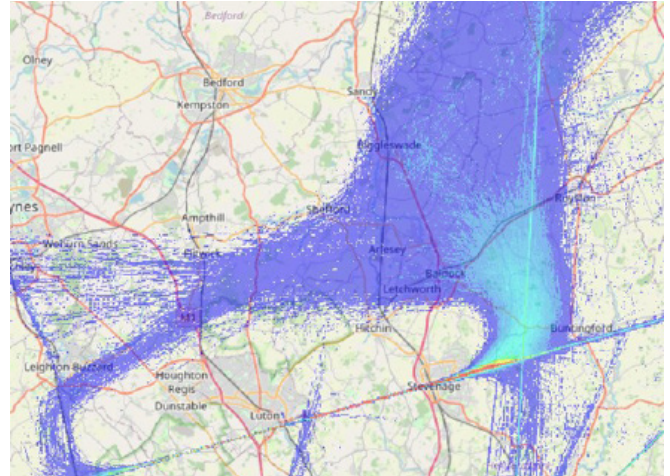


AD6 Post Implementation Review

The Post Implementation Review for the Arrivals Airspace change (known as AD6) has now ended, this ended on 23rd September 2023.

LLA and NATS as sponsors of the proposal, will now collate and provide the requested data to the Civil Aviation Authority (CAA). This includes complaints, track and altitude data which will then be analysed by the CAA, who will review how the airspace change has performed, including anticipated impacts and benefits in the original proposal and decision has been delivered. LLA and NATS are not involved in the CAA review and only supply information required. The CAA will publish a report after the review.



99% of departing aircraft complied with departure procedures in Q2 2023

An aircraft is considered to comply with departure procedures if it remains within the Noise Preferential Route corridors, up to an altitude of 3,000ft during the day (07:00-22:59hrs) or 4,000ft during the night (23:00-06:59hrs). On our RNAV route, aircraft must remain within the corridor until an altitude of 4,000ft day and night.

A Continuous Descent Approach (CDA) is conducted by an aircraft on arrival. As an aircraft descends from 5,000ft, there should be no period of level flight longer than 2.5 nautical miles. This keeps the aircraft higher for longer and reduces noise disturbance at ground level.

94% of arriving aircraft used Continuous Descent Approach procedures in Q2 2023

Did you know we have a handheld noise monitoring programme?

Every year, we publish a community noise monitor programme and a handheld noise monitor programme, they can be viewed here. In Q4, we will be looking for a willing volunteer to host the handheld noise monitor in St Albans.

We ask the volunteer to monitor noise at their location by conducting the noise recordings themselves manually. The noise monitor is a small handheld device that can be used by operating buttons on the front when an aircraft is overhead. The volunteer will

be required to make notes or compile the information they have obtained, including recording the decibel limit shown on the screen and the location of the recording taken. The information is then detailed in a formal report compiled by LLA.

If this is something you are willing to assist with, please email the LLA Flight Operations team at noise.enquiries@ltn.aero.

Aircraft Modernisation

This summer at LLA, we have been working with our three biggest airlines to operate the modernised quieter aircraft. We are proud to say that this summer we have had approximately 50% of movements which are Chapter 14, these include the NEO and Max aircraft. These aircraft are operated by Wizz Air, easyJet and Ryanair. These aircraft all provide a reduction in noise compared to the ones they have replaced.



Public Surgeries

Each year, we host Public Surgery events where airport representatives are on hand to answer your questions on day-to-day airport operations. This year we are scheduled to host one more event in:

Breachwood Green on 16th November 2023

Public surgeries have already been held at Redbourn, Potton, Stevenage and Ivinghoe this year.

In 2024, we plan to hold events in:

Caddington

Abbotsley

Markyate

Whitwell

Leighton Buzzard

South Luton

If you would like us to host a noise surgery in your community, please email: noise.enquiries@ltn.aero



Working towards Net Zero by 2024

LLA's sustainability team is continuing work in delivering on the airport's commitments to achieve Net Zero by 2040 in our direct airport emissions. Further information on our roadmap to achieving Net Zero by 2040 can be found here on our website.

This year we have been working with teams across the airport to implement sustainability and carbon reduction measures. Earlier in the year, we started our HVO (hydro-treated vegetable oil) trial on our airport vehicles which can reduce our carbon emissions by up to 90% when compared to standard diesel use. We plan to scale up the use of HVO across our fleet whilst we transition to full electric vehicles.

