

Noise Fact Sheet

Locally, London Luton Airport today supports over 8,000 gross full-time equivalent jobs and has an annual economic value to the region of £1 billion. With over 100 destinations available from London Luton, social mobility, inward investment and business growth have flourished.

However, Aviation does provide a number of environmental challenges. At the local level, the main issue is noise disturbance. In order to preserve the balance between a vibrant, growing airport and the need to protect our local communities from excessive aircraft noise, we have made continuous improvements to the management of noise disturbance. This is a track record that we are proud of and one which we will continue to build on in the future.

1. Our noise performance

London Luton has well established procedures and practices to monitor, report and manage noise issues. It has operated within planning noise restrictions set in 1998 which address night noise. In several cases the Airport has gone beyond the requirements of best practice and legislation requirement to help mitigate and reduce the noise impact of aircraft operations.

1.1 Historical performance - the last decade at London Luton...

Key Statistics	2002	2007	2008	2009	2010	2011
Annual Number of Movements (ATM's)	80,920	120,243	117,861	99,071	95,628	99,299
Annual Number of Passengers (millions)	6.5	9.9	10.2	9.1	8.8	9.5
Annual Number of Night Movements* (Average per night)	7,883 (22)	10,290 (28)	9,881 (27)	7,472 (20)	8,691 (24)	8,539 (23)
Number of Departures ≥ 80dB(A) Day	3,576	248	159	264	251	143
Number of Departures ≥ 80dB(A) Night*	317	29	36	35	62	33

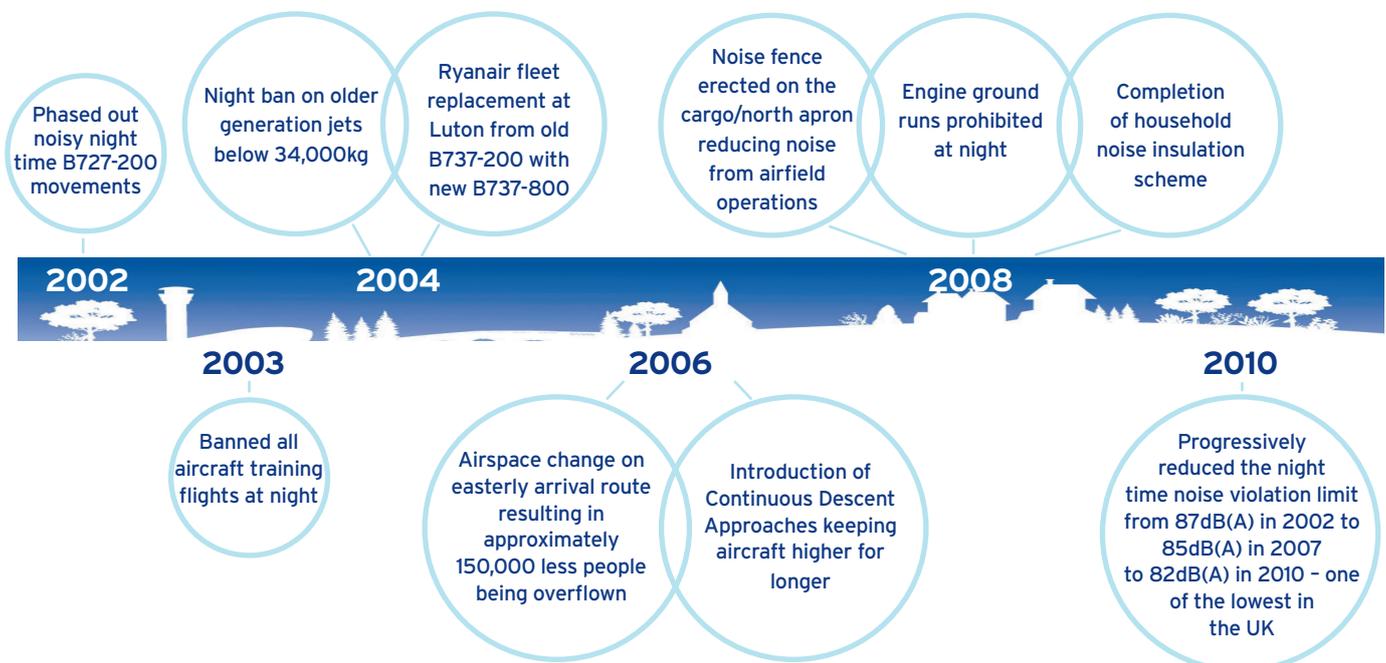
*Night period as defined in the London Luton Airport Night Noise Policy (23.00 - 06.00 Mon to Sat & 23.00 - 07.00 Sun)

1.2 Key performance indicators

- 23% growth in the number of movements from 2002 to 2011
- 46% growth in passenger numbers from 2002 to 2011
- 8% growth in night movements from 2002 to 2011
- 96% reduction in the number of flights during the day registering 80dB(A) or more
- 90% reduction in the number of flights during the night registering 80dB(A) or more

Over the last decade and beyond, the data clearly shows a broadly inverse relationship between passenger number growth and noise nuisance at London Luton.

1.3 How we have worked with our airline partners to reduce disturbance...



2. Today's Noise Action Plan (NAP)

In developing the next stage of London Luton's noise strategy, we have produced a Noise Action Plan and Night Noise Policy covering the period 2010-2015. Following active engagement with stakeholders and the community, the Airport introduced a Government approved 55 point action plan that the Airport is committed to deliver against. Progress is reported on regularly and subject to scrutiny by the independent London Luton Airport Consultative Committee.

3. Our future development plans for the Airport

Our future plan proposes a balanced, sustainable development, offering a number of significant economic and social benefits. This includes the creation of 5,100 additional gross full-time equivalent jobs, improvements to the passenger experience, increasing value to the local and national economy by £657 million and improving the built environment of the Airport while limiting the environmental impact.

4. Development plan fallacies and realities

Our development plan is ambitious and important so it is vital that people can make objective, informed decisions based on facts. Despite a full planning application being publically available there are a number of growing inaccuracies relating to noise and night time flying. The following information is designed to help people form balanced judgements based on fact, not fiction.

Claim 1: Night flights at London Luton are currently unregulated

This is incorrect. The total noise produced at night is limited by a noise contour. Under the planning noise restrictions set in 1998 the Airport is required to take action if contour limits are expected to be exceeded. Furthermore, there are noise violation limits for aircraft, which result in fines if exceeded. These limits are significantly lower at night than those that operate during the day at London Luton and are also significantly lower than applied at any London area airport at night.

The future reality at London Luton...

With the proposed development, further stringent controls on activity at night are put forward, specifically in relation to the 23.30h to 06.00h night quota period. These controls will place a specific restriction on aircraft movement numbers, a further restriction on their combined noise output, and will ban the noisiest types from operating at night.

Claim 2: ALL London's other airports have night curfews

This is incorrect; only London City has a full night curfew. Since 1962, the UK Government has tightened the rules on night flights. However, the Government allows night flights at all of London's designated airports (Stansted, Gatwick and Heathrow, which operate on a quota system) because it is important for the success of the UK economy as a whole.

The claim that London Luton Airport has more night movements than Heathrow is completely untrue. The table below shows a comparison between the average number of Air Traffic Movements (ATMs) at London Luton and the other London Airports at night.

	2012 ATMs between the hours:	
	23.00-06.00	23.00-07.00
London Luton Airport	25	43
London Heathrow (D)	48	116
London Gatwick (D)	50	85
London Stansted (D)	37	64

(D) Designated airports

The future reality at London Luton...

To take into account both the number of movements and their noise level, a quota count system is being proposed. This system was developed by Central Government and is used to control the night noise from London's designated airports. The systems involve a quota budget which limits the amount of noise that can be produced by aircraft in the 23.30 to 06.00 period. The current quota limits at the designated airports are summarised below and compared with that proposed for London Luton in the development plans.

Airport	Annual Quota Limit
London Luton	5,000 (proposed)
London Heathrow	9,180 (2011/2012)
London Gatwick	8,200 (2011/2012)
London Stansted	7,920 (2011/2012)

Under the current development proposals, London Luton will have more restricted night operations than at the designated airports.

Claim 3: London Luton Airport's noise impact is worse than other airports

This is incorrect. The number of movements does not quantify the noise impact as it fails to account for the relative noise of the aircraft that are operating. For example, Boeing 747-400 aircraft perform many of the night operations at Heathrow and these aircraft are significantly noisier than the typical aircraft operating at London Luton.

An indication of the relative night-time noise impact from these airports can be taken from the results of the first round of European strategic noise mapping. This resulted in comparable night contours being produced for each airport, based on the activity in 2006, and the populations determined within them. These can be found on the DEFRA website and are summarised in the following table. This shows the relatively low impact at night of London Luton Airport.

Airport	Number of People Exposed to at least 50dB(A) L_{night} in 2006
London Luton	2,900
London Heathrow (D)	207,300
London Gatwick (D)	5,000
London Stansted (D)	4,100
Manchester	41,800
Birmingham	21,300

(D) Designated

As noted, these data relate to movements in 2006. Updated figures from DEFRA for 2011 should be available shortly although they are not expected to dramatically change the findings.

The future reality at London Luton...

With the proposed development, further controls on the activity at night are included, specifically in relation to the 23.30h to 06.00h night quota period. These controls will place a specific restriction on aircraft movement numbers, a further restriction on their combined noise output, and will ban the noisiest types from operating at night.

As part of the development plans, the Airport proposes a further reduction in the noise limit at London Luton to 80 dB L_{Amax} at night, compared to London's designated airport noise limit of 87 dB L_{Amax} .

London Luton Airport Dwelling exposures (past, present and in the future)

Year	Night-time >48dB L_{Aeq} 8h
1999 (predicted)	14,006
2011 (actual)	6,832
2028 (with development and aircraft fleet modernisation)	7,935

Claim 4: London Luton plans to double movements between 22.00 and 00.00 and start commercial flights at 05.00

This is untrue. The number of movements on a typical busy summer's day in 2012 between 22.00 and 00.00 was 25. If the airport achieves a throughput of 18 million passengers per annum (mppa), that number is expected to grow to 45 on a typical busy summer's day, in the peak of summer.

Similarly, on a typical busy day in summer 2012 between 05.00 and 06.00 we had seven movements (four arrivals and three departures). This was a mixture of general aviation arrivals and commercial aviation departures. All of the latter "pushed back" from the terminal between 05.50 and 06.00 to achieve a take-off as close to 06.00 as possible. If the airport achieves a throughput of 18mppa, the number of movements in this hour is expected to grow to nine with the addition of two executive aircraft movements (one arrival and one departure). There is no increase in commercial aviation.

The future reality at London Luton...

The number of movements in the busiest hour on a typical busy summer's day does not represent the sustained rate of movements, but, as the name suggests the high point. Moreover, any increases will be strictly controlled by the proposed quota system, limiting the amount of noise that can be produced by aircraft in the 23.30 to 06.00 period (which is already lower than any designated London airport today), as well as by banning the noisiest types of aircraft from operating.

With the planning application a further reduction in the limit at London Luton to 80dB L_{Amax} is proposed at night. This compares to the designated airports' limit of 87dB L_{Amax} .

Claim 5: Cargo operations can easily be moved to the day

Cargo operations represent 8% of all air transport movements at London Luton. The few that operate at night are predominantly intra-European express delivery services moving time sensitive and perishable freight such as fresh food, medication and urgently needed technical equipment vital to supporting and sustaining economic growth. The majority of flights carrying more general, less time sensitive cargo already operate outside of the night time period.

The future reality at London Luton...

In 2028, with or without the implementation of the development plan, there will be on average less than one additional cargo flight per night during the entire night time period.

5. Going further - new mitigation measures to supplement our existing NAP

As part of our plan to develop the Airport we will continue to manage aircraft noise in a pro-active way by introducing new noise mitigation initiatives:

No.	New initiative	Results
1	Implement a noise quota (QC) control system in line with that used at other UK airports for the night quota period, 23.30 to 06.00.	Bans the noisier aircraft types and restricts the numbers of aircraft that are allowed to operate if noisier aircraft use up the available quota.
2	Introduce a ban on any aircraft with a QC of more than 2 at night (23.30 to 06.00).	Bans the noisiest aircraft types from using the Airport.
3	Lower night time limit from 82dB(A) to 80dB(A) from 1 st January 2015 or within six months of the commencement of development, whichever is the later.	Incentivises airlines to operate quieter aircraft types to avoid expensive fines.
4	Improve the ability to keep aircraft within the Noise Preferential Route (NPR) swathes From 2013, increase the minimum height at which aircraft can be vectored off the route by NATS from 3,000 feet to 4,000 feet.	Minimises residual noise disturbance.
5	Fine aircraft that fly outside the Noise Preferential Routes (NPRs) to incentivise aircraft to keep within the NPR swathes and to avoid the over-flight of sensitive areas.	Maintains the highest track-keeping performance through a fine system.
6	Implement a phased progressive lowering of the daytime noise violation limit, from the current value of 94dB(A) and fine departing aircraft exceeding the following noise limits: 85dB(A) from the date of the commencement of development. 82dB(A) from 1 st January 2015 80dB(A) from 1 st January 2020	Incentivises airlines to operate quieter aircraft types to avoid expensive fines.

6. Tomorrow's technology

It is important to recognise that aircraft are now 70% more efficient than the first commercial jets which have since been phased out and replaced by newer, quieter planes (DfT).

Airframe design improvements are continual. For example, today's Boeing 737s use 'advanced-technology winglets' on the end of the wings, which reduce aerodynamic drag and therefore noise.

Airbus, Boeing, and Embraer have all confirmed the introduction of re-engined versions of the types currently used at London Luton in the next few years and easyJet have recently announced that they plan to introduce such aircraft into their fleet. These quieter aircraft will become increasingly common before 2028.

Not only are aircraft becoming less noisy through technological advancements, improved navigation methods are also becoming adopted as Global Positioning Systems (GPS) become available to the aviation sector. RNAV1 or Area Navigation is one such method which will assist aircraft to fly a more consistently accurate flight track that will benefit local communities by enabling aircraft to more accurately avoid populated areas, in accordance with current Government guidelines. This is another area where London Luton is already making progress. For more information see www.london-luton.co.uk/en/content/8/1212/rnav1-trials.html

7. In conclusion

The Airport has a proven track record in balancing the operational requirements of a vibrant, successful airport with its environmental impact.

The Airport has put in place a robust plan to deliver a balanced, sustainable development, which offers a number of significant economic and social benefits, including the creation of approximately 5,100 new jobs, increasing value to the local economy, and improving the built environment of the Airport.

The global aviation industry recognises the importance of moving towards an ever more sustainable future. Through collaboration between airlines, airports, manufacturers and air navigation service providers the industry has demonstrated commitment, action and performance improvements.

London Luton Airport is committed to sustainable growth. Part of that commitment means managing the impact of noise on communities. A balance between aviation growth and environmental impact such as noise is required and at London Luton Airport we believe that is what we have delivered over the past 20 years. It is what we will continue to deliver in the future.