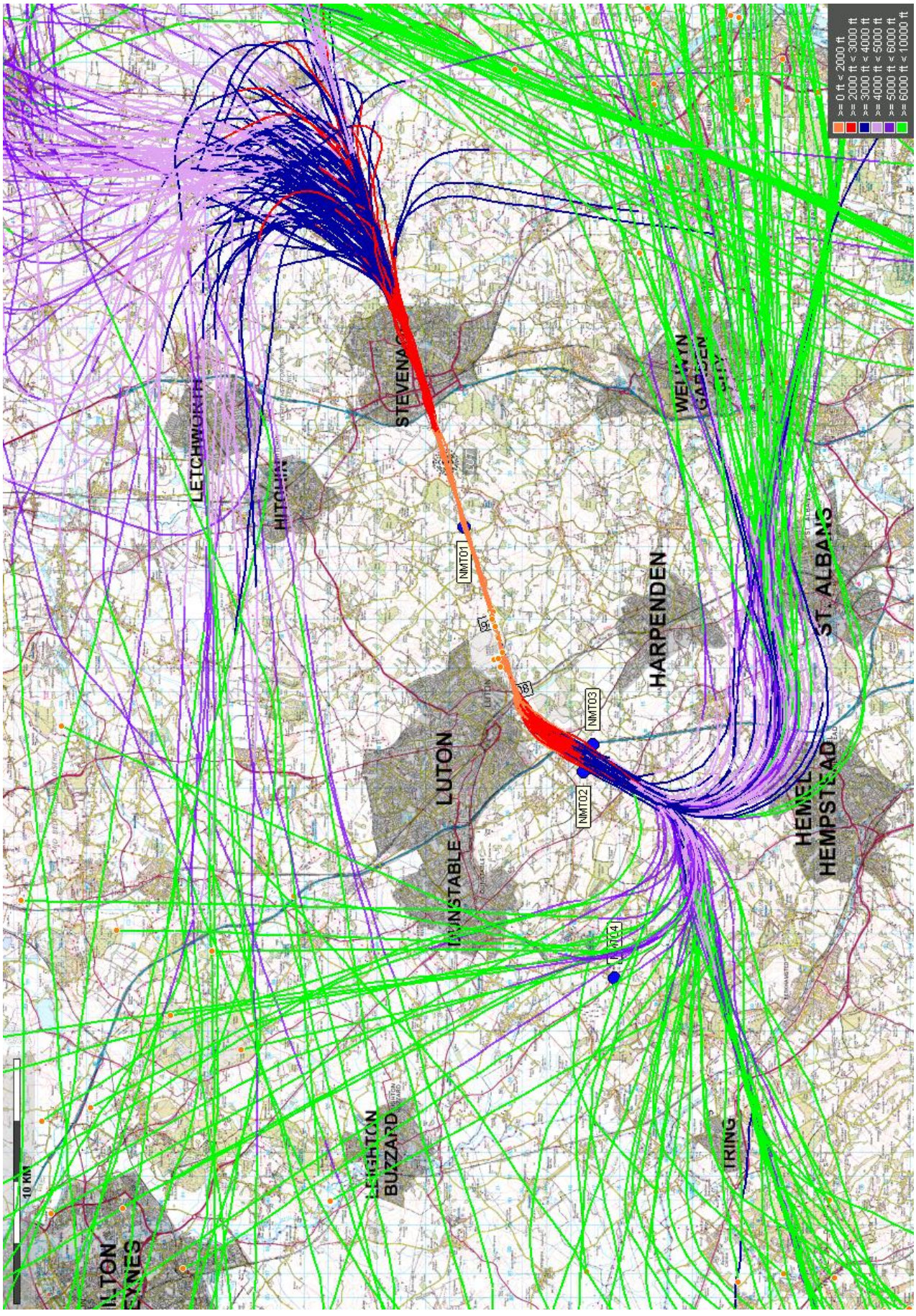
4.12. Arrivals and Departures – Westerly (26) Flight Routes (24 hour period)



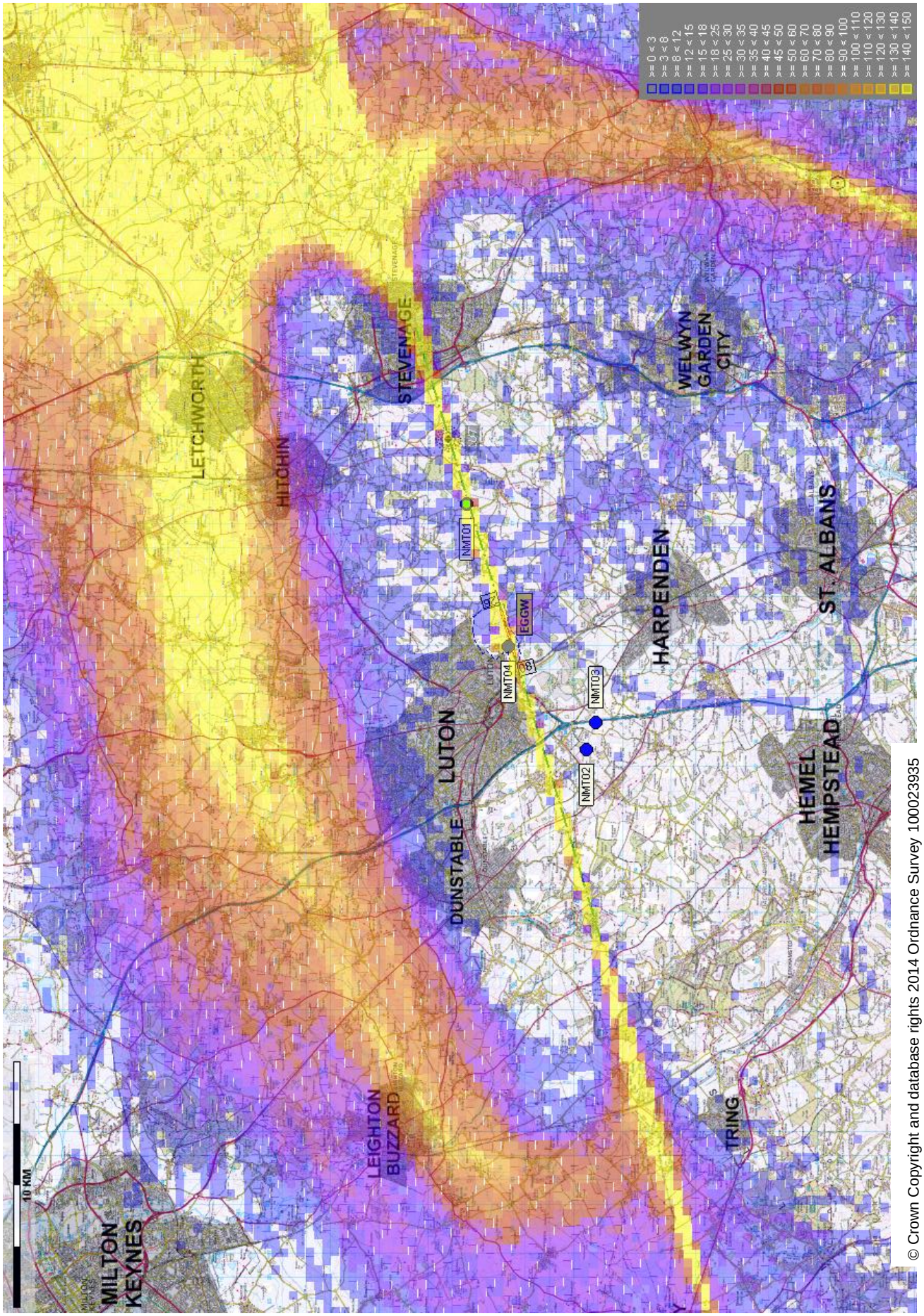
4.13. Flight Levels – Easterly (08) Flight Routes (24 hour period)



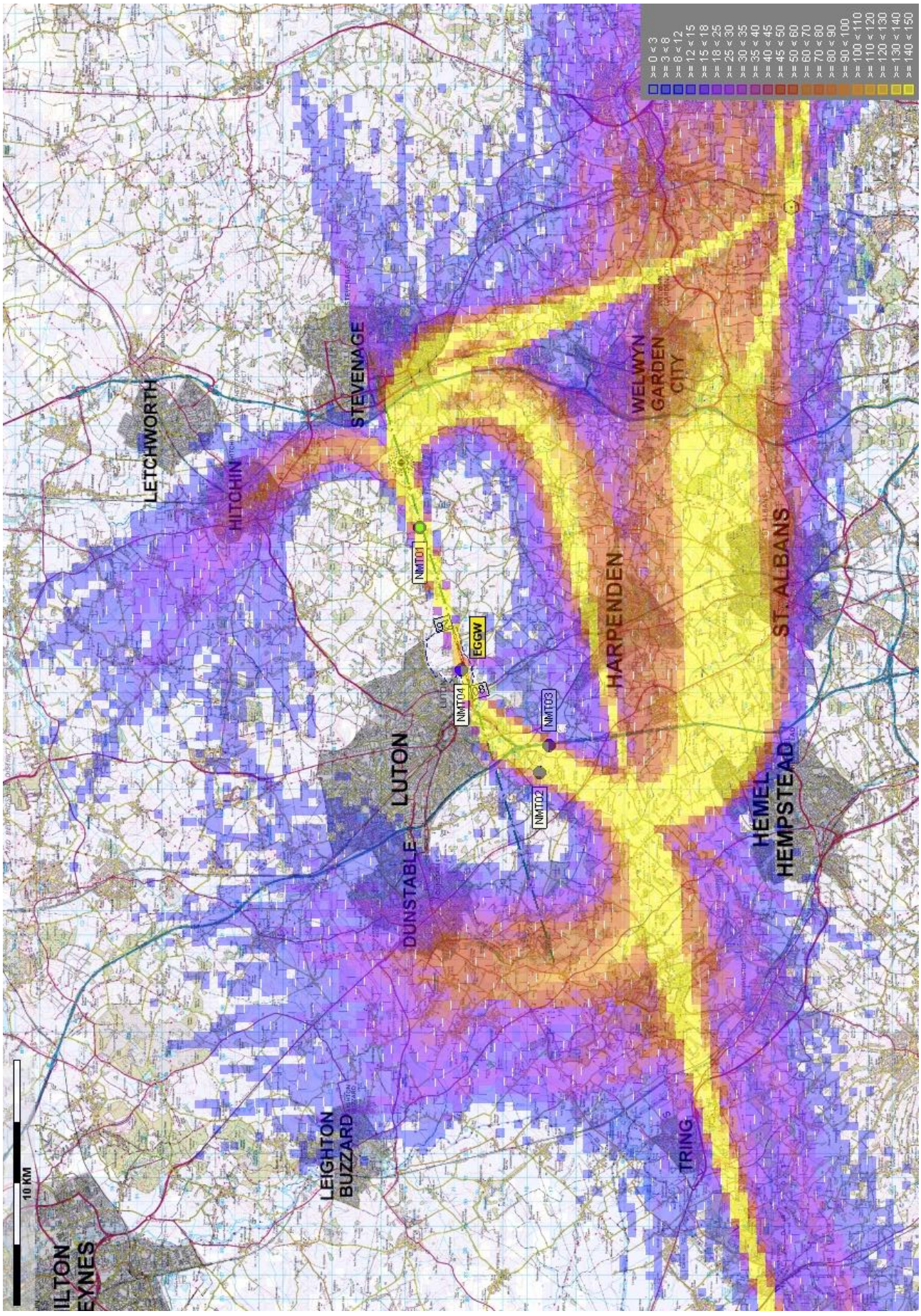
4.14. Flight Levels – Westerly (26) Flight Routes (24 hour period)



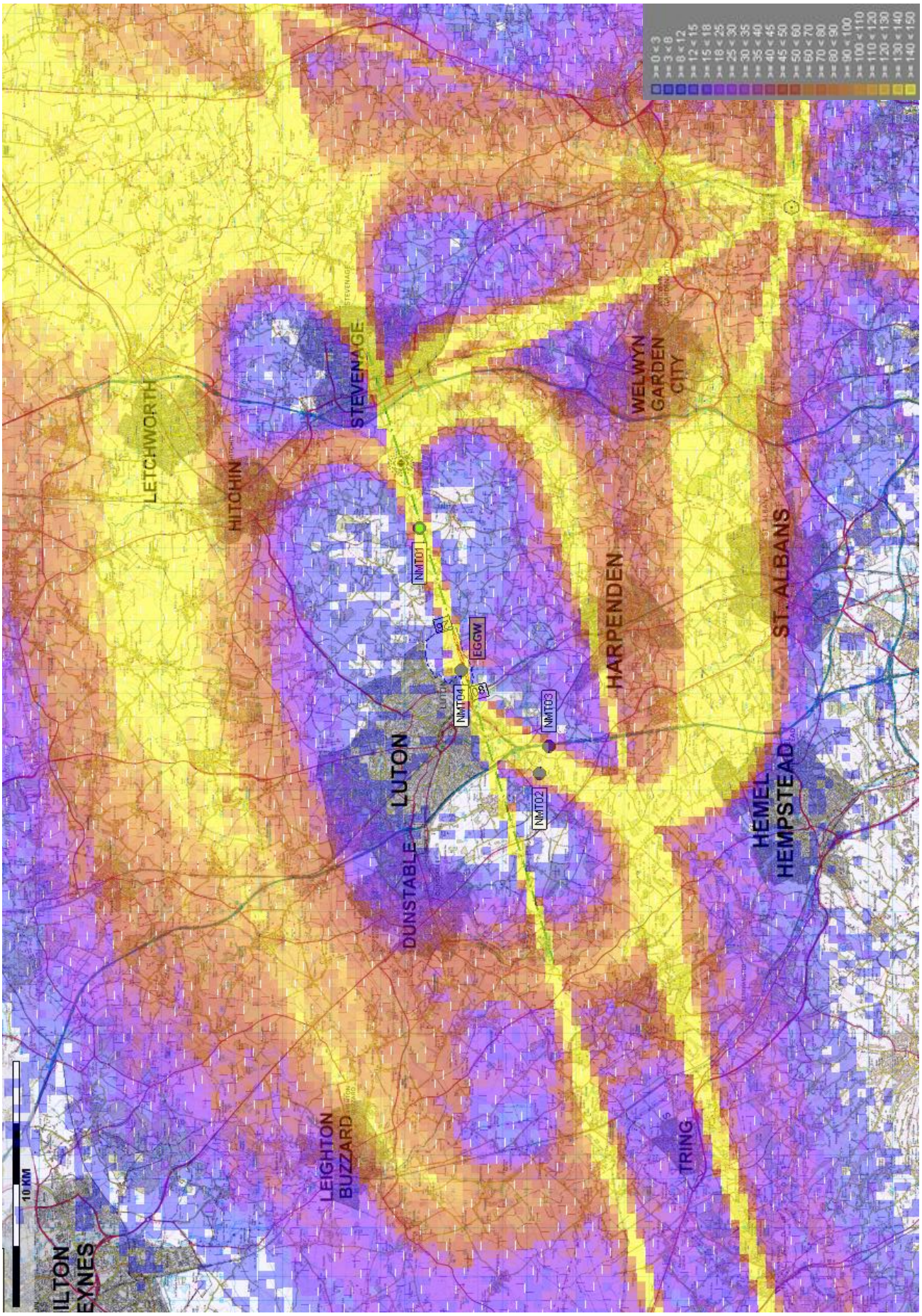
4.15. Plot Density – 16th June – 15th September 2012 - Arrivals only



4.16. Plot Density – 16th June – 15th September 2012 - Departures only



4.17. Plot Density – 16th June – 15th September 2012 - Arrivals and Departures



5. Noise Monitoring Data

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

Furthermore, in response to the Environmental Noise Directive (2002/49/EC), which requires all Member States within the European Union to produce Noise Maps and Action Plans for the main sources of environmental noise, including airports, a Draft Noise Action Plan was prepared by the Airport during 2009. This was produced in partnership with LLACC, the Air Traffic Control provider and airline partners and a 16 week consultation period on this document was launched on 28th September 2009. Following consideration of consultation responses and taking into account these views, a final Draft Noise Action Plan was submitted to the Department for Environment, Food and Rural Affairs (DEFRA), for approval, at the end of January 2010. LLA published the final Noise Action Plan in January 2012, following formal adoption by the Secretary of State for Environment, Food and Rural Affairs. Under Section 7 of this report there is a progress update on the actions outlined within this Noise Action Plan.

5.1. Departure Noise Levels

LLA uses 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.

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

During 2012 no departures exceeded the 94dB(A) daytime noise violation level, whilst there were 3 night noise violations (a combination of two A30B cargo jets and one older generation executive jet aircraft). Continuous monitoring indicates that the vast majority of aircraft operated with individual maximum noise levels well below the current violation levels.

It should be noted that the number of night noise violations decreased again this year, due primarily to stringent measures introduced within the latest version of the voluntary Night Noise Policy (Issue 8), effective 1st April 2010 (see useful links for web page). Following a review, involving LLACC, this new policy lowered the night noise violation level from 85dB(A) to 82dB(A), which is now lower than the designated London airports and any operators exceeding this departure noise level are fined accordingly (between 300% and 600% of a full runway charge). Furthermore this policy now includes a scheduling ban at night for the older and noisiest aircraft classified above QC2. These measures help encourage airlines to operate modern, quieter generation aircraft and forms part of the Airport's commitment to help minimise disturbance for local communities whilst balancing the environmental impact and the economic benefit of a successful airport.

During the daytime 99% of departing aircraft recorded maximum noise levels less than 79dB(A), with 86% registering below 76dB(A) and 39% of correlated daytime departures registering below 73dB(A). Throughout the year 406 correlated daytime departures (1%) registered maximum noise levels above 79dB(A) but there were no daytime noise exceedences.

The night period is taken as 23:00 – 06:00 local time, Monday to Saturday, and until 07:00 on a Sunday. During the night 97% of correlated departures recorded maximum noise levels below 79dB(A), with 84% below 76dB(A) and 50% of correlated night departures registering below 73dB(A). During the year 42 correlated night departures (3%) registered maximum noise levels above 79dB(A) with 3 departures exceeding the night noise violation level of 82dB(A). Details of these noise penalties are listed in section 5.5.

5.2. Noise and Track Monitoring System

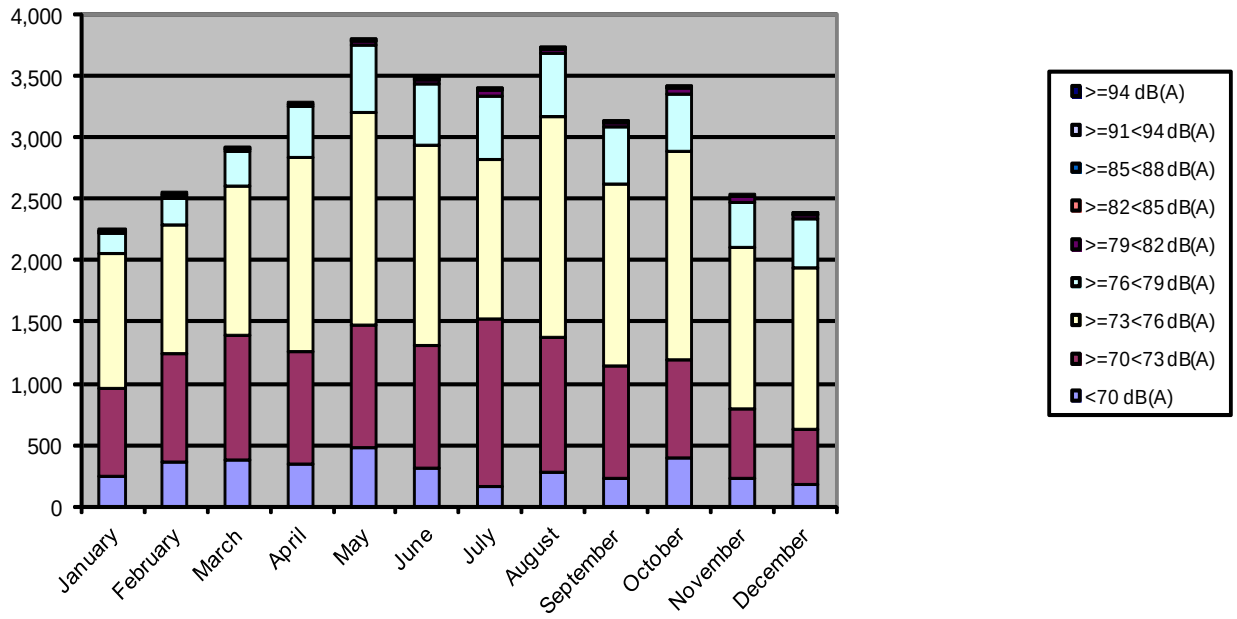
The Topsonic Noise & Track Monitoring system has been operational for 100% of the time during 2012. New features and system enhancements continue to improve the functionality and capabilities available to the Airfield Environment Office and the Topsonic system has been utilised in compiling the details within this report.

In January 2012 the airport launched **TraVis**, a new online flight-tracking tool, which enables the general public to see for themselves the actual flown tracks of LLA aircraft departures and arrivals. This can be viewed online at the following link on the airport website. http://www.london-luton.co.uk/en/flighttracking/ .

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)

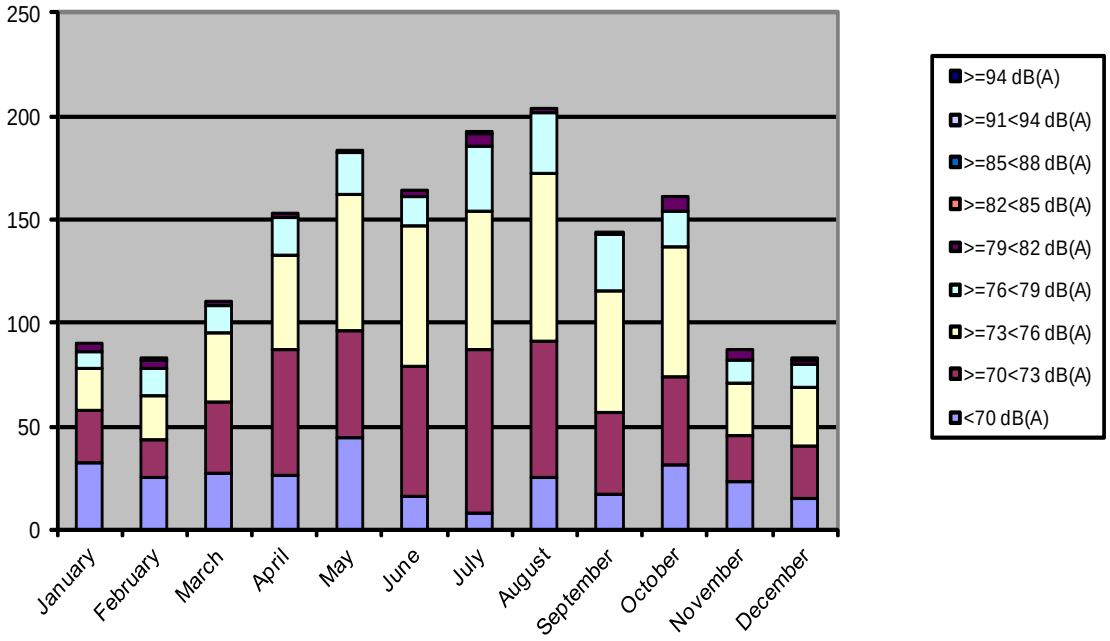
	Number of Departures (Daytime)										
	<70 dB(A)	>=70<73 dB(A)	>=73<76 dB(A)	>=76<79 dB(A)	>=79<82 dB(A)	>=82<85 dB(A)	>=85<88 dB(A)	>=88<91 dB(A)	>=91<94 dB(A)	>=94 dB(A)	Total
January	245	720	1,091	173	7	2	1	0	0	0	2,239
February	371	884	1,046	218	16	4	2	1	0	0	2,542
March	391	1,002	1,217	292	14	1	2	0	0	0	2,919
April	356	902	1,586	416	17	0	4	2	0	0	3,283
May	492	984	1,736	544	35	3	2	3	0	0	3,799
June	324	985	1,633	505	29	6	1	1	0	0	3,484
July	176	1,361	1,298	514	43	2	2	2	0	0	3,398
August	284	1,099	1,792	523	24	6	1	0	0	0	3,729
September	240	902	1,494	456	27	2	3	1	0	0	3,125
October	396	798	1,696	478	41	1	1	0	0	0	3,411
November	234	572	1,311	362	44	6	0	0	0	0	2,529
December	189	445	1,307	398	43	1	2	1	0	0	2,386
% Total	*10.0%*	*28.9%*	*46.7%*	*13.2%*	*0.9%*	*0.1%*	*0.1%*	*0.0%*	*0.0%*	*0.0%*	100.0%
Total	**3,698**	**10,654**	**17,207**	**4,879**	**340**	**34**	**21**	**11**	**0**	**0**	**36,844**



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 82dB(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	32	26	20	8	4	0	0	0	0	0	90
February	25	18	22	13	4	1	0	0	0	0	83
March	27	35	33	13	2	0	0	0	0	0	110
April	26	61	46	18	2	0	0	0	0	0	153
May	45	51	66	21	1	0	0	0	0	0	184
June	16	63	68	14	3	0	0	0	0	0	164
July	8	79	67	32	6	1	0	0	0	0	193
August	25	66	81	30	2	0	0	0	0	0	204
September	17	40	59	27	1	0	0	0	0	0	144
October	31	43	63	17	7	0	0	0	0	0	161
November	23	23	25	11	5	0	0	0	0	0	87
December	15	25	29	11	2	1	0	0	0	0	83
% Total	*17.5%*	*32.0%*	*35.0%*	*13.0%*	*2.4%*	*0.2%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	***100%***
Total	**290**	**530**	**579**	**215**	**39**	**3**	**0**	**0**	**0**	**0**	**1,656**



5.5. Noise Violations

LLA operates a noise violation policy whereby a surcharge of between 300% and 600% of the combined Landing and Navigation Service Charge is applied in respect of any landing prior to a take-off on which noise violation levels, as set out below, are exceeded. These violation limits encourage airlines to operate modern and quieter aircraft types.

The daytime noise violation level of 94dB(A) is in line with the other major London airports whilst the current night noise violation level of 82dB(A) is now lower than at the designated 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)

>82 – 85 dB(A)	300% surcharge
>85 – 88 dB(A)	500% surcharge
>88 dB(A)	600% surcharge

5.6. Daytime Noise Violations during 2012

There were no violations of the daytime noise level in 2012, in line with 2011.

5.7. Night Noise Violations during 2012

There were a total of 3 violations of the 82dB(A) night noise violation level in 2012 (details below), compared to 12 in 2011. This reduction is due primarily to operators upgrading older generation Gulfstream 2/3 Executive Jets and A30B cargo aircraft (those operated by both DHL & MNG Airlines being replaced by the newer A306 series).

Date / Time (Local)	Aircraft Type	Noise Level	Penalty
17/02/2012 02:54 hrs	A30B (MNG Cargo)	82.5dB(A)	300% of runway charge
06/07/2012 23:20 hrs	Boeing 721 Executive Jet	83.3dB(A)	300% of runway charge
24/12/2012 02:54 hrs	A30B (MNG Cargo)	83.0dB(A)	300% of runway charge

6. Noise Contours

6.1. Leq

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

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

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

The Aircraft Noise Model

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

At the beginning of 2012 the contour production and methodology was updated, using the most recent version of INM (version 7.0c) and this was used to calculate all noise contours throughout 2012.

As the annual summer contours for 2012 have been produced using INM version 7.0c, compared to INM version 7.0b in 2011 no meaningful comparison is possible. For this reason annual summer contour data from 2011 (as published in the AMR 2011) has been recalculated using the updated methodology (INM version 7.0c), to provide a direct comparison year on year.

6.2. Annual Noise Contours Summer 2012

Work has been completed on the production of the annual noise contours for summer 2012 covering the standard summer period from the 16th June to the 15th September inclusive, using INM version 7.0c.

The daytime results for 2012 are shown below, together with the equivalent results for the previous summer. However, daytime results for 2011 have been presented based on both contour methodologies described in Section 6.1, in order to provide a direct comparison year on year. Figures for the base year of 1984 and the predicted contour for 1999 are also shown, for comparison purposes:

Contour areas (Daytime)

$L_{Aeq, 16\ hour}$ Day time	*1984 (km^2)*	*1999 (km^2)*	2011 (km^2) (Previous AMR)	2011 (km^2) (2012 method)	2012 (km^2)	Difference 2011-2012 (km^2)
>72	*1.63*	*1.5*	0.8	0.8	0.8	0.0
>69	*2.80*	*2.5*	1.3	1.3	1.4	+0.1
>66	*4.86*	*4.4*	2.3	2.5	2.6	+0.1
>63	*9.1*	*7.3*	4.3	5.0	5.2	+0.2
>60	*17.18*	*11.8*	7.6	8.6	8.7	+0.1
>57	***31.52***	***19.6***	**12.8**	**14.5**	**14.7**	**+0.2**

The night-time results for 2012 are shown below, together with the equivalent results for the previous summer. However, night-time results for 2011 have been presented based on both contour methodologies described in Section 6.1, in order to provide a direct comparison year on year. Figures for the base year of 1984 and the predicted contour for 1999 are also shown, for comparison purposes:

Contour areas (Night-time)

$L_{Aeq, 8\ hour}$ Night time	*1984 (km^2)*	*1999 (km^2)*	2011 (km^2) (Previous AMR)	2011 (km^2) (2012 method)	2012 (km^2)	Difference 2011-2012 (km^2)
>72	*0.79*	*1.1*	0.4	0.4	0.4	0.0
>69	*1.39*	*1.8*	0.6	0.6	0.6	0.0
>66	*2.42*	*3.0*	0.9	1.0	1.0	0.0
>63	*4.01*	*5.2*	1.6	1.7	1.7	0.0
>60	*7.06*	*8.3*	3.0	3.6	3.7	+0.1
>57	*13.05*	*13.2*	5.6	6.7	6.7	0.0
>54	*24.48*	*21.6*	9.7	11.4	11.5	+0.1
>51	*44.92*	*36.0*	16.7	20.0	20.0	0.0
>48	***85.04***	***60.6***	**30.1**	**35.9**	**36.0**	**+0.1**

It can be seen that there has been a slight increase in the daytime contour areas from 2011 to 2012, when comparing figures using the same updated methodology, due to a small (3%) increase in movements. The night-time contour areas remain largely static.

In terms of movements, the daytime movements (over the 92 day contour period) increased from 23,570 in 2011 to 24,294 in 2012 and the night time movements decreased slightly from 4,446 to 4,414, year on year.

The modal split for summer 2012 was 86% westerly / 14% easterly compared with 80% westerly / 20% easterly in summer 2011.

The 2012 results are significantly below the 1984 values and also below the 1999 predicted values which, if exceeded, would require a noise reduction plan to be implemented.

6.3. Contour Population Counts

The population counts for this year were calculated using the CACI Ltd, 2012 postcode database. Counts for 2011 have been presented based on both contour methodologies described in Section 6.1, in order to provide a direct comparison year on year. Each postcode in the database is described by a single geographical point, and if this point is within a contour then all of the dwellings and population in the postcode are counted.

6.4. Day-Time Contour Results

$L_{Aeq, 16 hour}$ Day time	2011 Dwellings (Previous AMR)	2011 Dwellings (2012 method)	2012 Dwellings
>72	0	0	0
>69	0	0	0
>66	3	5	5
>63	124	333	383
>60	717	896	1,103
>57	**1,967**	**2,818**	**3,034**

$L_{Aeq, 16 hour}$ Day time	2011 Population (Previous AMR)	2011 Population (2012 method)	2012 Population
>72	0	0	0
>69	0	0	0
>66	6	10	10
>63	368	941	1,064
>60	1,997	2,517	3,006
>57	**5,217**	**6,947**	**7,321**

6.5. Night-Time Contour Results

$L_{Aeq, 8hour}$ Night time	2011 Dwellings (Previous AMR)	2011 Dwellings (2012 method)	2012 Dwellings
>72	0	0	0
>69	0	0	0
>66	0	0	0
>63	0	1	1
>60	9	11	15
>57	430	558	634
>54	998	1,552	1,673
>51	2,718	3,600	3,958
>48	**5,353**	**6,872**	**6,701**

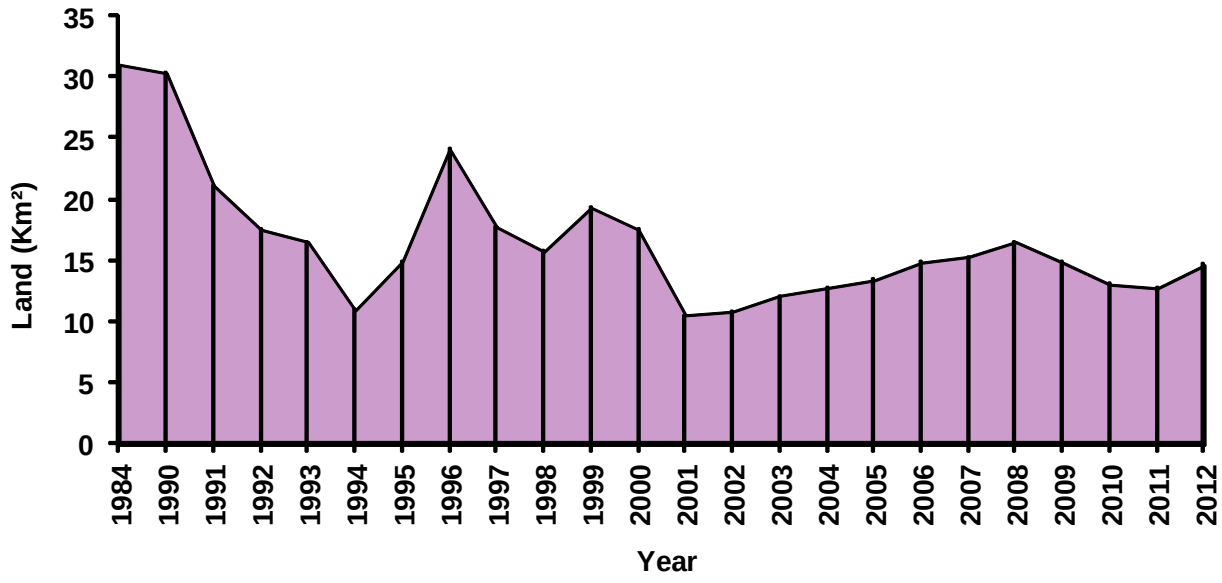
$L_{Aeq, 8hour}$ Night time	2011 Population (Previous AMR)	2011 Population (2012 method)	2012 Population
>72	0	0	0
>69	0	0	0
>66	0	0	0
>63	0	2	2
>60	18	29	36
>57	1,183	1,555	1,740
>54	2,782	4,312	4,563
>51	6,790	8,669	9,304
>48	**12,744**	**16,424**	**15,790**

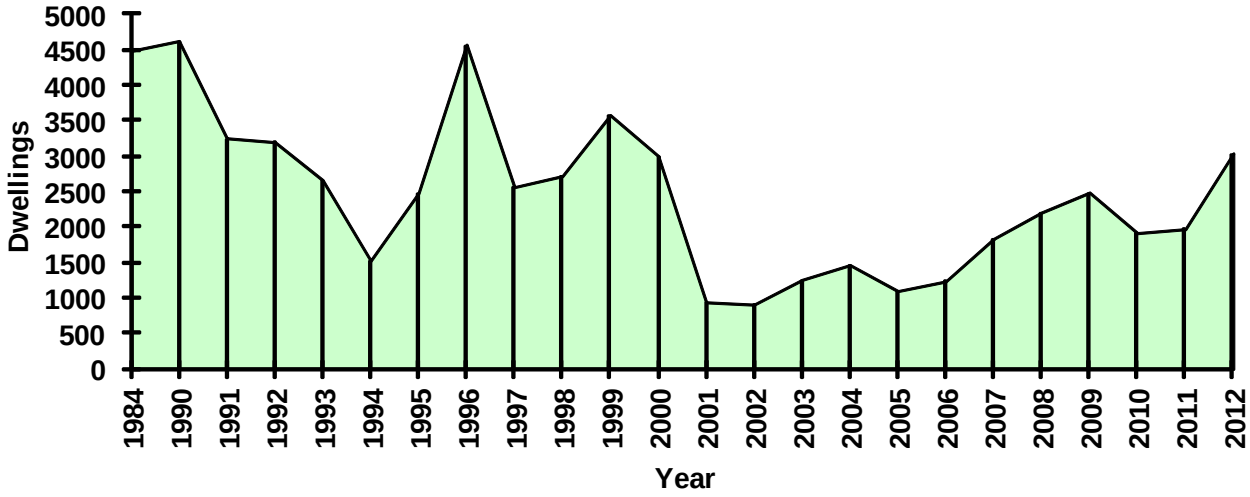
In the above tables the results for households and resident populations are cumulative, i.e. values presented for larger contours (geographically) include the values for those contours within them.

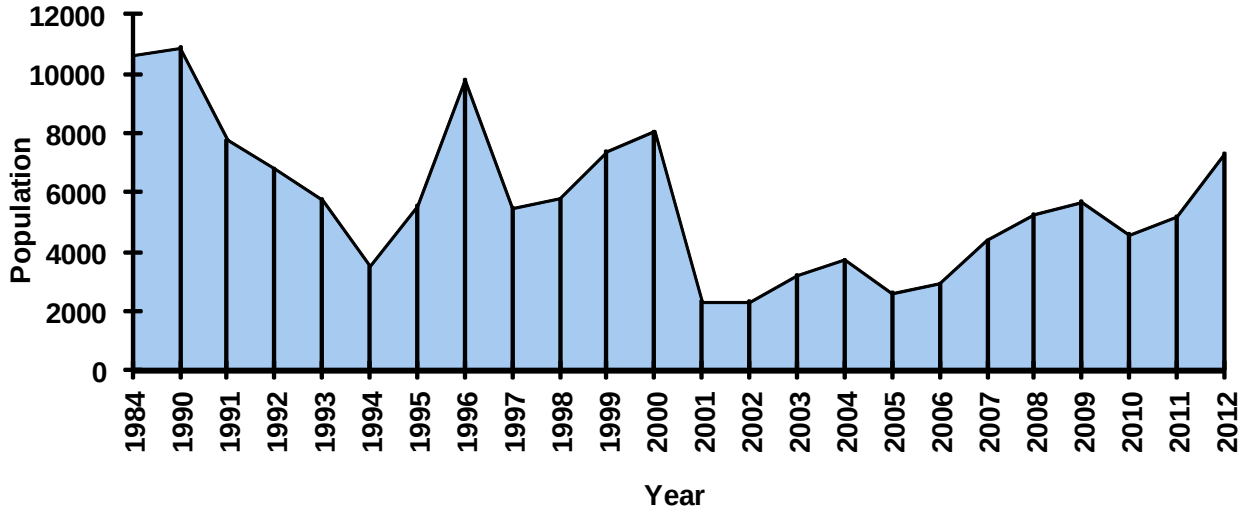
As with the contour areas, significant changes to the population count figures in 2012, compared to those presented in the AMR 2011, are due largely to the change in contour methodology. When comparing the 2012 contour results with the 2011 contour results prepared using the same updated methodology (INM version 7.0c), much smaller changes to the dwelling counts and population figures are observed. For example for the daytime 57dB(A) contour there is an increase of around 8% for dwellings and 5% for population and the night-time 48dB(A) contour shows a decrease of around 2% for dwellings and 4% for population. The reduction at night-time is partly due to the updated postcode database.

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

The increase in 2012 can be largely attributed to a change in the contour methodology

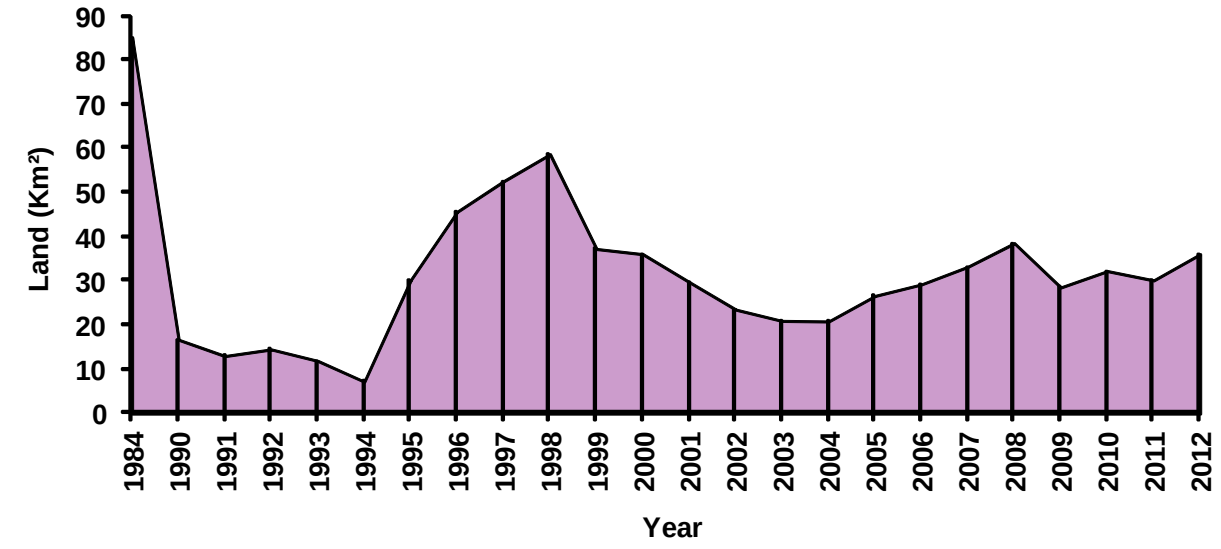


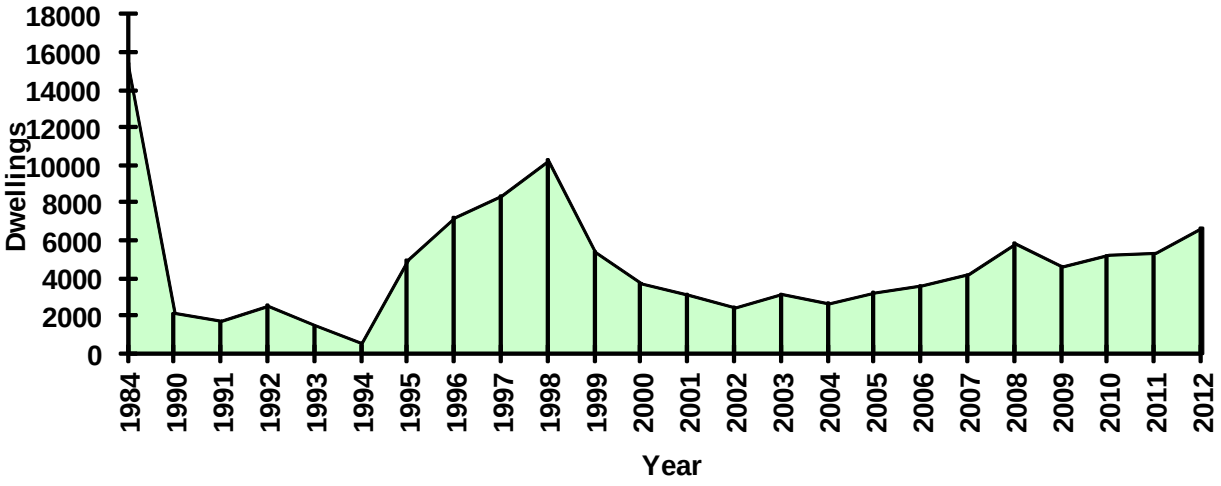


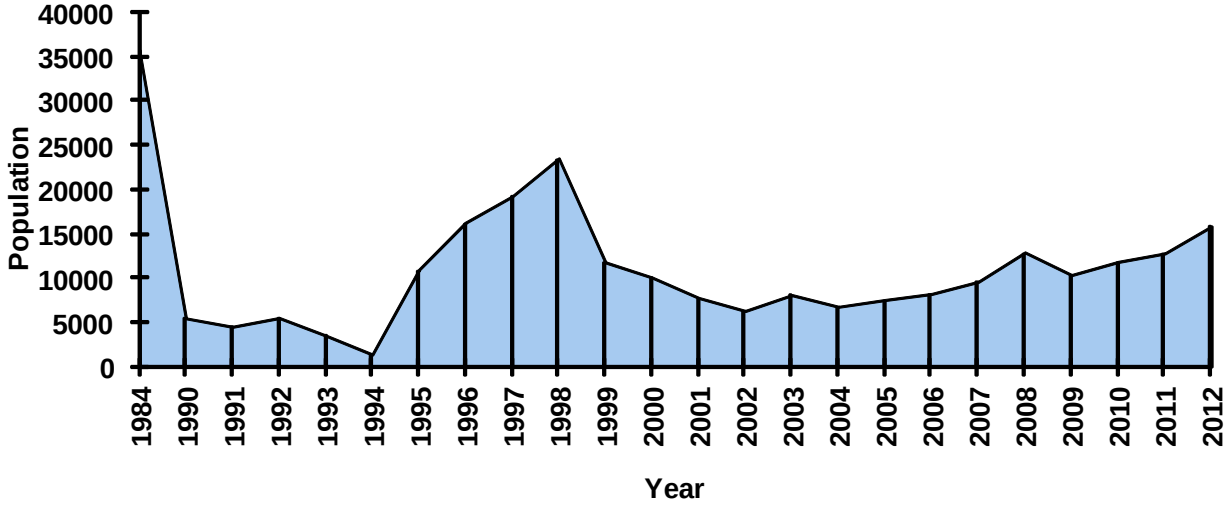


6.7. Noise Impact Within 8-Hour (Night) Leq Contours

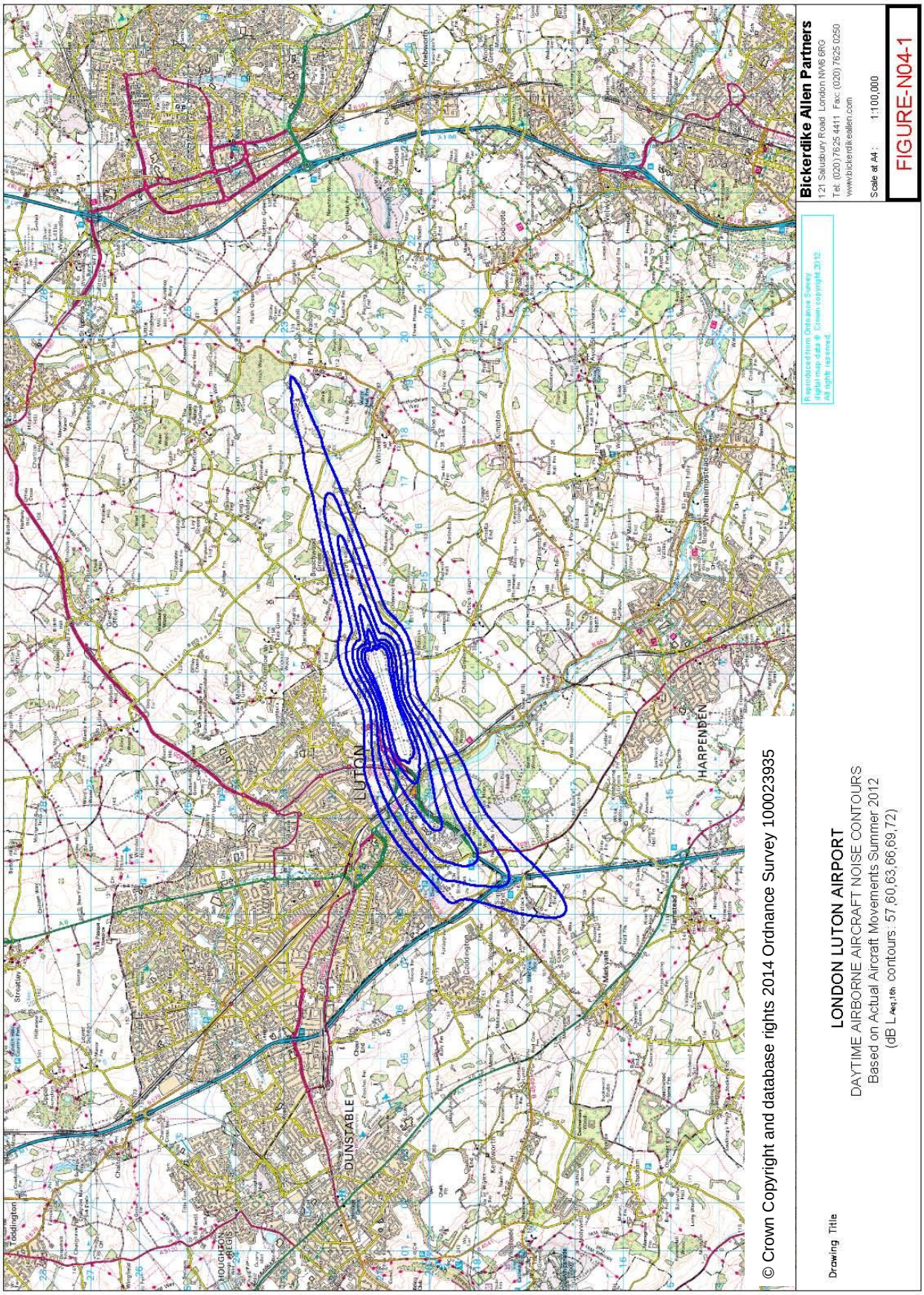
The increase in 2012 can be largely attributed to a change in the contour methodology



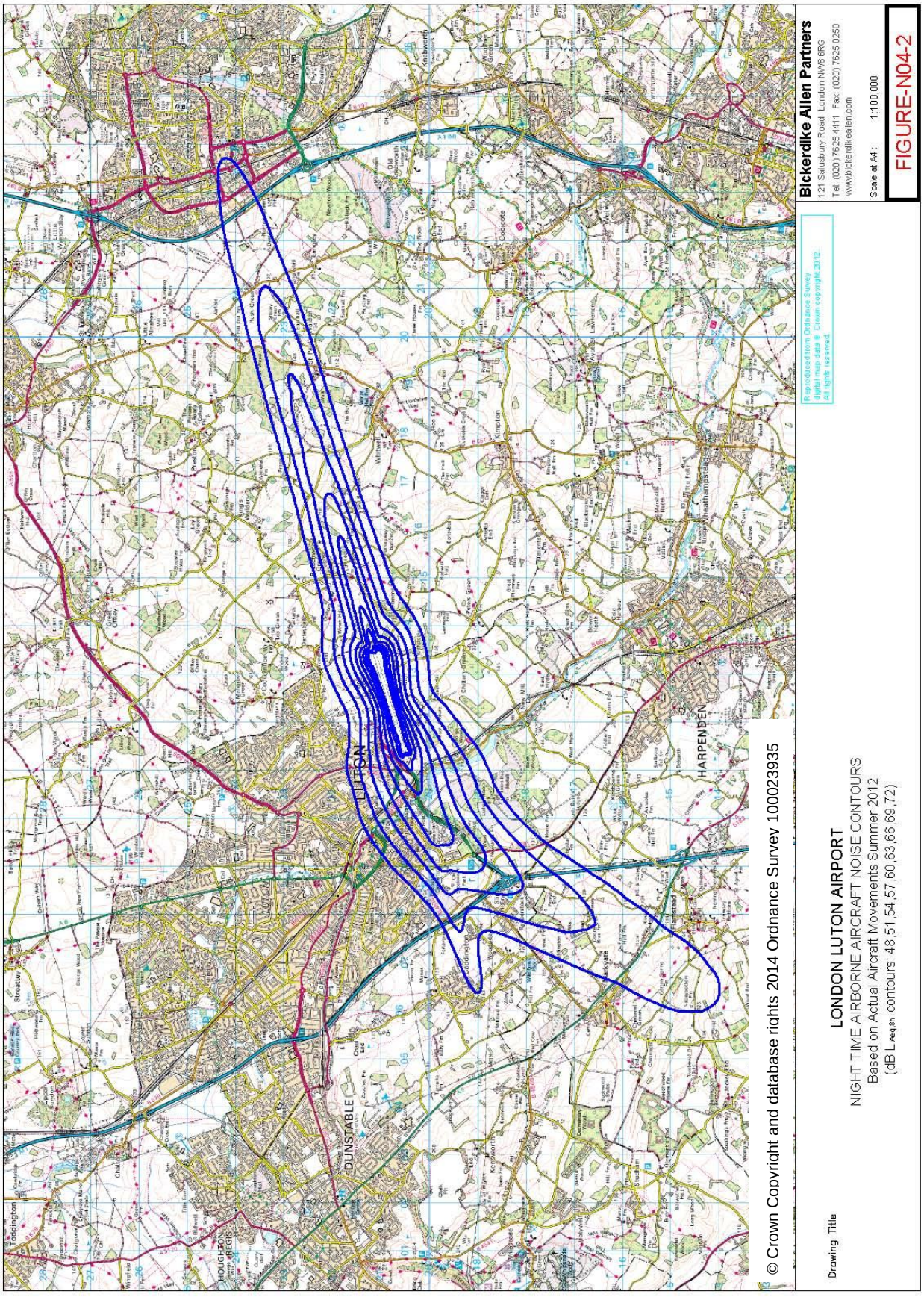




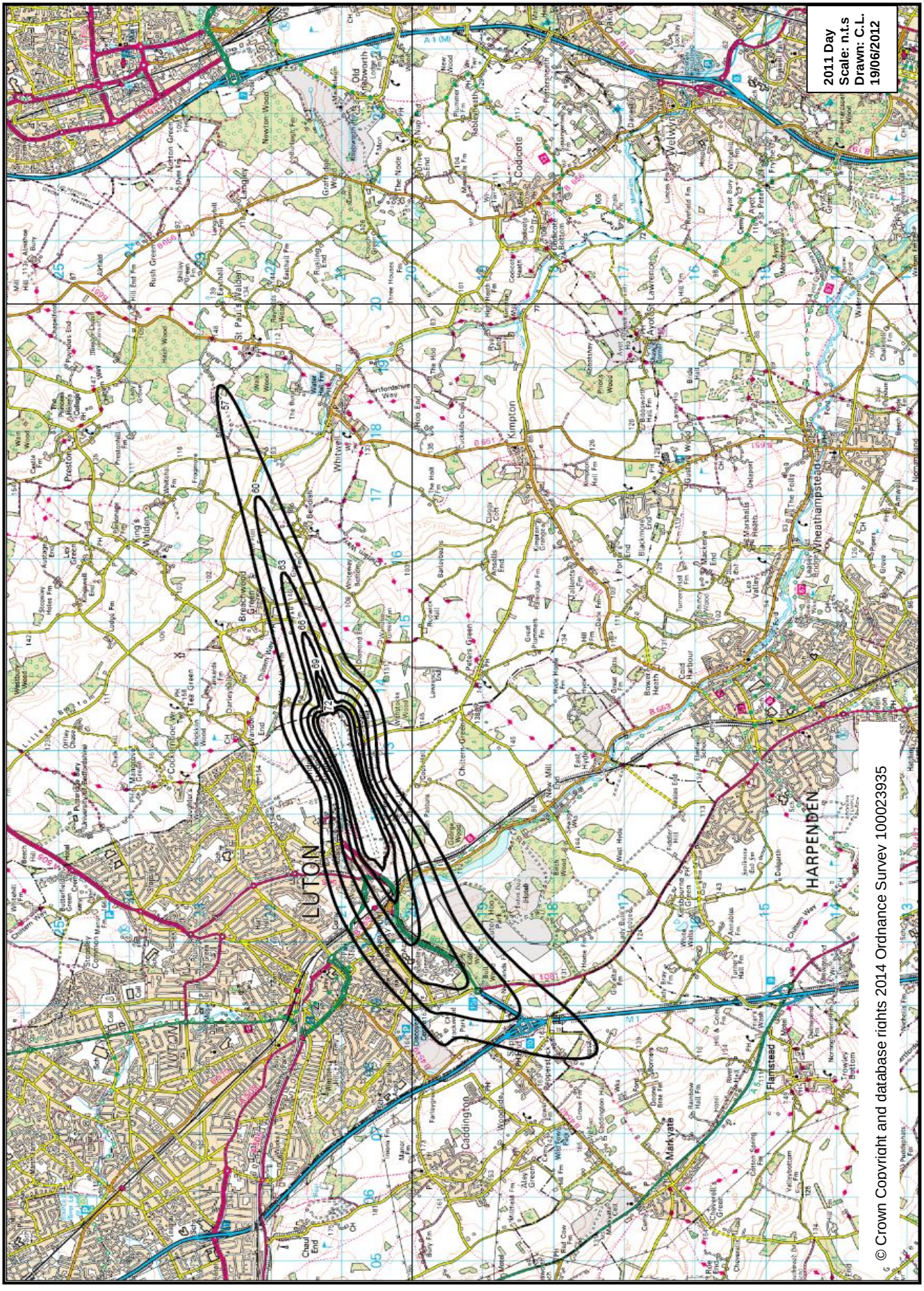
6.8. Annual Day Noise Contours 2012



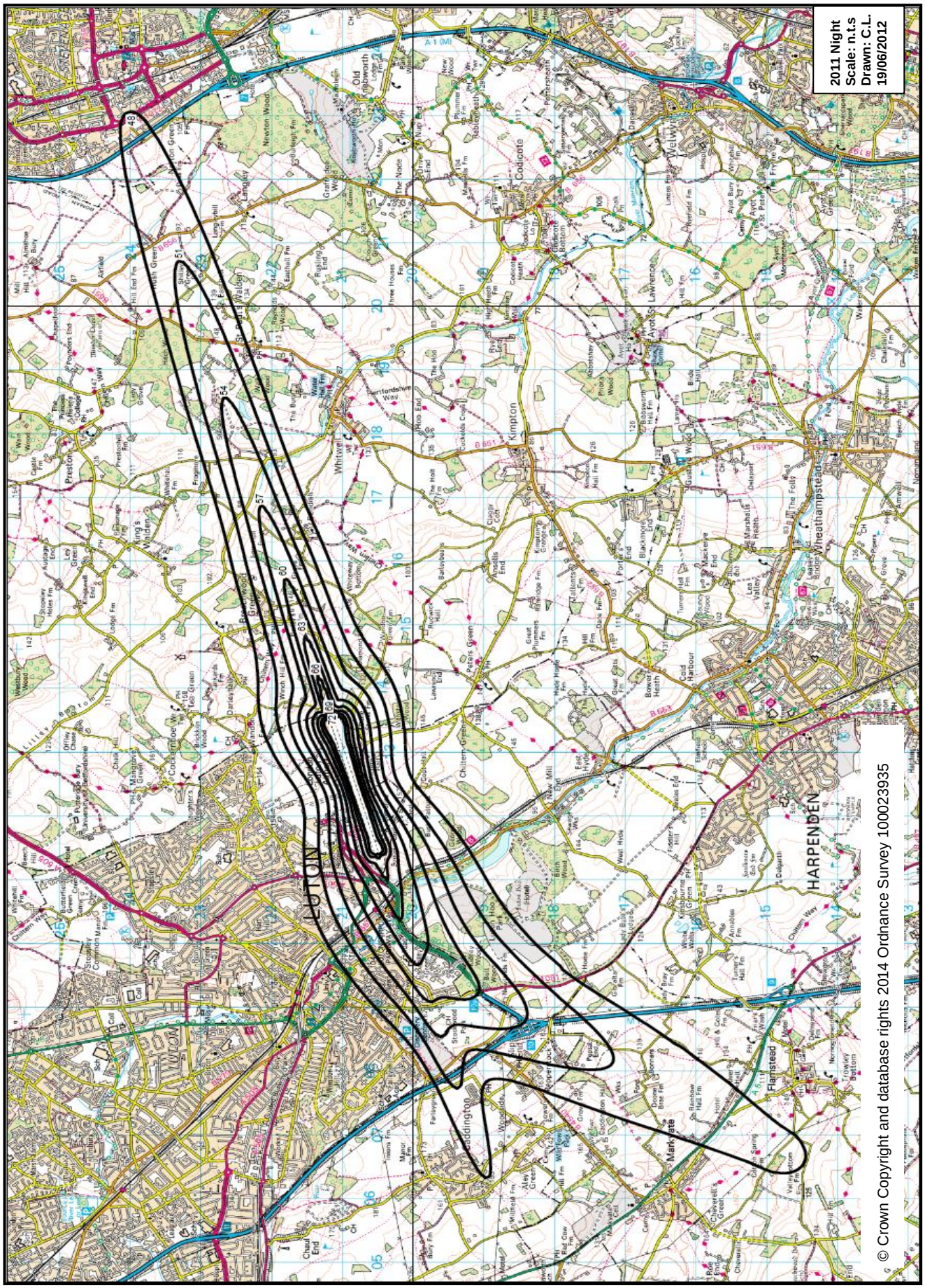
6.9. Annual Night Noise Contours 2012



6.10. Annual Day Noise Contours 2011



6.11. Annual Night Noise Contours 2011



6.12. Quarterly Night Noise Contours

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 2011	Jan – Mar 2012	Apr – Jun 2011	Apr – Jun 2012	Jul – Sep 2011	Jul – Sep 2012	Oct - Dec 2011	Oct - Dec 2012
>72	0.3	0.2	0.4	0.4	0.4	0.4	0.3	0.3
>69	0.4	0.4	0.6	0.6	0.6	0.6	0.5	0.4
>66	0.6	0.6	0.9	0.9	0.9	1.0	0.7	0.7
>63	1.0	1.0	1.6	1.5	1.6	1.7	1.1	1.1
>60	1.7	1.6	2.9	3.0	3.0	3.6	2.0	1.8
>57	3.0	3.2	5.4	5.9	5.5	6.6	3.7	3.7
>54	5.5	6.2	9.5	10.1	9.6	11.3	6.6	6.8
>51	9.6	10.4	16.1	18.0	16.4	19.7	11.2	11.7
>48	**16.3**	18.3	**28.6**	31.2	**29.5**	35.5	**19.1**	20.5
W/E Split (%)	*62/38*	*69/31*	*74/26*	*61/39*	*78/22*	*86/14*	*77/23*	*75/25*

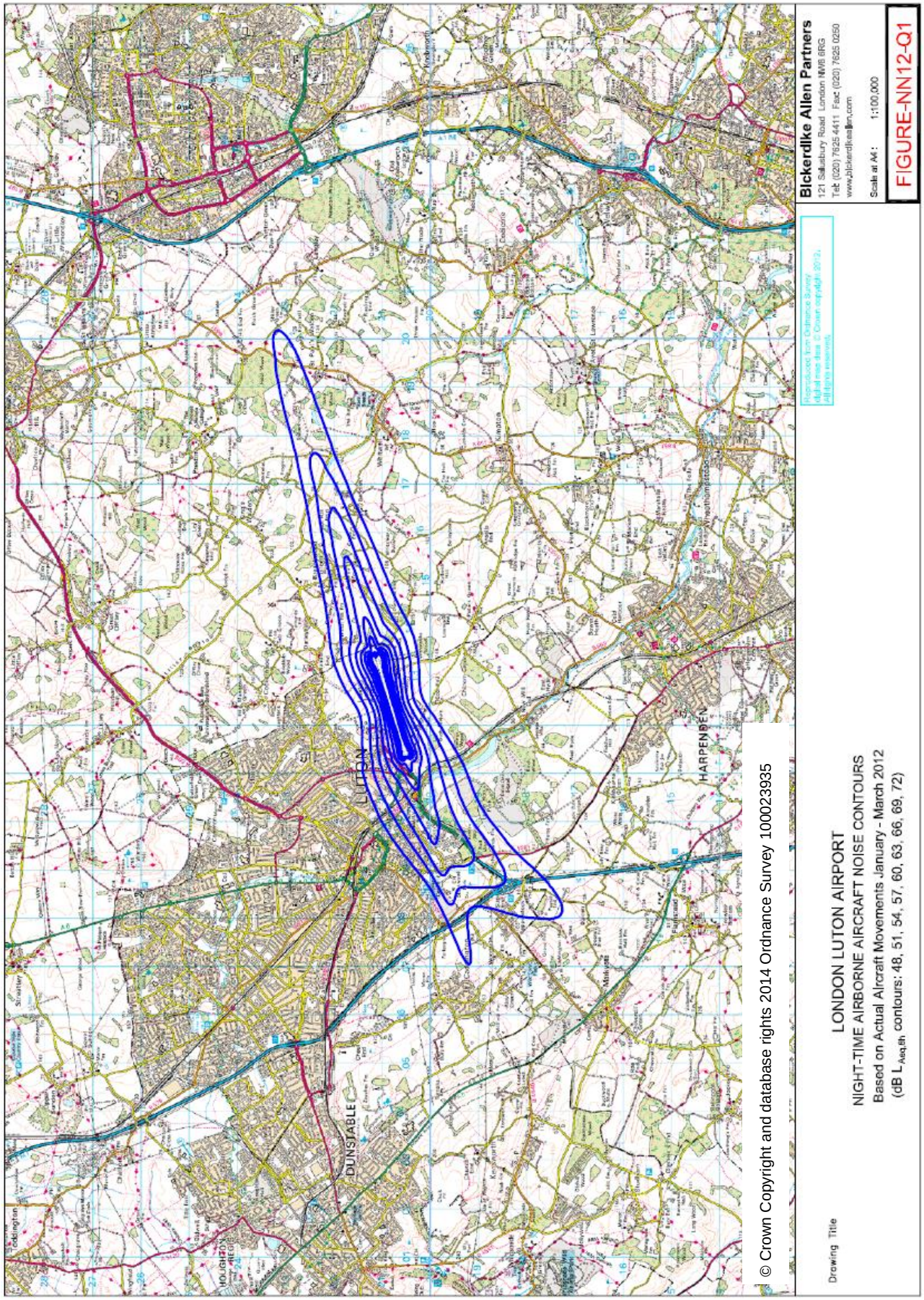
As indicated in paragraph 6.1, the 2012 contours were produced using version 7.0c of INM, compared to INM version 7.0b in 2011 and therefore the results shown above are not comparable year on year. When comparing annual figures using the same updated methodology the night-time contour areas remain largely static.

6.14. Night Noise Movements by INM Aircraft Type

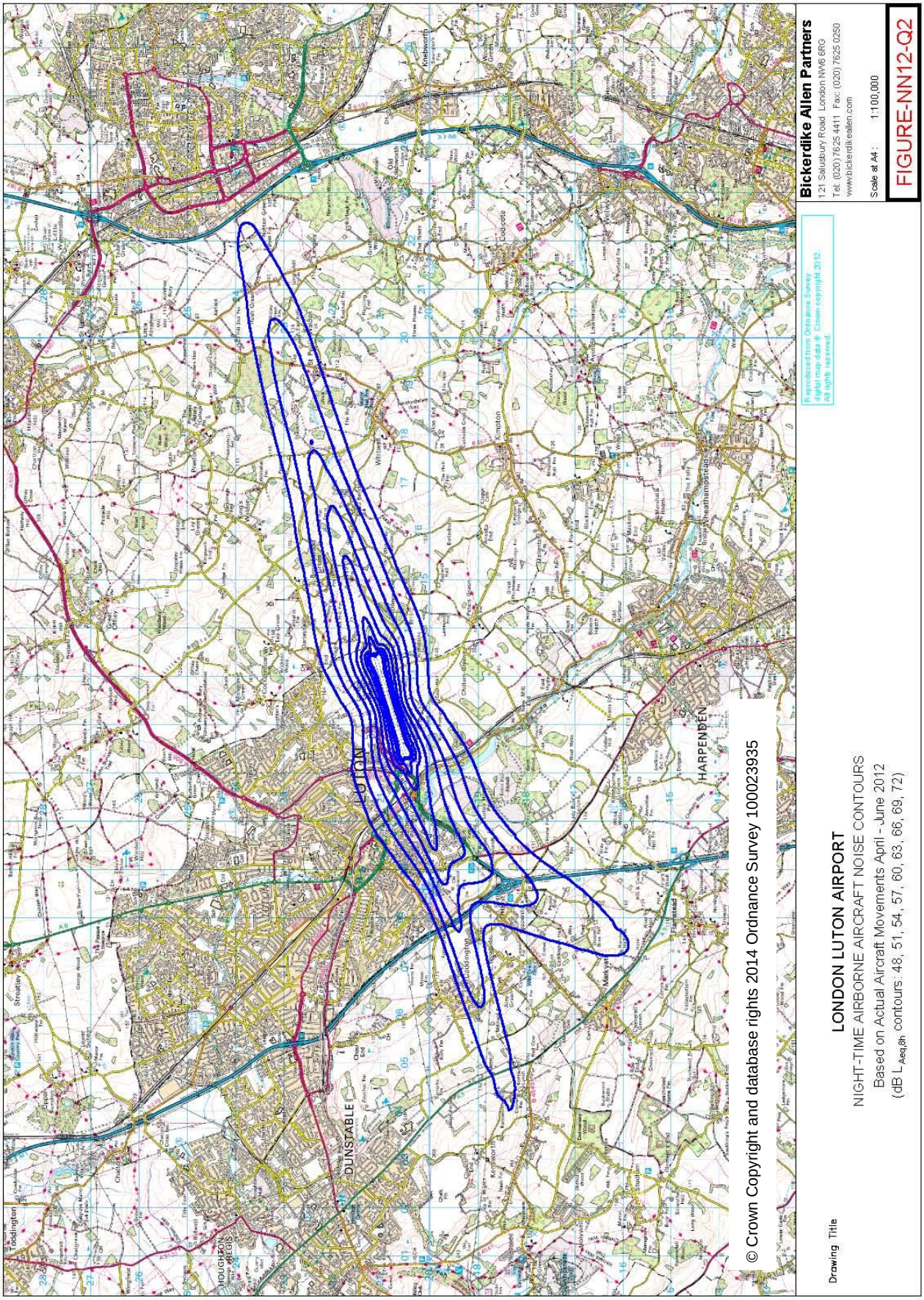
At the request of LLACC, the movement numbers in the table below, outlining those aircraft types which were previously grouped in 'other' and which were 10 or more, have been disaggregated as from the second quarter 2010. For aircraft types with less than 10 movements in a period or types that were not explicitly presented in previous periods, 'n/a' is shown.

Aircraft Type	Jan – Mar 2011	Jan – Mar 2012	Apr – Jun 2011	Apr – Jun 2012	Jul – Sep 2011	Jul – Sep 2012	Oct - Dec 2011	Oct - Dec 2012
737300	14	18	20	27	17	21	0	14
737400	13	32	24	100	37	104	30	47
737700	79	12	98	10	89	15	34	15
737800	179	209	589	508	637	619	291	347
757RR	46	32	94	92	91	105	47	60
A300	96	117	114	116	92	117	118	107
A320	459	352	976	1061	1,252	1,288	564	501
A321	79	68	162	147	193	176	90	100
A319	212	360	956	950	1,106	1,024	454	364
767300	n/a	n/a	10	n/a	n/a	n/a	n/a	n/a
BAE146	n/a	n/a	n/a	n/a	n/a	15	n/a	n/a
BAEATP	127	130	135	129	144	137	132	132
BEC200	n/a	n/a	14	12	12	10	10	13
CL601	123	124	157	21	124	86	135	62
CLREGJ	26	10	17	151	21	95	24	106
CNA510	13	n/a	12	18	13	21	12	n/a
CNA525	27	21	39	41	36	36	28	26
CNA550	0	n/a	19	21	17	28	10	23
CNA560	38	27	55	46	52	39	35	47
CNA650	n/a	n/a	10	n/a	0	n/a	0	n/a
CNA750	0	n/a	0	n/a	10	n/a	0	n/a
EMB135	0	n/a	0	n/a	12	n/a	0	n/a
EMB145	15	18	47	40	41	32	35	39
FAL20A	30	19	34	26	32	19	27	25
FAL900	n/a	39	n/a	18	n/a	16	n/a	22
GIV	66	69	89	87	57	74	89	61
GV	94	88	93	99	77	93	83	105
HS125	n/a	n/a	10	10	n/a	n/a	12	n/a
HS1258	24	18	22	37	30	22	24	25
IA1125	n/a	n/a	n/a	n/a	11	15	n/a	11
LEAR35	57	26	48	35	48	26	61	43
LEAR60	n/a	n/a	11	n/a	n/a	n/a	n/a	n/a
PC6	n/a	n/a	n/a	n/a	n/a	12	n/a	n/a
Other	*106*	*82*	*95*	*75*	*70*	*75*	*77*	*51*
Total	**1,923**	**1,871**	**3,950**	**3,877**	**4,321**	**4,320**	**2,422**	**2,357**

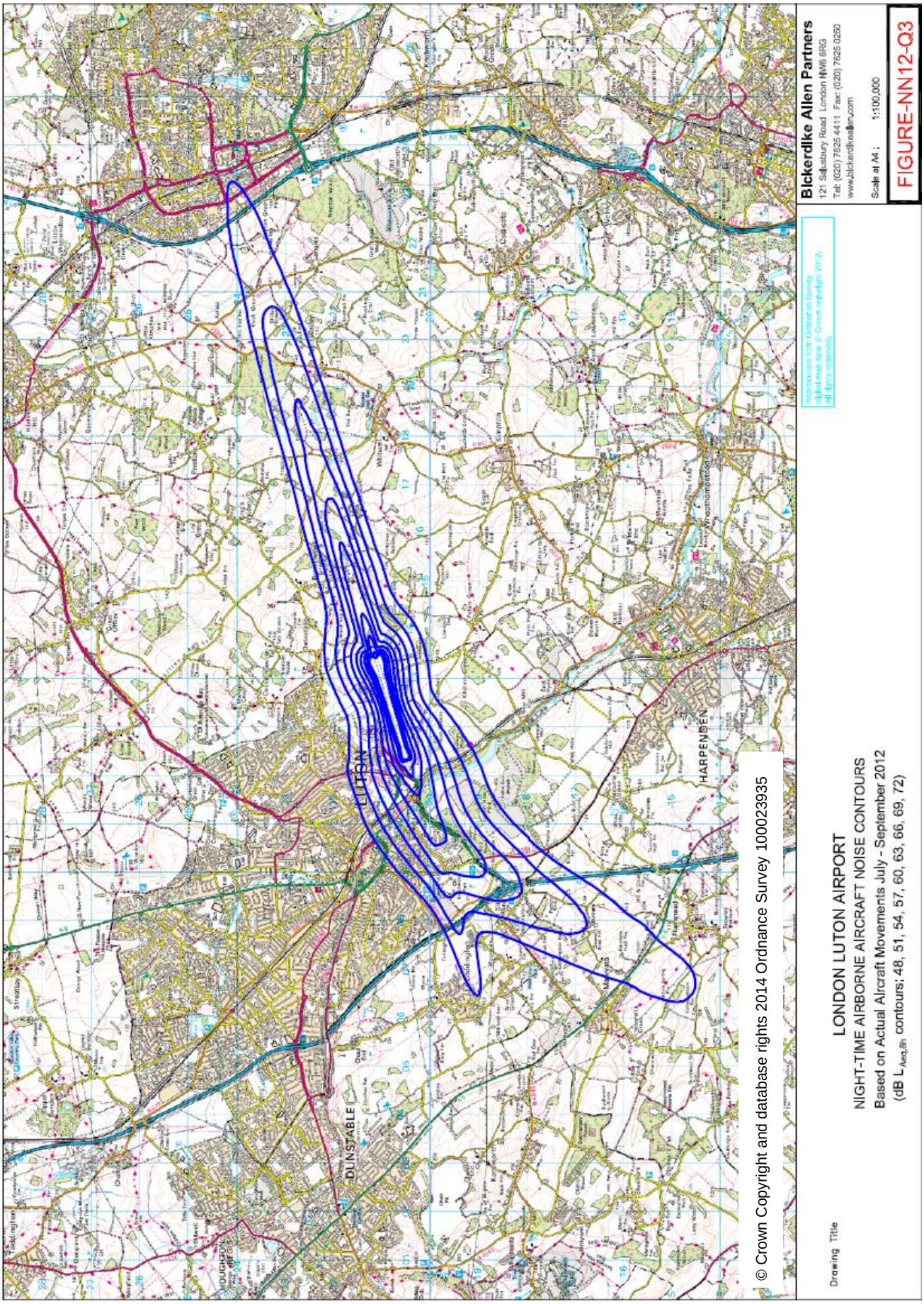
6.15. Quarterly Night Noise Contours 2012 Jan – Mar



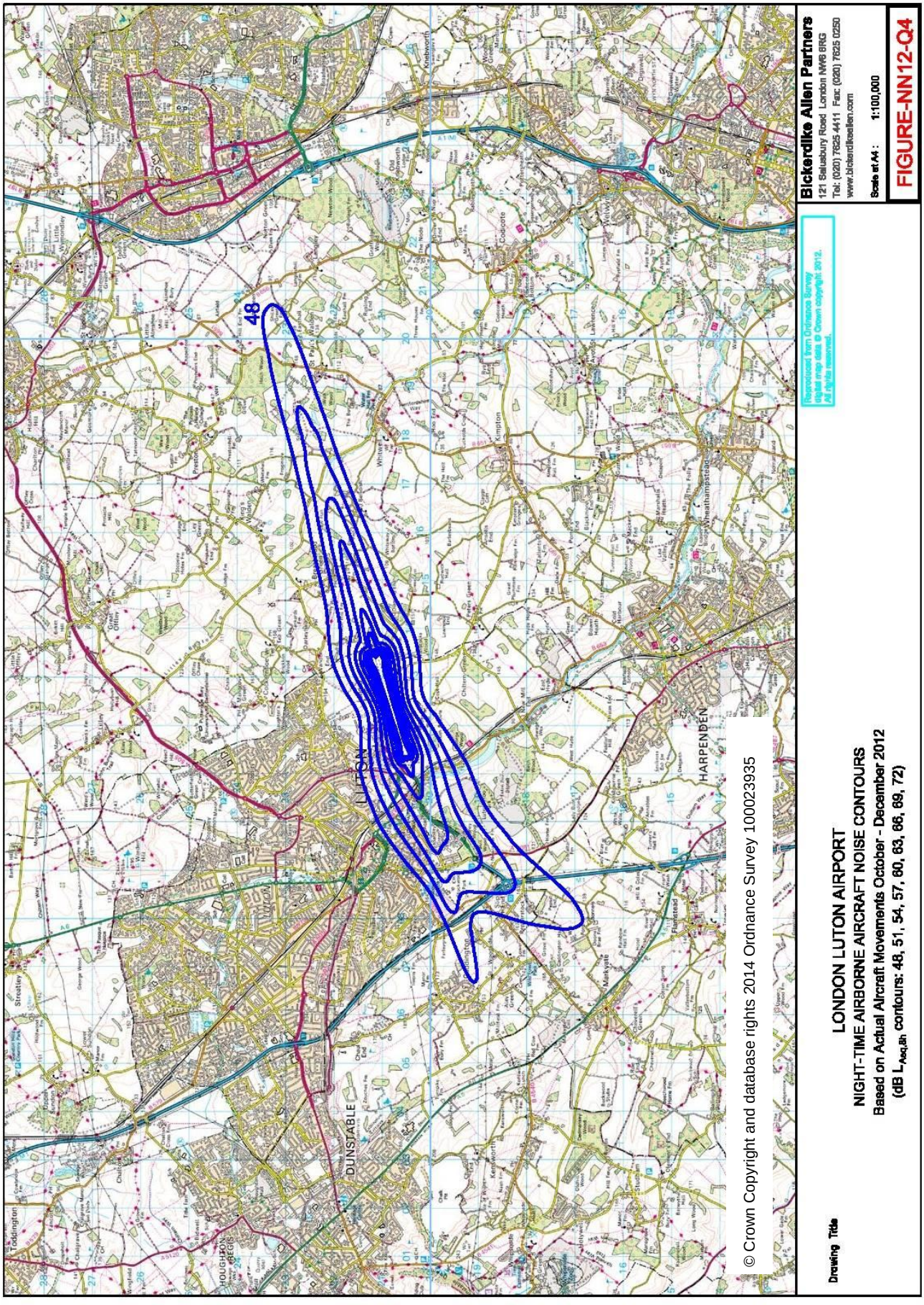
6.16. Quarterly Night Noise Contours 2012 Apr – Jun



6.17. Quarterly Night Noise Contours 2012 Jul – Sep



6.18. Quarterly Night Noise Contours 2012 Oct – Dec



7. *Noise Action Plan*

The table below provides an update on the actions outlined within the Noise Action Plan (2010-2015). Those actions highlighted in orange have been postponed from the original date in the published Noise Action Plan, whilst those in green have been actioned during 2012.

	Action	Noise problem	Timescale
1	Operate and maintain a noise and track-keeping system to monitor aircraft operations, reporting statistics quarterly to the LLACC (via NTSC)	A-F	Ongoing
2	Produce L_{den} noise contours annually, based on an annual average 24 hour period and present to LLACC (via NTSC)	A-F	2013
3	Undertake regular analysis of aircraft activity and noise to identify where a review of procedures may help minimise disturbance	A-F	Ongoing
4	Monitor % compliance of Continuous Descent Approaches (CDA) both day and night, reporting quarterly to LLACC (via NTSC)	A, C, D	Ongoing
5	Undertake community visits with a portable handheld noise monitoring device, on request	A-F	Ongoing
6	Acquire a new 'permanent' mobile noise monitor which can be left in community locations for extended periods to measure aircraft noise and compare with published noise contours	A-F	2011 (Actioned)
7	Present quarterly night contours to LLACC (via NTSC)	A-F	Ongoing
8	Investigate, log and respond to all complaints relating to London Luton Airport aircraft activity, reporting in-depth statistics quarterly to the LLACC (via NTSC)	A-F	Ongoing
9	Quarterly Airfield Environment Office Reports to be available to view on the London Luton Airport website as well as LLACC website	N/A	Ongoing
10	Monitor helicopter operations to/from London Luton Airport to ensure they avoid, where possible, the most densely populated areas	C	Ongoing
11	Calibrate noise and track-keeping system and INM noise contour model on an annual basis	N/A	Ongoing
12	Monitor the track-keeping compliance and follow up with operators, as necessary	C	Ongoing
13	Monitor the number of marginally compliant Chapter 3 aircraft (approximately 10% of total movements during 2009)	B	2013
14	Monitor and report progress against Noise Action Plan actions to LLACC (via NTSC), providing statistics annually in the Annual Monitoring Report	A-G	2013
15	Review the voluntary Night Noise Policy at least every five years, in consultation with LLACC (via NTSC)	A-D	2015
16	Encourage daytime operations through higher landing fees at night	A, B	Ongoing
17	Fine any departing aircraft exceeding noise limits, to encourage airlines to operate the quietest aircraft types, (82dB(A) at night and 94dB(A) during the daytime)	A, B	Ongoing
18	Discourage residential development close to the airport boundary or areas affected by aircraft noise, in liaison with Local Authorities.	A-F	Ongoing
19	Review the current Night Noise Policy	A-D	2010 (Actioned)
20	Divert all noise violation limit penalties from airport operations to support the noise management programme and Community Trust Fund	A-G	Ongoing
21	Regular liaison with airline operators via a 'Flight Ops' Committee to ensure adherence to existing standard procedures and encourage innovation	A-F	Ongoing
22	Review operational procedures in relation to noise with support of the 'Flight Ops' committee and NTSC	A-F	Ongoing

	Action	Noise problem	Timescale
23	Work with operators to encourage the voluntary phase out of noisiest aircraft	A, B, D, E, F	2013
24	Continue to review procedures for helicopter operations with the support of air traffic control	C	Ongoing
25	Work with operators on the voluntary phase out of marginally compliant Chapter 3 high aircraft i.e. hushkitted aircraft	A, B, D, E, F	2013
26	Explore with the 'Flight Ops' Committee/NTSC penalties for flying off track after the introduction of RNAV-1 departure routes	C	2014
27	Work with airlines, air traffic control, NATS and other stakeholders to introduce new technologies and environmental improvements	A-F	Ongoing
28	Review the Engine Ground Running policy to minimise disturbance during the night and late in the evening	A	2013
29	Undertake a review of day noise violation limits, in conjunction with the 'Flight Ops' Committee/NTSC	B	2013
30	Implement a noise insulation scheme for non-residential noise sensitive buildings	G	2013
31	Implement a new departure code of practice to minimise noise impact	A, C, F	2011 (Actioned)
32	Operate within existing planning limits	A-F	Ongoing
33	Actively participate and support the work of the industry and Airport Operators Association with respect to its 'Sustainable Aviation' programme	N/A	Ongoing
34	Liaise with London Heathrow and other airports with respect to non-London Luton overflying traffic, where necessary	C, D, E, F	2013
35	Work with LLACC (via NTSC), the 'Flight Ops' committee and NATS to identify airspace improvements which may enhance the noise environment	A-F	Ongoing
36	Agree key performance indicators and targets for noise 'actions', where appropriate, with LLACC (via NTSC)	A-G	2012 (Actioned)
37	Set a target for day and night CDA compliance with air traffic control	A-D	2012 (Actioned)
38	Assess the impact of London Luton Airport traffic on the Chilterns AONB and explore potential for operational improvements	E	2013
39	Lower the night noise violation limit	A-F	2010 (Actioned)
40	Attend public meetings on request, where appropriate, to discuss the airport's operation	N/A	Ongoing
41	Provide an information pack to first time complainants and those wishing to relocate into the area	N/A	Ongoing
42	Formally engage with air traffic control and airline/other operators to help improve noise management/track keeping	N/A	Ongoing
43	Host visits from local residents and MPs to discuss community concerns and to demonstrate the Noise and Track-Keeping system	N/A	Ongoing
44	Prepare an Annual Monitoring Report, in conjunction with Luton Borough Council, incorporating detailed statistics on all aspects of the airport's operations	N/A	Ongoing
45	Review format of the Annual Monitoring Report to incorporate Noise Action Plan progress	N/A	2013
46	Establish a committee with Environmental Health Officers of Local Authorities (Herts, Beds and Bucks) to discuss the impact of the airport's operations and the Noise Action Plan	N/A	2013
47	Continue to offer email, telephone and website as options for complaints and enquiries	N/A	Ongoing
48	Review our noise complaint handling system and consider follow up surveys in conjunction with LLACC (via NTSC)	N/A	2013
49	Invite members of the public to visit the Environment Office to review noise and track information	N/A	Ongoing

	Action	Noise problem	Timescale
50	Engage effectively with the LLACC and NTSC	N/A	Ongoing
51	Engage with local planning authorities to ensure they are informed about noise matters	N/A	Ongoing
52	Review communication material, the noise information pack and the London Luton Airport website with respect to noise/noise management	N/A	2013
53	Hold community surgeries to give local people an opportunity to discuss issues in person with representatives from the Community Relations and Environment Department	N/A	2013
54	Introduce a web-based noise and track system for public access on the London Luton Airport website	N/A	2012 (Actioned)
55	Improve communication with transient and non-based operators/users to ensure environmental and operational procedures are understood and adhered to	A-F	2011 (Actioned)

***Noise Problem**: A - Night operations; B – Noisier aircraft; C – Track-keeping; D – Arriving aircraft; E – Preservation of quiet areas; F – Westerly departures; G – Mitigation and compensation.*

Actioned during 2012

Action 36: 23rd May 2012 a meeting was held with NTSC members to discuss KPI targets. It was agreed that the actions don't lend themselves well to specific targets, but any progress updates would be reported on in the AMR (see Action 37).

Action 37: Continuous Descent Approach (CDA) targets have been set for Air Traffic Control. This target has been set at 90% over 24 hours, and performance against this target is reported quarterly to LLACC via the Noise and Track Sub-Committee.

Action 54: The TraVis flight tracking system was introduced to London Luton Airport's website in January 2012. This facility allows members of the public to view arriving and departing aircraft in the area as well as aircraft noise events. TraVis provides a representational visual look at London Luton Airport flights but it is not intended as an information and/or trend analysis tool.

Postponed during 2012

Action 26: This has been postponed due to the fact that RNAV-1 procedures have not yet been introduced on any of the routes out of London Luton Airport. An RNAV-1 trial is planned on the Clacton/Dover/Detling Runway 26 departures during 2013, and an Airspace Change Proposal is anticipated to go to consultation at the beginning of 2014.

8. Complaints

8.1. Total Complaints relating to LLA aircraft operations

	2011	2012
Total No. of Complaints relating to LLA aircraft operations	733	938
No. of Complainants	305	355
No. of Events (eliciting a complaint)	1,770	3,079 (1,594*)
Average No. of Complaints per Complainant	*2.4*	*2.6*
Average No. of Events per Complainant	*5.8*	*8.7 (4.5*)*
Average No. of Events per Complaint	*2.4*	*3.3 (1.7*)*
No. of Aircraft Movements per Complaint	*135*	*105*
No. of Aircraft Movements per Event	*56*	*32 (62*)*

** Figures excluding 1,485 events reported by 4 individuals, two residents in Harpenden and two individuals from the same household in Redbourn.*

During 2012 a total of 938 complaints (on average 3 complaints per 24 hours) relating to LLA aircraft operations were received by the Airfield Environment Office, compared with 733 in 2011.

A further 75 complaints (190 events) not attributable to LLA traffic were received throughout 2012 compared with 69 (503 events) last year. 16 of these complaints (21%) related to non-LLA helicopters operating to/from other airfields.

A total of 355 individuals reported concerns to the Airfield Environment Office during the year, in comparison with 305 in 2011. Statistics identify that 106 individuals (30%) were reporting concerns for the first time and that 232 of the complainants (65%) contacted the airport only once during the year.

Within the 938 complaints received during the year, a total of 3,079 events (eliciting a complaint) were listed, compared to 1,770 events in 2011.

During 2012 a further 544 events were reported by one other individual in Harpenden but, in agreement with the LLACC, these events are no longer included in statistics although a total of 26 complaints from this complainant, reporting general disturbance and frequency (both day and night), have been incorporated in all statistics.

8.1.1. Flamstead & Redbourn concerns

As from 1st July 2012 all complaints from Flamstead & Redbourn residents have been included in the general complaint statistics within this report (as agreed with LLACC). However, those e-mails/voicemails received from these two villages between 1st January and 30th June 2012, reporting continued disturbance from westerly departures after the end of the easyJet trial, have been logged separately for statistical purposes only.

Throughout the period January to June 2012 the Airport received a total of 226 e-mails/telephone calls from 40 households in Flamstead and 320 e-mails/telephone calls from 16 households in Redbourn, all reporting ongoing disturbance from westerly departures since the trial ended on 6th November 2011. In agreement with Flamstead Parish Council and Redbourn Parish Council, the Airport provided regular progress updates to local residents via designated Parish Council representatives.

The easyJet trial in question, to help contain departure flightpaths within the existing Noise Preferential Route (NPR) corridor for the 26 Clacton/Dover/Detling flight route during periods of westerly operations, was carried out for a period of six months, between 5th May 2011 and 6th November 2011. At that time, having successfully gathered sufficient data to identify an optimum flightpath, within the NPR swathe, avoiding all the most densely populated areas south of the airfield, all airlines reverted to pre-trial procedures.

Discussions with the Directorate of Airspace Policy (DAP) were then held, with a view to proceeding with the design of a new route structure based on results of the trial. Regular SID/NPR Task Force meetings considered several alternative solutions and following a successful simulation session in September 2012, the Airport moved onto the next phase of the regulatory CAP 725 consultation process which needs to be carried out before a formal Airspace Change Proposal can be submitted to DAP for approval.

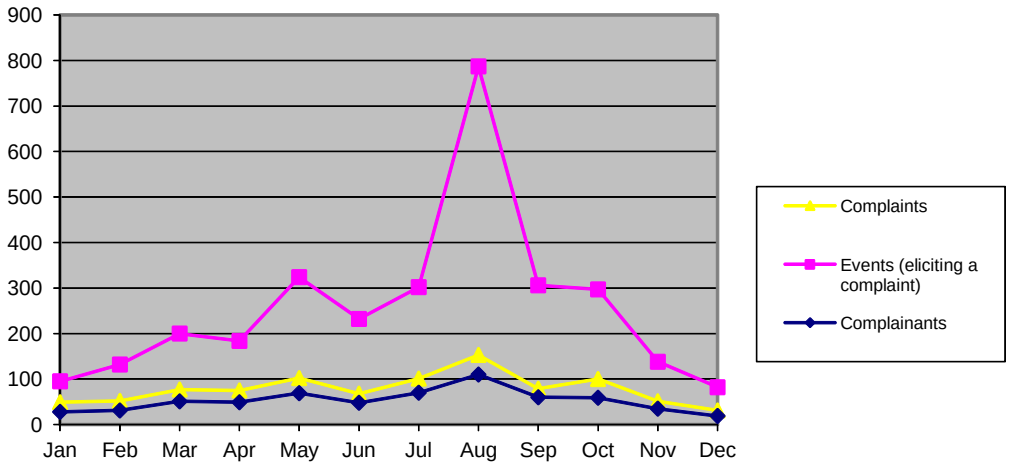
A Framework Briefing Session was held with the Civil Aviation Authority at the beginning of October 2012 to ensure due process was being followed and to outline plans for a 'live' trial, in accordance with CAP 670 guidelines, to ensure that the final draft route design could be flown by all operators. Before a 'live' trial incorporating all airlines could be carried out, further liaison with National Air Traffic Services was required and a detailed technical design of the proposed route published in the Luton AIP. Full details were then provided to all the Luton operators participating in the trial so that their various database providers could update the relevant onboard Flight Management Systems. Regular progress updates were provided to LLACC, the Noise & Track Sub-Committee and to those affected communities regarding proposals for a 'live' RNAV1 flight trial to take place in the early part of 2013, together with a corresponding noise monitoring programme.

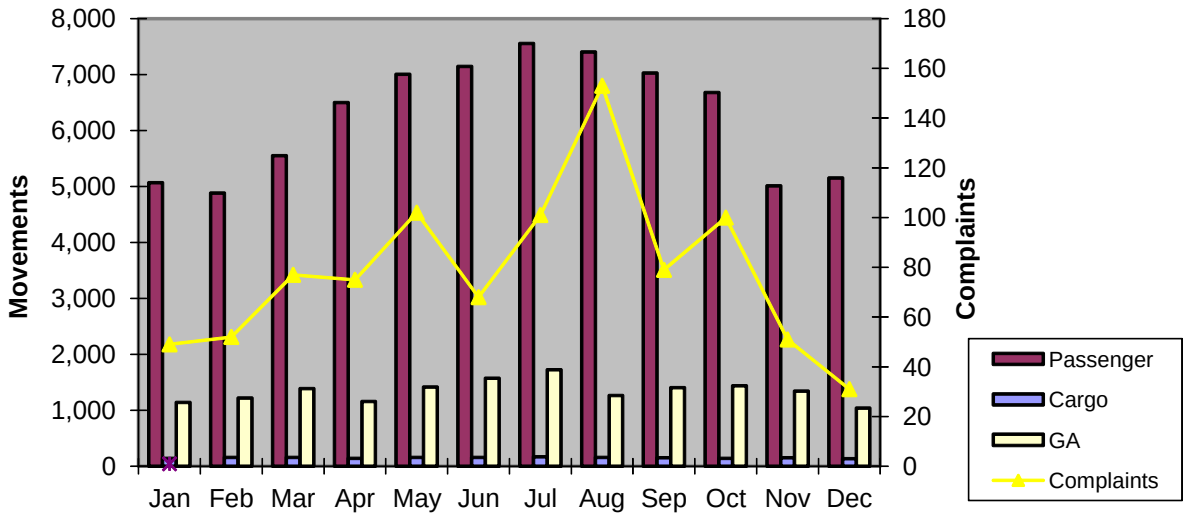
8.2. Monthly complaint statistics

	Complaints	Events (eliciting a complaint)	Complainants
Jan	49	95	28
Feb	52	132	31
Mar	77	200	51
Apr	75	184	49
May	102	324	69
Jun	68	232	48
Jul	101	302	70
Aug	153	787	110
Sep	79	306	60
Oct	100	297	59
Nov	51	138	35
Dec	31	82	19
Totals	**938**	**3,079**	**355***

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

As from 1st July 2012 all complaints from Flamstead & Redbourn have been included in the general complaints statistics (as agreed with LLACC), whilst those emails/voicemails received from these two villages up to 30th June 2012 have been logged for statistical purposes only.





8.3. 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	593	207	77	**877**
Off Track	220	26	7	**253**
Low-Flying	196	30	19	**245**
Frequency	76	11	19	**106**
Air Quality	1	0	0	**1**
Safety	1	0	0	**1**

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

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

8.4. Areas of Reported Concerns

Reported Concerns	No. of Complaints	% of Total Complaints
Departures - Westerly	509	54.3%
Departures - Easterly	148	15.8%
Arrivals - Easterly	124	13.2%
Frequency/Gen. Distrubance	66	7.1%
Arrivals - Westerly	38	4.1%
Go - Arounds	36	3.8%
Ground Noise	6	0.6%
Positioning Flights	5	0.5%
Helicopters	3	0.3%
Engine Ground Runs	2	0.2%
Air Quality	1	0.1%
Total	**938**	**100%**

During the year 144 individuals reported a total of 286 complaints concerning night noise disturbance from LLA operations (on average less than one complaint per night). This amounts to 30% of all complaints received in 2012, compared to 229 night noise complaints during 2011 (from 117 individuals). It should be noted that 26% of the reported night disturbance reports during 2012 originated from just four individuals, two in Harpenden, one in Hemel Hempstead & one in Pepperstock. A further 26 complaints reported disturbance relating to overflights to or from other airports during the night period.

Within the 509 complaints concerning westerly departures 144 were of a general nature, 344 to specific aircraft following the Clacton/Dover/Detling route, nine to an aircraft on the Compton route and six following the Olney heading. Six other complaints involved positioning flights following off-airways flight routes.

Of the 148 complaints attributed to easterly departures 23 were of a general nature, 105 to specific aircraft following the Compton heading, 14 to aircraft on the Olney flight route and one related to an aircraft on the Clacton/Dover/Detling heading.

Whilst 71 of the 124 complaints concerning easterly arrivals reported general disturbance, 53 related specifically to aircraft on approach to land from the Lorel Reporting Point.

8.5. Nature of Disturbance

Noise was cited as a main disturbance in 93% of complaints and 27% of complaints involved aircraft being perceived as **off-track.** Concerns of aircraft flying **low** were reported in 26% of complaints and in 11% 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).

Of the 938 complaints relating to LLA aircraft operations registered during the year 680 complaints (72%) were clearly correlated to a specific aircraft type although many complaints were of a general nature.

8.6. 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**
A320/A321 (Monarch/Wizzair/easyJet/GA)	185	19.7%	26,777	145
A300 (MNG Cargo/DHL)	110	11.7%	1,111	10
A319 (easyJet)	90	9.6%	27,548	306
B737-800 (Ryanair/Thomsonfly/GA)	65	6.9%	10,965	169
B737-400 (MNG Cargo/Blue Air)	61	6.5%	1,158	19
B757 (El Al/Thomsonfly/DHL)	37	3.9%	1,481	40
ATP (Atlantic Airlines)	22	2.3%	582	26
B737-200 (GA)	21	2.2%	80	4
GLF4/5 (GA)	17	1.8%	1,833	108
Global Express (GA)	12	1.3%	1,857	155
GLF2/GLF3 (GA)	5	0.5%	45	9
Helicopter	3	0.3%	598	199
Other Private Aircraft	*43*	4.6%	*16,166*	*376*
Other Cargo Operations	*8*	0.9%	*184*	*23*
Other Passenger Operations	*1*	0.1%	*2*	*2*
Total	**680**	**72.5%**	**98,763**	**145**

* 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. 98,763 movements / 680 correlated complaints = 145

8.7. Origin of Complaints

The chart below identifies the areas around the Airport from which complaints were received during 2012:

Location	Complaints	Events* (eliciting a complaint)	Complainants	*Average complaints per complainant*	*Average Events per Complainant*
Aley Green	1	1	1	*1*	*1*
Ardeley	1	0	1	*1*	*0*
Ayot St Lawrence	14	1	1	*14*	*1*
Bendish	5	4	3	*1.7*	*1.3*
Berkhamsted	2	0	2	*1*	*0*
Blackmore End	4	5	3	*1.3*	*1.7*
Breachwood Green	7	4	7	*1*	*0.6*
Buntingford	1	0	1	*1*	*0*
Caddington	25	25	13	*1.9*	*1.8*
Cheddington	1	0	1	*1*	*0*
Chesham	3	3	2	*1.5*	*1.5*
Cockernhoe	1	1	1	*1*	*1*
Codicote	2	2	2	*1*	*1*
Dagnall	6	4	4	*1.5*	*1*
Diamond End	1	1	1	*1*	*1*
Dunsmore, Wendover,	1	1	1	*1*	*1*
Eaton Bray	11	13	6	*1.8*	*6.5*
Edlesborough	8	10	5	*1.6*	*2*
Flamstead	75	201	34	*2.2*	*5.9*
Gaddesden Row	1	1	1	*1*	*1*
Gubblecote	1	2	1	*1*	*2*
Gustard Wood	14	17	2	*7*	*8.5*
Harpenden **	237	1,498	48	*5*	*31*
Heath & Reach	5	12	1	*5*	*12*
Hemel Hempstead	51	95	5	*10.2*	*19*
Hitchin	21	37	4	*5.3*	*9.3*
Houghton Regis	2	2	1	*2*	*2*
Hulcott	2	0	1	*2*	*0*
Kensworth	20	33	10	*2*	*3.3*
Kimpton	2	1	2	*1*	*0.5*

Location	Complaints	Events* (eliciting a complaint)	Complainants	*Average complaints per complainant*	*Average Events per Complainant*
Kings Walden	7	8	2	*3.5*	*4*
Knebworth	4	1	3	*1.3*	*0.3*
Leighton Buzzard	4	8	3	*1.3*	*2.7*
Little Gaddesden	13	11	7	*1.9*	*1.6*
Long Marston	1	3	1	*1*	*3*
Luton	36	45	26	*1.4*	*1.7*
Markyate	19	18	12	*1.6*	*1.5*
Melbourn	1	0	1	*1*	*0*
Mentmore	20	142	3	*6.7*	*47.3*
Nettleden	1	0	1	*1*	*0*
Northall	1	0	1	*1*	*0*
Pepperstock	25	72	6	*4.2*	*12*
Redbourn**	102	564	34	*3*	*16.6*
Royston	1	1	1	*1*	*1*
Slapton	1	1	1	*1*	*1*
Slip End	8	9	5	*1.6*	*1.8*
St Albans	62	74	26	*2.4*	*2.8*
Stevenage	13	6	12	*1.1*	*0.5*
Studham	5	4	5	*1*	*0.8*
Tebworth	2	1	1	*2*	*1*
Tring	11	30	2	*5.5*	*15*
Walkern	7	16	4	*1.8*	*4*
Welwyn	1	0	1	*1*	*0*
Welwyn Garden City	1	0	1	*1*	*0*
Wendover	1	0	1	*1*	*0*
Wheathampstead	48	69	20	*2.4*	*3.5*
Whipsnade	4	5	2	*2*	*2.5*
Whitwell	12	15	6	*2*	*2.5*
Woodside	2	2	2	*1*	*1*
Totals	**938**	**3,079**	**355**	***2.6***	***8.7***

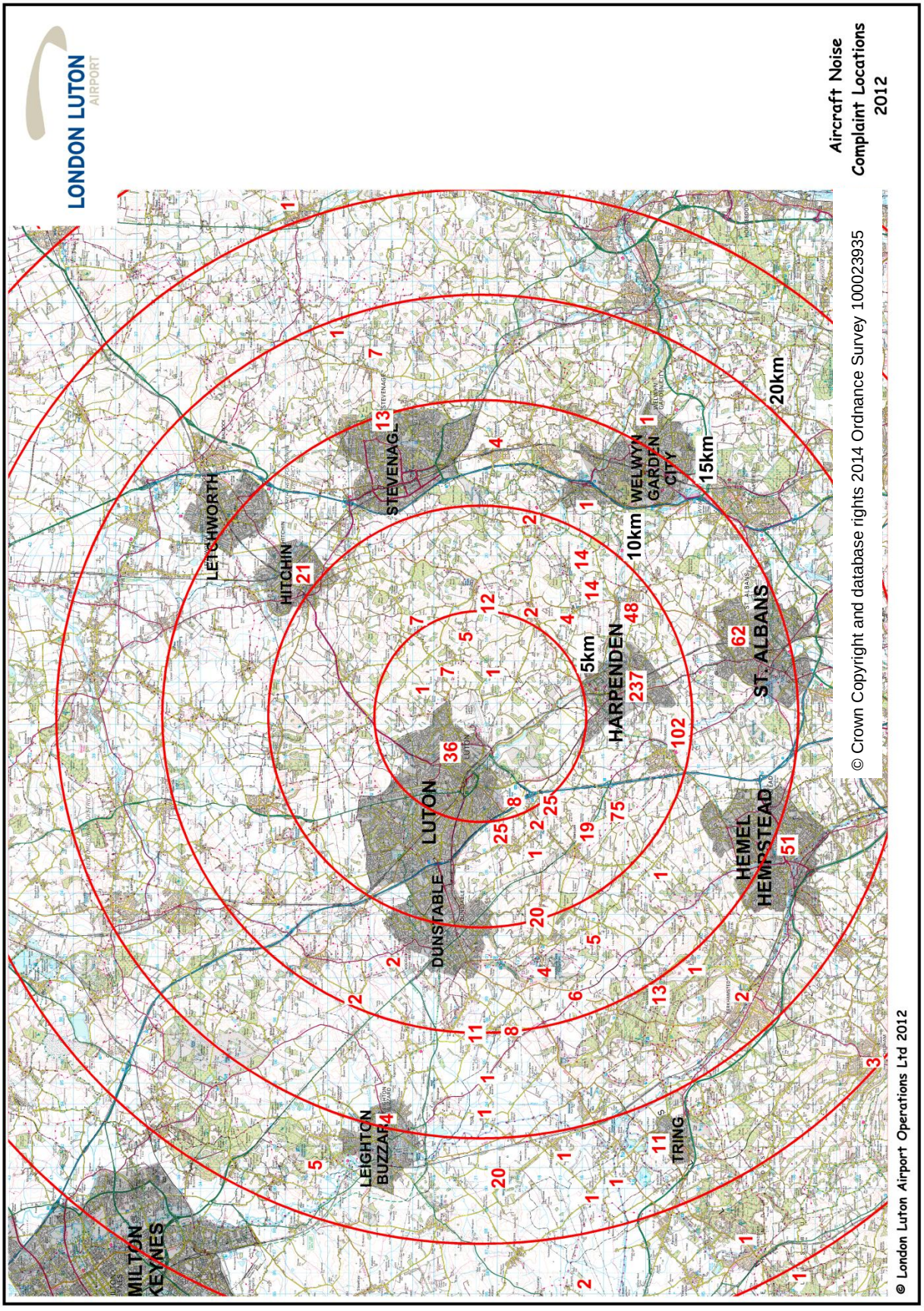
* Where complaints are of a general nature (i.e. frequency or general disturbance), individual events may not have been specified.

** A total of 63 complaints (1,265 events) were reported by just two residents of Harpenden and 30 complaints (220 events) were reported by two individuals from the same household in Redbourn.

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

It should also be noted that a number of residents from both Flamstead and Redbourn continued to report ongoing disturbance from westerly departures, after the six month easyJet trial to help tighten track-keeping on the 26 Clacton/Dover/Detling flight route ended on 6th November 2011. These concerns were all logged separately for statistical purposes only, up until the end of June 2012 (a total of 546 complaints from these two villages). As from 1st July 2012 all complaints from Flamstead and Redbourn were included in the general complaint statistics (in agreement with LLACC).

8.8. Location of Complaints 2012



8.9. Method of Complaint Receipt

How Received	% of Total Complaints
E-mail	76%
Telephone	23%
Fax	0.5%
Letter	0.5%

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 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.

8.10. Community Relations

Community Visits to the Airport

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

At the beginning of January 2012 a representative from Flamstead visited the Airport to discuss concerns relating to the impact of increased noise disturbance being experienced in that area.

During February 2012 the Airport hosted two other separate visits for representatives from Flamstead and Redbourn to discuss progress, following on from the easyJet trial in 2011 to help contain departure flightpaths within the existing Noise Preferential Route (NPR) corridor for the 26 Clacton/Dover/Detling flight route.

During May, June and August 2012, following specific requests from Flamstead Parish Council, Redbourn Parish Council, HarpendenSky and HALE, the Airport hosted four separate meetings for the representatives in question, to give a progress update on developments and work in progress since the end of the easyJet trial.

At the beginning of October 2012 the Airport hosted a meeting with representatives from Flamstead Parish Council to provide a further update on developments with regard to the design of an RNAV1 (formerly known as PRNAV) departure route for the 26 Clacton/Dover/Detling heading. The Operations Director confirmed that a Framework Briefing Session had already recently been held with DAP to ensure that appropriate CAA guidelines were being followed after a further, successful simulation exercise by easyJet in September 2012.

The Airport also hosted a work experience student during June 2012, giving them an insight into the work involved within the Airfield Environment Office.

Airport Visits to the Community

Following on from the publication of the LLAOL Master Plan document on 15th March 2012, the Managing Director and Operations Director accepted a number of invitations to visit Local Authority representatives to discuss the proposals in more detail.

At the beginning of September 2012 the Airport published a revised Master Plan document, inviting comments on proposed development plans throughout a six week pre-application consultation period. A schedule of exhibitions in various locations was organised, with high level airport representatives in attendance to answer any specific questions from local residents.

The Managing Director and Operations Director also accepted invitations to attend further meetings with Local Authorities and other interested parties to discuss future airport development plans outlined in the revised Master Plan document.

9. *Employment*

9.1. Introduction

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

9.2. Methodology

The methodology for this year's analysis is the same as for the previous year. Administrative data sources were used to conduct the survey instead of sending out questionnaires as was the case up to the 2009 survey. The methodology was changed from previous years to be more cost and time efficient in the use of data which was both already purchased and covered the majority of the same information which the survey had historically asked for. The other major advantage was that the Standard Industrial Classification was already listed on the data source, thus eliminating the need for businesses to self-classify.

The Inter Departmental Business Register (IDBR) was used as the main data source, this Office for National Statistics (ONS) dataset is a comprehensive list of UK businesses that is used by government for statistical purposes. It provides a sampling frame for surveys of businesses carried out by the ONS and by other government departments. It is also a key data source for analyses of business activity.

The IDBR combines administrative information on VAT traders and PAYE employers with ONS survey data in a statistical register comprising over two million enterprises, representing nearly 99% of economic activity. Analyses that are produced as part of this service are at the same level at which business statistical surveys are conducted. (source: ONS website www.statistics.gov.uk).

An initial list was received from LLA of companies within their boundary. The listing was matched against the IDBR. Companies outside the Airport boundary were identified by the street names/areas as follows:

Spittlesea Road
Part of Frank Lester Way
President Way
Wigmore House
Part of Airport Way
Barratt Industrial Park
Airport Executive Park

Eleven companies who appeared on the list but not the IDBR had imputed figures gained from airport colleagues and/or planning applications.

The industrial classification used has been updated to the SIC 2007 coding framework used by the ONS. This means that the coding will have changed from that found up to the 2009 report. Revision is necessary due to "the need to adapt the classifications to changes in the world economy. The revised classifications reflect the growing importance of service activities in the economy over the last 15 years, mainly due to the developments in information and communication technologies (ICT)". (Source: UK Standard Industrial Classification of Economic Activities 2007 (SIC 2007) Structure and explanatory notes, http://www.ons.gov.uk/ons/guide-method/classifications/current-standard-classifications/standard-industrial-classification/index.html).

9.3. Total Employment in and around the Airport

Using main section headings from the Standard Industrial Classification 2007 (SIC 2007), the following was found. Data has been rounded to the nearest hundred, as per ONS guidelines.

Standard Industrial Classification 2007, Section Names	Total Employees
Accommodation and Food Service Activities	400
Administrative and Support Service Activities	1,800
Financial and Insurance Activities	#
Human Health and Social Work Activities	#
Information and Communication	#
Manufacturing	1,300
Professional, Scientific and Technical Activities	#
Public Administration & Defence; Compulsory Social Security	#
Real Estate Activities	#
Transportation and Storage	3,800
Wholesale and Retail Trade; Repair of Motor Vehicles and Motorcycles	600
Grand Total	**8,200**

 # Figures have been suppressed where there are less than three companies in a given Sector and/or employment in that sector is less than 100 in accordance with the regulations covering the use of IBDR data

Due to confidentiality issues we are bound by ONS protocols to round to the nearest 100 when reporting IDBR figures. This will mean that any changes in reported figures will be in multiples of 100 and therefore lie within that range.

For the purposes of full interpretation of the results, it should be noted that the sections used in the pre-2010 report map to the new sections as follows:

Previous Codes	New Codes
Forwarding of Freight	Transportation and Storage
General Public Service Activities	Public Administration & Defence etc
Hotels and Restaurants	Accommodation & Food Service Activities
Non Scheduled Passenger Air Transport	Transportation and Storage
Other Supporting Air Transport Activities	Transportation and Storage
Public (Scheduled) Passenger Air Transport	Transportation and Storage
Renting of Automobiles	Administrative and Support Service Activities
Retail Trade	Wholesale and Retail Trade etc
Tour Operators	Administrative and Support Service etc
Travel Agencies	Administrative and Support Service etc
Wholesale of Petroleum Products	Wholesale and Retail Trade etc
Miscellaneous (Airline/Aviation Related)	Not Used
Miscellaneous (Non Airline/Aviation Related)	Not Used

Note: Individual companies may have moved within the coding structure

9.4. Employment By Working Pattern

The IDBR provides employment figures by full and part time working pattern. The following is found:

Standard Industrial Classification 2007, Section Names	Full Time Employees
Accommodation and Food Service Activities	#
Administrative and Support Service Activities	1,500
Financial and Insurance Activities	#
Human Health and Social Work Activities	#
Information and Communication	#
Manufacturing	1,300
Professional, Scientific and Technical Activities	#
Public Administration & Defence; Compulsory Social Security	#
Real Estate Activities	#
Transportation and Storage	3,400
Wholesale and Retail Trade; Repair of Motor Vehicles and Motorcycles	600
Grand Total	**7,000**

 # Figures have been suppressed where there are less than three companies in a given Sector and/or employment in that sector is less than 100 in accordance with the regulations covering the use of IBDR data

Standard Industrial Classification 2007, Section Names	Part Time Employees
Accommodation and Food Service Activities	200
Administrative and Support Service Activities	200
Financial and Insurance Activities	#
Human Health and Social Work Activities	#
Information and Communication	#
Manufacturing	#
Professional, Scientific and Technical Activities	#
Public Administration & Defence; Compulsory Social Security	#
Real Estate Activities	#
Transportation and Storage	400
Wholesale and Retail Trade; Repair of Motor Vehicles and Motorcycles	#
Grand Total	**900**

 # Figures have been suppressed where there are less than three companies in a given Sector and/or employment in that sector is less than 100 in accordance with the regulations covering the use of IBDR data.

There were several companies who did not state their full/part time working split on the IDBR therefore the figures above do not add to the total employment figures.

The percentage split of full/part time employees found at the Airport, compared to that found in Luton as a whole is as follows:

	Full Time Employees	Part Time Employees
Vicinity of Luton Airport	85.0%	10.5%
Luton UA	76.9% (confidence limit 3.3)	23.1% (confidence limit 3.3)

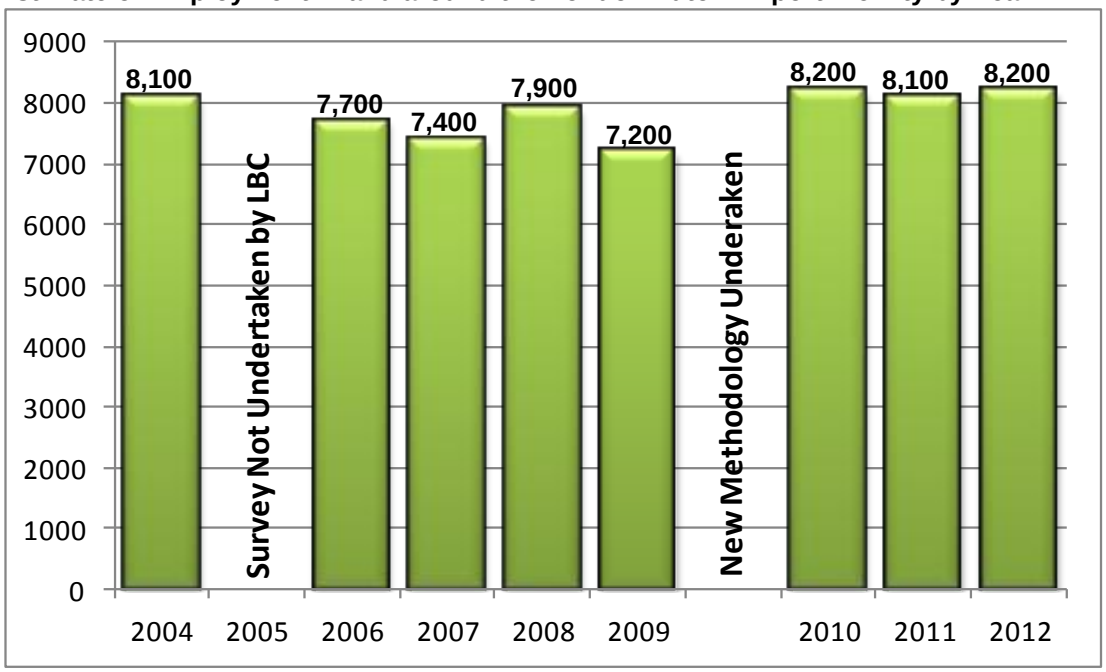
Source for Luton UA Figures: Annual Population Survey, Office for National Statistics Jan 2012 – Dec 2012, latest data. Figures are percentages of those in employment.

Therefore, the full and part time working patterns in the vicinity of the Airport differs from that found within Luton as a whole, with considerably less part time working and more full time workers found overall. This may, however, change if looked at per industry sector but the figures are too small to make any meaningful comparison at this level.

9.5. Time Series

As previously stated, due to the methodological differences employed between last year's estimate and previous years, it is not possible to directly compare the total employment figures over time. However, in the interest of completeness, the following figures from previous years can be used as a proxy measure of changing patterns.

Estimate of Employment in and around the London Luton Airport Vicinity by Year



Source: AMR Employment Surveys 2004 and 2006-2012

9.6. Conclusion

In conclusion, there are around 8,200 employees working in the vicinity of the Airport which is slightly more than the 2011 estimate. Whether this pattern is set to continue will be seen in future estimates. Please note that due to confidentiality issues we are bound by ONS protocols to round to the nearest 100 when reporting IDBR figures. This will mean that any changes in reported figures will be in multiples of 100 and therefore lie within that range.

10. Surface Access

10.1. Road Traffic

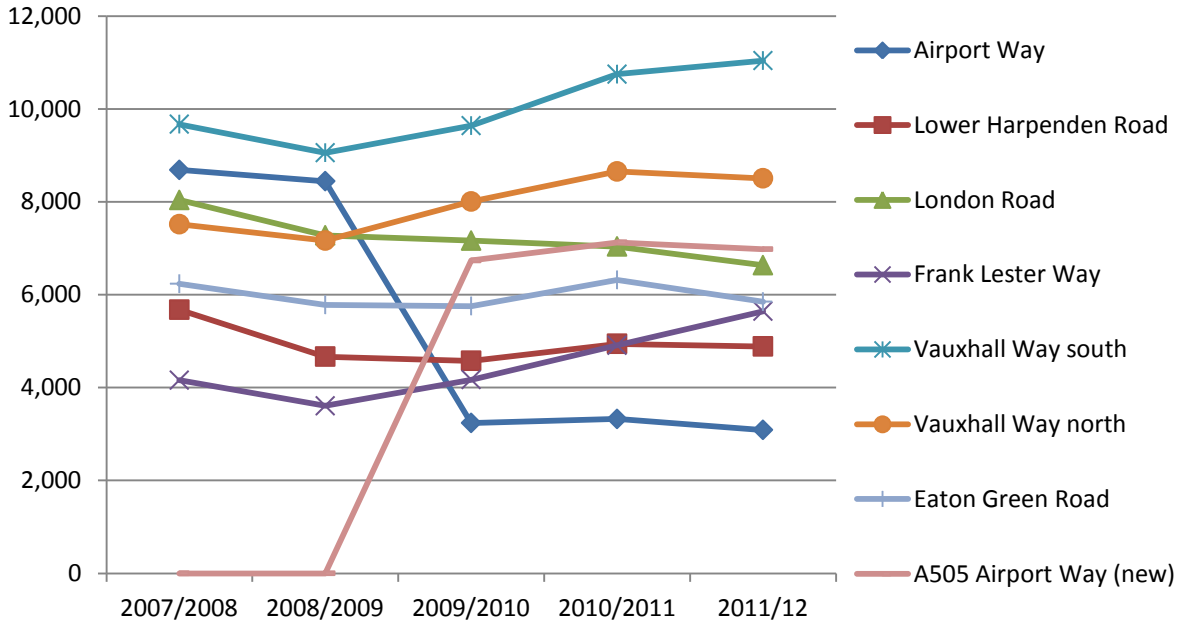
This is the summer 2012 traffic count conducted 15th – 22nd October 2012. This period is a little later than previous counts (generally late August-mid September). However, this period is comparable with previous summer traffic counts and avoids any significant period where changes in traffic characteristics occur.

The table and graph below show an increase in 12hr/5day traffic flows on 2 of the 8 monitored roads, the highest increase in traffic count is +734 (+13%) on Frank Lester Way. The most significant decrease in traffic count is -468 (-8%) on Eaton Green Road. The overall marginal traffic flow compared with last year in these observation points is -431 (0.8%).

Summer 2007 – 2012 Traffic Count (Average 12 hrs/5 days)

	Map ref	2007/2008	2008/2009	2009/2010	2010/2011	2011/12
Airport Way	*599*	8,685	8,443	3,237	3,323	3,088
Lower Harpenden Road	*106*	5,676	4,666	4,576	4,942	4,885
London Road	*393*	8,038	7,277	7,163	7,037	6,634
Frank Lester Way	*445*	4,158	3,606	4,170	4,908	5,642
Vauxhall Way south	*520*	9,670	9,055	9,638	10,746	11,039
Vauxhall Way north	*603*	7,516	7,164	8,005	8,652	8,505
Eaton Green Road	*677*	6,234	5,780	5,755	6,317	5,849
A505 Airport Way (new)	*925*	0*	0*	6,735	7,127	6,979

Summer 2007 – 2012 Traffic Count (Average 12 hrs/5 days)



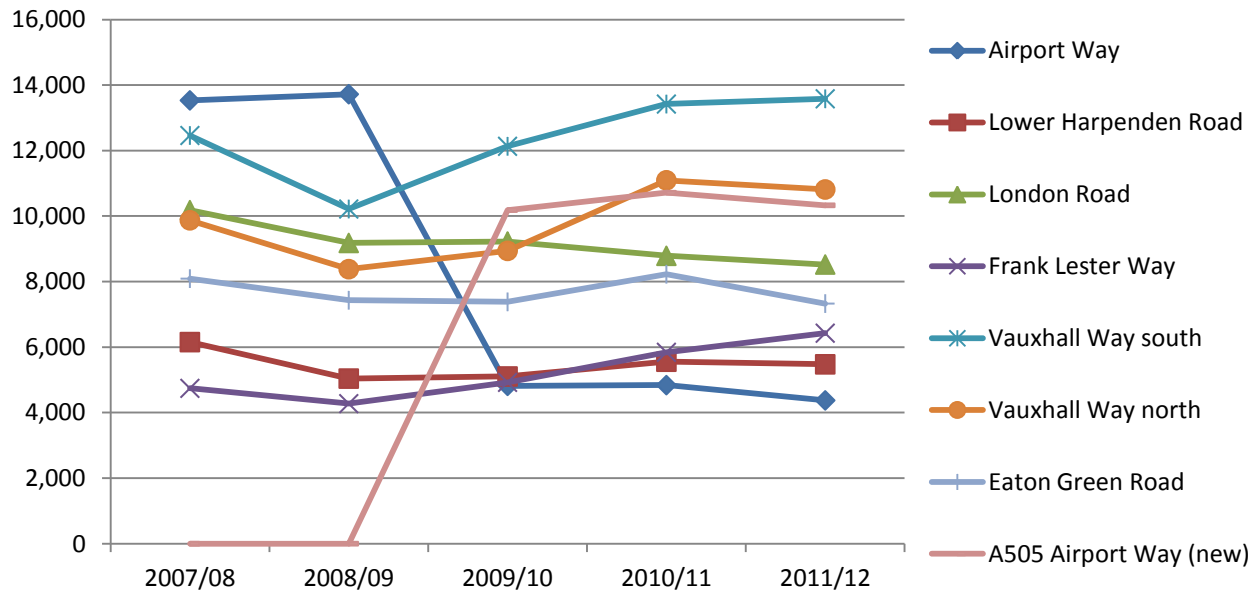
For the 24-hour week (24/7), the table and graph below reveal similar patterns to the 12hr/5day traffic count. The highest increase in traffic count is +584 (9.1%) on Frank Lester Way, while the most significant decrease in traffic count is -896 (-12.2%) on Eaton Green Road. The overall marginal traffic flow compared with last year in these observation points is -1,626 (-3.7%).

During the period of this traffic survey, road works were ongoing along Vauxhall Way, which may account for the changes in traffic pattern as drivers may have diverted from Eaton Green Road and along Frank Lester Way to avoid the road works.

Summer 2007 - 2012 Traffic Counts (Average 24 hrs/7 day)

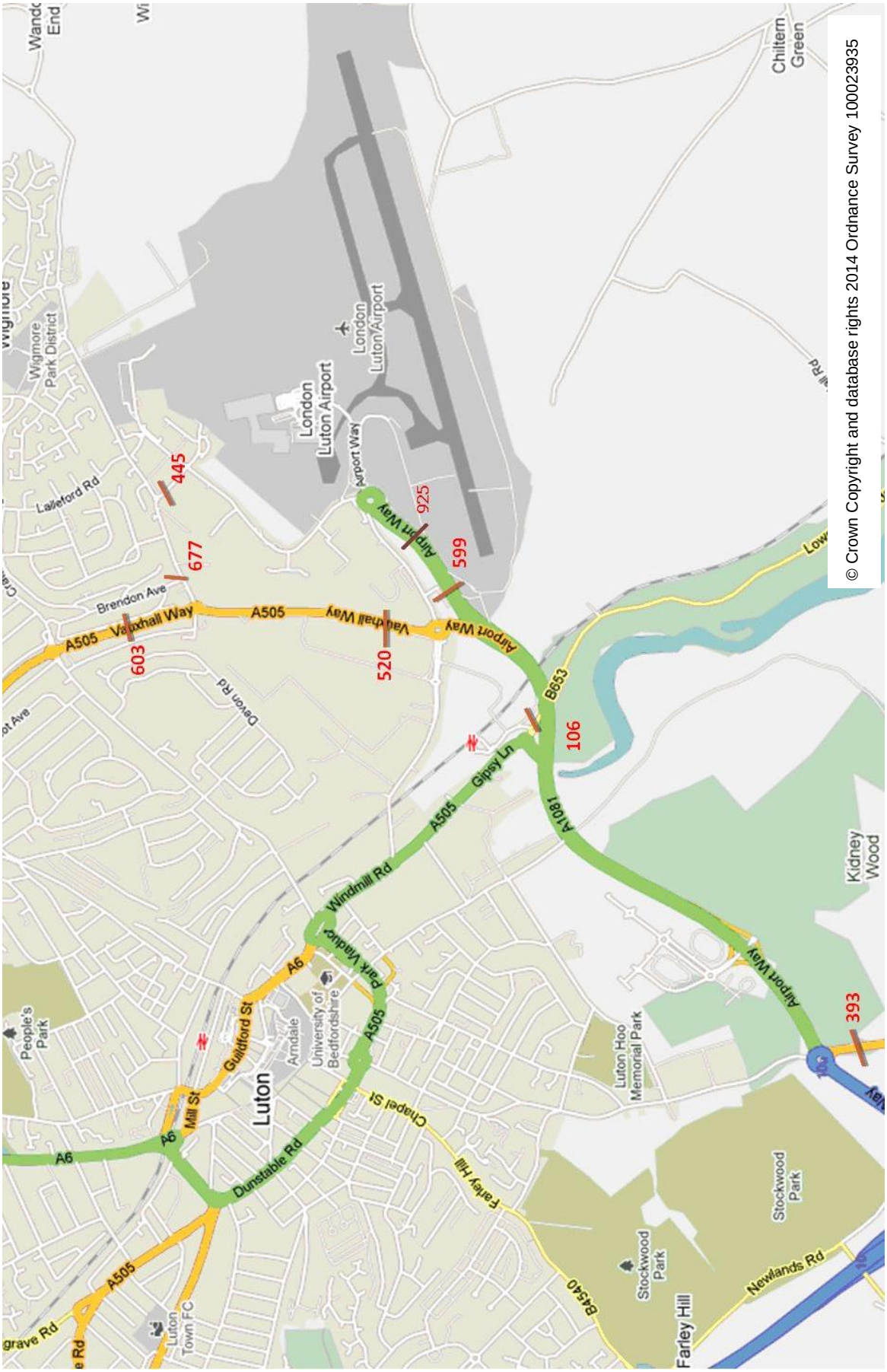
	Map ref	2007/08	2008/09	2009/10	2010/11	2011/12
Airport Way	*599*	13,533	13,721	4,818	4,840	4,374
Lower Harpenden Road	*106*	6,154	5,040	5,104	5,555	5,475
London Road	*393*	10,183	9,181	9,225	8,788	8,523
Frank Lester Way	*445*	4,742	4,275	4,925	5,842	6,426
Vauxhall Way south	*520*	12,461	10,217	12,131	13,421	13,582
Vauxhall Way north	*603*	9,872	8,380	8,939	11,093	10,813
Eaton Green Road	*677*	8,091	7,431	7,383	8,226	7,330
A505 Airport Way (new)	*925*	0	0	10,185	10,714	10,330

Summer 2007 - 2012 Traffic Counts (Average 24 hrs/7 day)



Traffic flow along Airport Way has consistently decreased over the last four years, and after a slight increase last year; this has decreased further this year. This data indicates that Vauxhall Way axis accommodates the highest traffic volume in this vicinity. This is due to its strategic location and connectivity to other district and arterial roads into and out of Luton. It is likely that the completion of East Luton Corridor engineering operations and increased activities in and around London Luton Airport have resulted in significant redistribution of traffic flow in the area. See the map below for indicative location of these observation points.

Local Highway Network - Traffic flow observation points



10.2. Public Transport Services

The table below shows the number of scheduled train services per week from Luton Airport Parkway Station have increased above that of 2011.

The winter timetable for 2011/12 covered the period leading up to the Jubilee and Olympics and showed an increase in the number of First Capital services in the winter timetable. This increased number continued through 2012.

Scheduled train services from Luton Airport Parkway Station

Number of services per 7 days	Summer 11	Winter 11/12	Summer 12	Winter 12/13
Direction				
Northbound	892	1,063	1,063	1063
Southbound	891	1,032	1,042	1037
TOTAL	**1,783**	**2,095**	**2,105**	**2,100**

Most National Express services make scheduled stops within the Town Centre also allowing for patronage between the Town Centre and the Airport.

Local bus services normally show a significant increase over the summer period due to the seasonal variation in services. However with the Jubilee and Olympics taking place in 2012 services were increased and maintained for the majority of the year.

The rise in services calling at the Airport is helping to promote public transport as a means of getting to and from the Airport from either local destinations or destinations a little further afield.

Bus and coach services from London Luton Airport

Number of Services per 7 days	Summer 2011	Winter 2011/12	Summer 2012	Winter 2012/13
LOCAL				
Luton Railway Station	302	319	319	319
Others	1,706	1,498	1,830	1,830
National				
Central London	420	454	454	454
Others	637	700	700	700
TOTAL	**3,065**	**2,971**	**3,303**	**3,303**

Number of Services per Week	Summer 2011	Winter 2011/12	Summer 2012	Winter 2012/13
AIRPORT- AIRPORT LINK				
Birmingham	77	91	91	91
London Gatwick	70	70	70	70
London Heathrow	133	154	154	154
London Stansted	182	182	182	182
Manchester	7	7	7	7
TOTAL*	**469**	**504**	**504**	**504**

**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.

10.3. Additional Information

LLAOL published its first Airport Surface Access Strategy (ASAS) in 2000 in line with the recommendations of the 1998 Integrated Transport White Paper. This strategy set targets to encourage air passengers and employees to access the Airport using more sustainable modes. These targets are being monitored regularly, as part of the wider Local Transport Plan (LTP) monitoring framework. An interim ASAS was published in 2009 to cover the period to 2011.

In January 2012 LLAOL published its *Airport Surface Access Strategy* 2012-2017, with short and long term targets and action plans to encourage more sustainable travel amongst airport passengers and employees.

The Civil Aviation Authority (CAA) undertakes continual passenger surveys at many of the major airports in the UK, including London Luton. In common with other airports, LLAOL uses this survey data to assess trends in passenger 'modal shift' from private to public transport. The table below shows the weighted CAA data for 2005 to 2011. The CAA statistics suggest that 31% of airport passengers now choose to use public transport.

Passengers travelling to the Airport by various modes (CAA Data)

%	2007	2008	2009	2010	2011
Private Car – Drop Off	25	26	28	27	27
Private Car – Park	21	27	27	24	23
Rail	17	19	17	17	15
Bus/Coach	12	14	14	15	16
Taxi	15	14	14	16	18

10.4. Car Parking

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 have no option but 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.

The number of staff car parking spaces remained unchanged during 2012, whilst passenger car parking capacity decreased slightly. Priority parking spaces were however introduced.

On site Car Parks or Car Parks within the Airport boundary

Passenger	Spaces	Area m²
Short Term	1,089	39,373
Mid Term	2,301	65,000
Long Term	3,359	72,150
Priority Parking	170	5,100
Passenger Total	***6,919***	***181,623***
Staff Total	***4,730***	***97,270***
Total	**11,649**	**278,893**

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

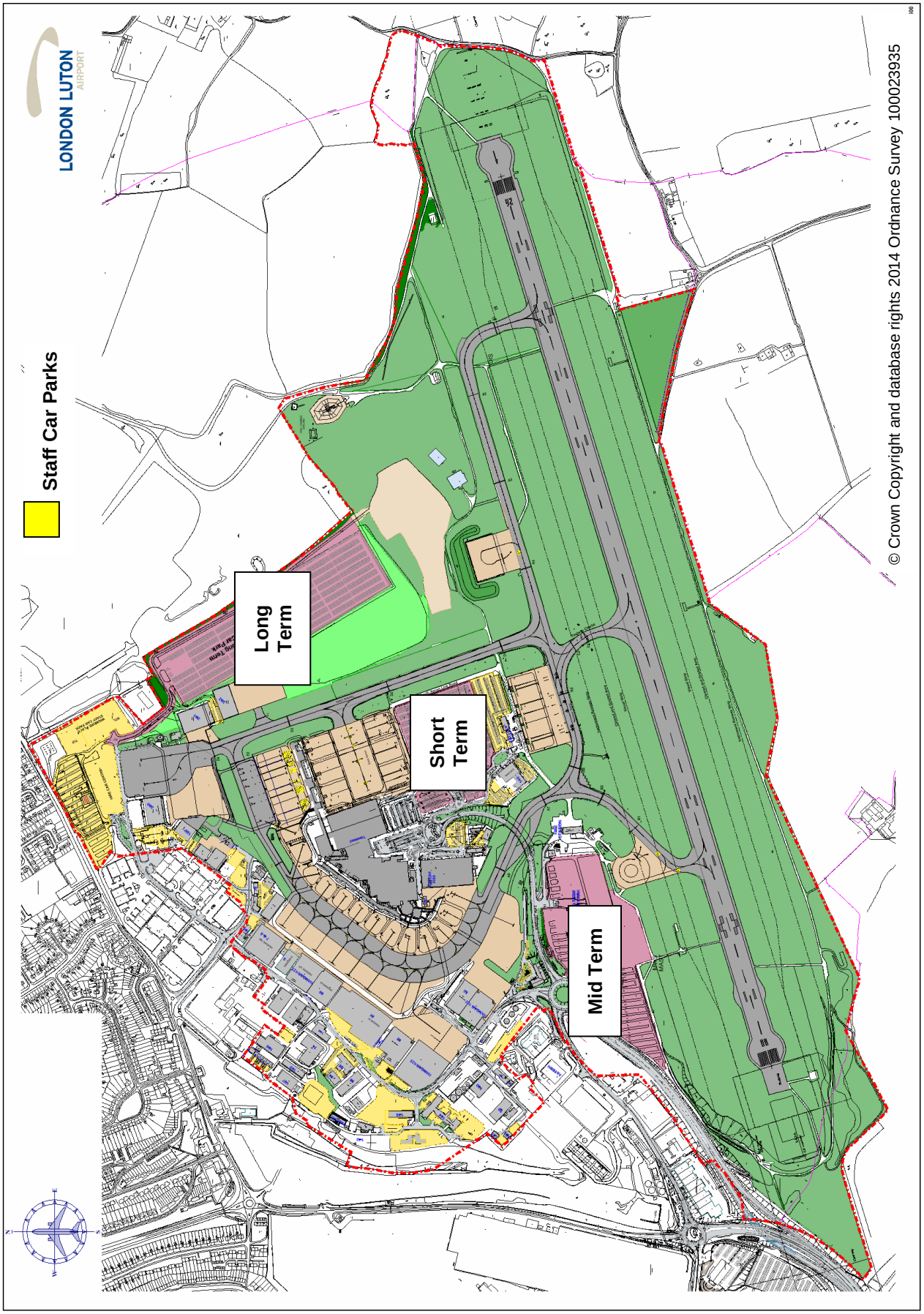
Off site Car Parks or Car Parks outside the airport boundary

Operator	Spaces*	Area ha
Airparks (Slip End)	4,000*	5.97
Central Car Storage	350*	0.56
Airport Carparkz	1500	2.25
Paige Airport Parking	1600	2.4
Airport Park Luton	450	0.68
Total	**7,900**	**11.86**

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

Please refer to Section 11.7.4 for an update on planning appeals relating to off-site airport car parks.

Location of passenger and staff car parks



11. Planning

11.1. National Aviation Policy

The Government's White Paper "The Future of Air Transport" which was published in December 2003, is the strategic framework document for the development of national airport capacity. This it is expected to be replaced in 2013 as part of the National Aviation Policy Review (APF). A consultation document was published in July 2012.

The Air Transport White Paper had set out in detail which specific developments would be supported at particular airports across the UK, though the Coalition Agreement of May 2010 superseded this in relation to further runways at the major south-east airports. The APF is not expected to provide such detail, but rather sets out the Government's objectives and principles to guide plans and decisions at the local and regional level. The independent Airports Commission (also known as the Davies Commission) will provide recommendations in relation to the scale and timing of any requirements for additional capacity.

The Airports Commission was established in September 2012 with the role of defining the Governments objectives and policies on the impacts of aviation. To date it has heard evidence from a number of parties and carried out a number of consultations on future capacity, climate change and the role of regional airports.

The Commission has provisionally concluded that additional runway capacity will be required in the south east of England in the coming decades. It also will be looking at a mechanism for managing the carbon impact of aviation. Therefore any decision on future airport capacity is likely to be taken after 2015.

11.2. Strategic Planning Policy

In December 2010, the Government announced a review of planning policy, designed to consolidate all Planning Policy Statements (PPS), Circulars and Planning Policy Guidance Notes (PPG) into a singular National Planning Policy Framework (NPPF). Following consultation on a draft in July 2011, the final version was published on 27th March 2012. Local Planning Authorities were given a 12 month transition period to ensure their plans were compliant with the NPPF.

In 2011 the Localism Act was given Royal Assent. This provided enabling powers for the Secretary of State to abolish the regional planning system. The East of England Plan (Revocation) Order 2012 revokes the regional spatial strategy and any direction preserving policies in Old Structure Plans. The Order was made on 6th December 2012 and will come into force on 3rd January 2013. The Localism Act also provided powers for new plan making regulations introduced in 2012 and the preparation and consolidation of plan documents into single Local Plans.

Planning law requires that applications for planning permission must be determined in accordance with the development plan, unless material considerations indicate otherwise. The NPPF must be taken into account in the preparation of local and neighbourhood plans, and is a material consideration in planning decisions. The NPPF focuses on the promotion of sustainable development.

In summary, since the revocation of the East of England Regional Plan, the development plan for the area comprises the NPPF and the Luton Local Plan (2001-2011).

11.3. Local Planning Policy

The Luton and Southern Central Bedfordshire Joint Committee was disbanded in March 2012 following the Secretary of State withdrawing the pre-submission Core Strategy in September 2011. Luton Borough Council Members of the Joint Committee did not support the core strategy document. However, Central Bedfordshire Council has prepared a new Development Strategy largely founded on the approach of the previous joint core strategy as far as it relates to Central Bedfordshire and this plan has undergone a pre-submission consultation, although its progress is halted pending new work on objective housing evidence via a joint Strategic Housing Market Assessment with Luton and other partners within the housing market area. Consequently work commenced on a Local Plan for Luton under the requirements set out within the

NPPF. However, in the interim, the Borough Council's adopted Luton Local Plan (March 2006) remains part of the statutory development plan until replaced when the new local plan is prepared.

Furthermore, the LLA Development Brief (February 2000) sets out detailed proposals for further development at LLA and is adopted by Luton Borough Council as Supplementary Planning Guidance (in September 2001).

The NPPF was published in March 2012 and requires plans to be soundly prepared i.e. positively prepared (evidenced based on objective needs); justified (against reasonable alternatives); effective (deliverable which requires local authorities to adopt an approach under the duty to cooperate on cross boundary matters); and consistent (with national policy).

The publication of the Localism Act in November 2011 signalled an overhaul of the planning system with more emphasis on a national policy framework and local neighbourhood plans.

A work programme for the new Local Plan (Local Development Scheme or LDS) to replace the existing Luton Local Plan was approved by the Council's Executive on 23 January 2012, commencing with evidence gathering. Throughout the process negotiations are required under the 'duty to cooperate' to achieve a satisfactory understanding with neighbouring authorities. This is critical to the soundness of respective local plans.

A six week consultation took place from 25th June to 3rd August 2012 inviting representations on the content of the new local plan. A separate development plan document relating to the Community Infrastructure Levy (CIL) was also to be progressed in parallel with the new local plan.

11.4. Luton and Dunstable Local Transport Plan 2001-2006 (LTP1)

The Local Transport Plan (LTP1) was first submitted to central Government in July 2000. It contained two major transport schemes proposed to serve the south east of Luton, including the Airport: the Luton and Dunstable Busway (LDB) and road and junction improvements in the East Luton Corridor (ELC). The latter received Government approval following a Public Inquiry in 2005 and construction began in July 2006, funded through the first round of the Communities Infrastructure Fund and the second round 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. A final business case was submitted in December 2009 and construction began in 2010 and is expected to be completed in Autumn 2013.

11.5. Luton-Dunstable-Houghton Regis Local Transport Plan 2006-2011 (LTP2)

The second Luton-Dunstable-Houghton Regis 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.

In addition to continuing support for the LDB and ELC schemes, both of which have now been completed, the LTP2 proposed improvements at Luton Airport Parkway station (providing a new entrance from Kimpton Road) that is consistent with the routeing of the LDB services along Kimpton Road. The Northern entrance to Parkway Station will be opened in early 2013. A footway leads from Kimpton Road direct to platform 1 at the Parkway Station.

The LTP2 also set out a range of other measures to give better access to the Airport, particularly for employees.

11.6. Local Transport Plan for Luton 2011-2026 (LTP3)

The Council was required to submit the third Local Transport Plan (LTP3) to the Government by the end of March 2011 setting out how it would deal with transport matters in and around the town. Whereas the first and second LTPs covered Luton, Dunstable and Houghton Regis, the third plan only covers Luton. The LTP3 comprises two main parts.

The first sets out the long-term Transport Strategy covering the period up to 2026; consistent with the then joint Core Strategy and the Sustainable Communities Strategy. The Council consulted a wide range of partners and stakeholders, including LLAOL, in developing this part of the Plan.

Based on recent trends in both passenger throughput and airport employees at Luton, and taking account of recent changes in government policy relating to other London airports, the LTP3 strategy sets out anticipated passenger numbers of between 15.5mppa and 18 mppa by 2026, together with an additional 3000 employees over the same period.

The *Airport Surface Access Strategy* (*ASAS*) 2012-2017 was published by the Airport in January 2012. It is the airport operator's intention to improve access to the Airport and promote longer term targets to encourage sustainable travel to and from the Airport. The Council will work with the Airport operator to achieve this.

The second part of the LTP3 is the Implementation Plan that sets out local transport schemes and initiatives the Council propose to introduce over the period up to 2014/15. Key elements of the Implementation Plan of relevance to the Airport include:

- a focus on smarter choices and travel by more sustainable modes (walking, cycling, public transport) supported by employee travel plan initiatives (e.g. car share database)
- implementation of a new northern entrance to Luton Airport Parkway Station
- improvement of M1 Junction 10a, and
- extension of Airport Way to serve planned employment sites east of the Airport

Community and Stakeholder consultation on the whole of the Plan and accompanying Strategic Environmental Assessment (SEA) commenced on 24th December 2010 and ended on Monday 14 February 2011. The finalised LTP3 was presented to the Council's Executive and adopted in March 2011.

The M1 Junction 10a improvements were the subject of examination through the Nationally Significant Infrastructure Project procedure under Section 31 of the Planning Act 2008 (as amended).

The application for the M1 J10a Grade Separated Junction was submitted to the Planning Inspectorate on 29th June 2012 and will be heard by the Examining Inspector (as the Examining Authority) commencing on 16th November 2012, closing on 13th May 2013. The Examining Authority will then make his recommendation to the Secretary of State for Transport. It is hoped that the Development Consent Order (DCO) will be confirmed in late 2013. Work is expected to commence in early 2014 and will take around 18 months to complete.

11.7. Developments in and around London Luton Airport

11.7.1 Background

Policy 48 of the Structure Plan 2011 required the long-term growth strategy for the Airport to be subject to a Development Brief. The Development Brief was produced by LLAOL for consultation in February 2000 and subsequently approved as Supplementary Planning Guidance by LBC in September 2001.

The adopted Development Brief is the current framework for planning applications, although the Surface Access Strategy has since been reviewed. A further review was undertaken, and the Interim Airport Surface Access Strategy (ASAS) 2009-2011 was published in August 2009. This document was again subject to review in 2012 and has been replaced by the ASAS 2012 – 2017.

Eventually the new planning system and the provisions of the Aviation Policy Framework (AVF) will supersede current policy. Until that time the existing policies have been saved through the process described above.

Under the Town and Country Planning (General Permitted Development) Order 1995, Schedule 2 Part 18 Class A, LLAOL is 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.*

11.7.2 Planning Applications

On 3rd December 2012, LLAOL submitted a full planning application to LBC for:

> *"... dualling of Airport Way/Airport Approach Road and associated junction improvements, extensions and alterations to the terminal buildings, erection of new departures / arrivals pier and walkway, erection of a pedestrian link building from the short-stay car park to the terminal, extensions and alterations to the mid-term and long-term car parks, construction of a new parallel taxiway, extensions to the existing taxiway parallel to the runway, extensions to existing aircraft parking aprons, improvements to ancillary infrastructure including access and drainage, and demolition of existing structures and enabling works. Outline planning application for the construction of a multi-storey car park and pedestrian link building (all matters reserved)"*

The application is a hybrid application, with full details submitted for all of the development except in relation to the multi-storey car park and pedestrian link building, where all matters are reserved for subsequent determination. The application was accompanied by an Environmental Statement (ES), with a scoping request having been made in August 2012 and Luton Borough Council (LBC) having provided its scoping opinion in November 2012 (ref 12/01400/FUL).

The scheme involves the following works within the existing Airport boundary:

- Dualling of the road from the Holiday Inn Roundabout to the Central Terminal Area;
- Safeguarding an extension to Airport Way so as to provide an access route to facilitate the development of Century Park;
- Improvements to the public transport hub adjacent to the terminal;
- Construction of a multi-storey car park and pedestrian link to the western side of the existing short-term car park;
- Extension to the mid-term car park and long-term car park;
- Improvements to the terminal building involving internal reorganisation, and minor extensions and building works;
- Construction of a new pier (Pier B);
- Construction of a new taxiway parallel to Taxiway Delta; and
- Taxiway extensions and rationalisation of aircraft parking area with new stands replacing and improving existing stands.

This application seeks to increase the capacity of London Luton Airport to 18mppa from a current capacity of approximately 12mppa.

The application will eventually be reported to a meeting for LBC's Development Control Committee and will subsequently be referred to the National Planning Casework Unit to allow the Secretary of State the opportunity to further examine the application before formal determination.

There were no other notable physical developments undertaken or commenced by LLAOL within the airport boundary during 2012. Other developments on or adjacent to the site, but carried out by third parties include;

- Change of use and extension to the ground floor of Building 135 to accommodate a Fixed Base Operation (FBO), including a revised access, car parking and landscaping arrangements. The scheme included the demolition of Hangar 55 and Office Building 72,
- Demolition of existing structures and erection of a replacement two storey Fixed Base Operation building together with associated apronage and car parking, landscaping and access works including new vehicular access onto Percival Way for Signature Flight Support (Hangar 63 and 102, 63-1-2 Percival Way);
- Demolition of existing structures and construction of a replacement hangar together with the provision of associated apronage and car parking, and replacement cargo centre compound. Relocation of the existing cargo compound area and cargo aircraft stands along with alterations to existing Gate 9 security access also for Signature Flight Support.
- Refurbishments to the existing building to include a new main entrance with disabled ramp under a new external canopy and new windows on the front elevation at Monarch Airways, Building 136
- Installation of eight new windows into the existing building at Monarch Airways, Building 134.
- Erection of an entrance porch at easyJet (Hangar 89)
- New advertisements for Thomson Airways (Hangar 61)

11.7.3 Hotel developments

The Good Practice Guide on Planning for Tourism, which replaced PPG21 (Tourism) in 2006, states: "*Tourism is of crucial importance to this Country. It generates significant revenues, provides millions of jobs, supports communities and helps maintain and improve important national assets".* This document was withdrawn following the publication of the NPPF.

The NPPF also requires local planning authorities "*to plan proactively to meet the development needs of business and support an economy for the 21st Century."*

The area around the Airport proves to be attractive to hotel developers and operators. The following sites have valid planning permissions for such development.

Site address	**Current status of application**	**Number of bedrooms**
Express by Holiday Inn	Implemented	147
Hotel Ibis	Implemented	162
Premier Inn (The Brache)	Implemented	131
Napier Park/Stirling Place	Approved October 2006	200
Hampton by Hilton 42-50 Kimpton Road	Opening January 2013	188
Vauxhall Trailer Park	Subject to a S106 legal agreement. Decision not yet issued	250
Ramada Encore, Airport Way	Opened July 2012	124
Airport Way/ELC	Approved February 2011	171
	Total rooms	**1373**

It is envisaged that the demand for hotel accommodation in Luton will grow as the number of passengers travelling through the Airport increases.

11.7.4 Planning Appeals

An appeal for an off-airport car park at Vauxhall Trailer Park was lodged with the Planning Inspectorate in 2010; this appeal was dismissed on 14 February 2011. The appellant has a period of 12 months (until 14th February 2012), in which to cease the use of the site for off-airport car parking, following a variation of the enforcement notice by the Inspector.

In February 2012 a further application was submitted, where the appellant provided additional information to address comments made by the previous Inspector. This application was refused in September 2012 and a further appeal was submitted. This further appeal is expected to be determined under the Public Inquiry appeals procedure.

An Enforcement Notice was served in respect of an off-airport car park operator for a site in Park Street, Luton. The site was a former garage site, which had been cleared and vacant for a few years. The site is close to residential properties, the occupants of which were experiencing noise and disturbance at unreasonable hours. The use also raised highway safety issues as well as compliance issues with Policy LLA2. An appeal against the notice was lodged with the Planning Inspectorate in December 2011 and the appeal was dismissed in February 2012.

12. 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.
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.

13. 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
London Luton Airport Night Noise Policy	http://www.london-luton.co.uk/en/content/8/241/operations.html
London Luton Airport Noise Action Plan	http://www.london-lutoninthecommunity.co.uk/noise-action-plan
Travis flight tracking tool	http://www.london-luton.co.uk/en/flighttracking/

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Informacje te moga być dostępne w innym formacie. Jeżeli wymagana jest kopia napisana większym drukiem, na kasecie lub w języku innym niż angielski prosimy o kontakt telefoniczny pod numerem: 01582 547087

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LUTON BOROUGH COUNCIL

LONDON LUTON AIRPORT