

# Note on ES Addendum 4, Appendix B-Table 8B.1: Luton Airport 19mppa Application reference: 21/00031/VARCON

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## 1. Introduction

- 1.1.1 This Note is provided to provide clarifications to questions raised by one of the Rule 6 parties, LADACAN, in relation to Table 8B.1 contained within Appendix 8B: Noise – Aircraft Traffic Movements in the July 2022 ES Addendum (ESA 4).
- 1.1.2 The questions raised in email correspondence dated 3<sup>rd</sup> and 9<sup>th</sup> August 2022 in relation to Table 8B.1 are addressed below. This note has been drafted in question-and-answer form to assist LADACAN. Whilst the questions in this note do not follow exactly the same form as the questions raised by LADACAN, the responses are intended to provide comprehensive answers to all points raised.
- 1.1.3 Appended to this note is a version of Table 8B.1 which has been amended in track changes and has been produced in order to assist LADACAN in light of its queries.

## 2. Table 8B.1

- 2.1.1 **Question:** What is the difference between the 1<sup>st</sup>/3<sup>rd</sup>/5<sup>th</sup> columns ("2023 18mppa", "2024 18mppa" and "2025 19mppa") and the 2<sup>nd</sup>/4<sup>th</sup>/6<sup>th</sup> columns ("2023 Current Limit", "2024 Current Limit" and "2025 Current Limit")?
- **Applicant response:** The columns headed '2023 18mppa', '2024 18mppa', '2025 19mppa', and '2028 19mppa' represent the 'with scheme' scenarios. These scenarios had been named as such, as it is anticipated that even with the proposed scheme in place the airport would not be operating with c19mppa until 2025. These columns have been renamed as 'with scheme' in the attached tracked changed version of **Table 8B.1** in order to assist LADACAN.
  - The columns headed '2023 Current Limit', '2024 Current Limit', and '2025 Current Limit' represent the 'with scheme meeting current Condition 10 contour limits' scenario (i.e. with the forecast air traffic movement numbers adjusted to fit within the current condition 10 noise contours).
- 2.1.2 **Question:** Why is "n/a" used in the 2025 Current Limit Daytime column?
- **Applicant response:** 'n/a' had been included in this column as there was no need to create a specific scenario in the modelling for the '2025 with scheme meeting Current Condition 10 noise contour limit' scenario. This is because the corresponding proposed scheme scenario gives an area equal to the Current Condition 10 limit during daytime. Consequently, the movements for the '2025 with scheme meeting Current Condition 10 noise contour limit' scenario are identical to those of the proposed scheme scenario, 2025 19mppa Daytime. In order to assist LADACAN the 'n/as' within this column have now been replaced by the relevant aircraft traffic movement numbers to aid understanding in the attached tracked changed version of **Table 8B.1**.

2.1.3

**Question:** Why is there no "Current Limit" data for 2028 and 2031?

- **Applicant response:** As the 2031 'with scheme' scenario meets the existing Condition 10 noise limits there is no need for a '2031 meeting current Condition 10 limit'.
- The summer daytime and night time contours for 2028 meeting condition 10 limits are found at figures 6.23 and 6.24 of ESA 4. The tracked changed version of **Table 8B.1** now includes a column which sets out the forecast flows for this scenario.

2.1.4

**Question:** What does "n/a" mean when used horizontally for specific aircraft types?

- **Applicant response:** The specific aircraft types included in the table are the same as those included in the equivalent tables of the 2012 Environmental Statement. Due to the changes in forecast activity, some of these types are now forecast to perform very few movements, or none at all. Where no movements are forecast 0 is shown. Where fewer than 10 movements are forecast the number is included in value in the "OTHER" row (penultimate row of the Table). In order to ensure that movements for aircraft which were forecast to have fewer than 10 movements were not double counted, Table 8B.1 included n/a in the relevant row. In order to assist LADACAN, 'n/a' has been replaced by '<10' in the attached tracked changed update to **Table 8B.1**. The number in the 'OTHER' row also includes the number of movements by some types, not specifically listed in the table. These types are mainly business jets and have a limited effect on the contours.

Table 8B.1 Forecast flows for 92 summer day period

	2023 18mppawith scheme		2023 with scheme meeting Current Condition 10 contour Limit		2024 18mppawith scheme		2024 with scheme meeting Current Condition 10 contour Limit		2025 19mppawith scheme		2025 with scheme meeting Current Condition 10 contour Limit		2028 19mppawith scheme		2028 with scheme meeting Current Condition 10 Limit		2031 19mppawith scheme	
	Daytim e	Night- time	Daytim e	Night- time	Daytim e	Night- time	Daytim e	Night- time	Daytim e	Night- time	Daytime	Night- time	Daytim e	Night- time	Daytim e	Night- time	Daytim e	Night- time
<b>A300</b>	225	146	203	123	225	146	212	123	226	146	226n/a	133	226	146	220	125	218	146
<b>A318ceo</b>	0	0	0	0	0	0	0	0	0	0	0n/a	0	0	0	0	0	0	0
<b>A318 neo</b>	0	0	0	0	0	0	0	0	0	0	0n/a	0	0	0	0	0	0	0
<b>A319ceo</b>	2560	360	2304	304	1760	289	1654	245	2010	347	2010n/a	316	49	n/a<1 0	48	<10	0	0
<b>A319 neo</b>	0	0	0	0	0	0	0	0	0	0	0n/a	0	0	0	0	0	0	0
<b>A320ceo</b>	7440	1296	6696	1092	6807	1290	6398	1093	6542	1292	6542n/a	1178	1888	438	1839	376	0	0
<b>A320 neo</b>	4473	742	4025	626	5914	819	5559	694	6203	829	6203n/a	756	14088	2040	13722	1752	16100	2354
<b>A321ceo</b>	4415	499	3974	421	4019	451	3778	382	3661	303	3661n/a	276	0	0	0	0	0	0
<b>A321 neo</b>	3225	793	2903	669	3616	842	3399	713	3733	926	3733n/a	845	5638	1210	5492	1039	5699	1150
<b>A330</b>	11	0	10	0	11	0	11	0	11	0	11n/a	0	11	0	11	0	11	0
<b>B737- Max</b>	1033	254	930	214	1787	277	1680	234	3804	675	3804n/a	615	4108	758	4001	651	4954	805

	2023 18mppawith scheme		2023 with scheme meeting Current Condition 10 contour Limit		2024 18mppawith scheme		2024 with scheme meeting Current Condition 10 contour Limit		2025 19mppawith scheme		2025 with scheme meeting Current Condition 10 contour Limit		2028 19mppawith scheme		2028 with scheme meeting Current Condition 10 Limit		2031 19mppawith scheme	
	Daytim e	Night- time	Daytim e	Night- time	Daytim e	Night- time	Daytim e	Night- time	Daytim e	Night- time	Daytime	Night- time	Daytim e	Night- time	Daytim e	Night- -time	Daytim e	Night- -time
<b>B737-300 / 73C</b>	<10n/a	<10n/a	<10n/a	<10n/a	<10n/a	<10n/a	<10n/a	<10n/a	<10n/a	<10n/a	<10n/a	<10n/a	<10n/a	<10n/a	<10	<10	0	0
<b>B737-400</b>	12	103	11	87	12	103	12	87	13	103	13n/a	94	13	103	12	88	0	103
<b>B737-500</b>	20	0	18	0	20	0	19	0	21	0	21n/a	0	21	0	21	0	0	0
<b>B737-600</b>	0	0	0	0	0	0	0	0	0	0	0n/a	0	0	0	0	0	0	0
<b>B737-700</b>	36	0	32	0	37	0	35	0	39	0	39n/a	0	39	0	38	0	0	0
<b>B737-800 / 73H</b>	3588	551	3229	465	2835	529	2665	448	824	132	824n/a	121	541	49	527	42	0	0
<b>B737-900</b>	189	40	170	34	189	40	178	34	190	40	190n/a	36	190	40	185	34	0	0
<b>B757</b>	<10n/a	128	<10n/a	108	<10n/a	128	<10n/a	109	<10n/a	129	<10n/a	117	<10n/a	129	<10	111	0	129
<b>B767-200</b>	0	0	0	0	0	0	0	0	0	0	0n/a	0	0	0	0	0	0	0
<b>B767-300</b>	0	0	0	0	0	0	0	0	0	0	0n/a	0	0	0	0	0	0	0
<b>B787-800 / 900</b>	17	0	15	0	17	0	16	0	17	0	17n/a	0	29	0	28	0	29	0

	2023 18mppawith scheme		2023 with scheme meeting Current Condition 10 contour Limit		2024 18mppawith scheme		2024 with scheme meeting Current Condition 10 contour Limit		2025 19mppawith scheme		2025 with scheme meeting Current Condition 10 contour Limit		2028 19mppawith scheme		2028 with scheme meeting Current Condition 10 Limit		2031 19mppawith scheme	
	Daytim e	Night- time	Daytim e	Night- time	Daytim e	Night- time	Daytim e	Night- time	Daytim e	Night- time	Daytime	Night- time	Daytim e	Night- time	Daytim e	Night- time	Daytim e	Night- time
<b>Dash 8</b>	0	0	0	0	0	0	0	0	0	0	0n/a	0	0	0	0	0	0	0
<b>DO328</b>	0	0	0	0	0	0	0	0	0	0	0n/a	0	0	0	0	0	0	0
<b>E135/145</b>	340	0	306	0	353	0	332	0	366	0	366n/a	0	366	0	357	0	366	0
<b>E175/195</b>	<10n/a	<10n/a	<10n/a	<10n/a	10	<10n/a	10	<10n/a	11	<10n/a	11n/a	<10n/a	11	<10n/a	10	<10	11	0
<b>F10062</b>	0	0	0	0	0	0	0	0	0	0	0n/a	0	0	0	0	0	0	0
<b>OTHER</b>	7120	81	6408	68	7389	84	6945	71	7660	87	7660n/a	79	7631	90	7433	77	7600	78
<b>Total</b>	34706	4994	31235	4210	35003	4997	32903	4232	35331	5007	35331n/a	4566	34849	5002	33943	4297	34987	4765