

Community Noise Monitoring Programme

As part of our ongoing noise monitoring programme, London Luton Airport has deployed portable noise monitoring terminals (NMTs) to the community. The purpose of the monitoring programme is to understand the typical aircraft noise levels in the local community.

In Q1 2023, the NMTs were set up in Redbourn, Wheathampstead and Gamlingay. The aircraft noise and tracks were recorded on LLA's noise and track-keeping system. A Community Noise Report is scheduled to be published for each location in Q3 2023. In addition, reports for Dagnall, Stagenhoe, Shefford, Caddington and Kensworth are scheduled to be published in Q2 2023. These can be viewed here.



Want to take part?

From October, LLA is looking for volunteers to host the noise monitors in Childwickbury, Breachwood Green, Dagnall, Stevenage, Kensworth, Croydon and Hitchin. If interested please email us.

98% of departing aircraft complied with departure procedures in Q1 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.

91% of arriving aircraft used Continuous Descent Approach procedures in Q1 2023

Arrivals airspace change - complaints

We are receiving lots of correspondence regarding the number of complaints that can be made about the arrivals airspace change (AD6). We wanted to reassure you that all complaints received are logged and investigated in line with our complaints policy which can be found here.

There is no minimum number of complaints needed from an individual or a postcode before they are logged and all complaints received are included within

our Quarterly Monitoring Reports which are published on our website here.

The PIR (Post Implementation Review) usually runs for a 12-month period and was due to finish on 31st May 2023. However the Civil Aviation Authority has now extended this until 22nd September 2023. All complaints and comments made within the PIR period relating to the change, will be submitted as part of the review process to the CAA.

Did you know?

We recently published our annual Sustainability Report for 2022. This report details all aspects of the sustainability strategy our sustainability in and around the airport.

This year's report also includes data previously included in our Annual Monitoring Reports. The report can be downloaded from our website [here](#).



Public Surgeries

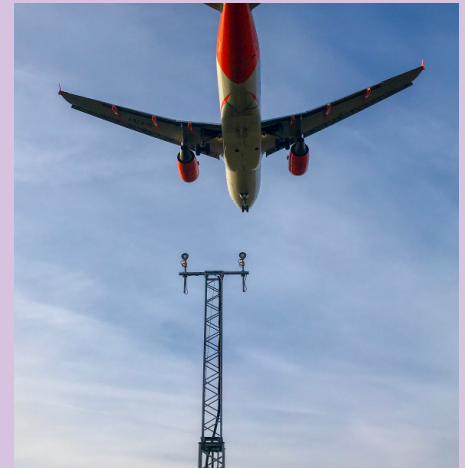
Each year, we host Public Surgery events where airport representatives are on hand to answer your questions on day-to-day airport operations. This year we are scheduled to host events in the following locations:

Sandridge - 24th July 2023

Ivinghoe – 21st September 2023

Breachwood Green - 16th November 2023

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



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

Summer contours

At LLA we have a summer noise contour area limit which should not be exceeded. This is currently set at 19.4km² for the daytime and 37.2km² for the night time.

Noise contours seek to show what the relative noise impact of the airport's operations might be in any given area. They are drawn by averaging, over a specified time frame, the noise energy of departing and arriving aircraft and any quiet periods; they are the Government's preferred way of demonstrating the impact of a particular airport on local communities.

Noise contours are measured from the 16th June – 15th September (inclusive).

This summer we have a number of restrictions, which have also been in place in previous summers, to ensure compliance. These are:

1. No ad-hoc flights are permitted during the night-time period. This includes private and maintenance aircraft (urgent medical flights are exempt).
2. Operators are not permitted to reschedule daytime flights into the night- time period.
3. Louder aircraft are not permitted to operate. This includes some cargo aircraft.
4. Operators are not able to apply for regular new slots during the night time period.