

Future Airspace Strategy Implementation - South

London's Airspace is a particularly busy area and is in need of modernisation. As part of a National airspace change programme, London Luton Airport (LLA) is required to update all of its arrival and departure procedures in a move towards satellite based technology. As part of this process, LLA must follow the CAA's Airspace Change Process (CAP 1616).

LLA is using this opportunity to identify the most environmentally efficient way of managing our airspace, with the main focus on reducing the noise impact associated with aircraft operations.

LLA is now in Stage 3 of this process and is working with neighbouring airports and Air Traffic Control to ensure designs work as part of our system.

Our progress can be monitored on the CAA's dedicated airspace change portal, which can be accessed [here](#).



98%

of departing aircraft complied with departure procedures in Q4 2022

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 or 4,000ft during the night. 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 4,000ft, there should be no period of level flight longer than 2.5 nautical miles. This keeps the aircraft higher for longer and reduces the noise disturbance at ground level.

91%

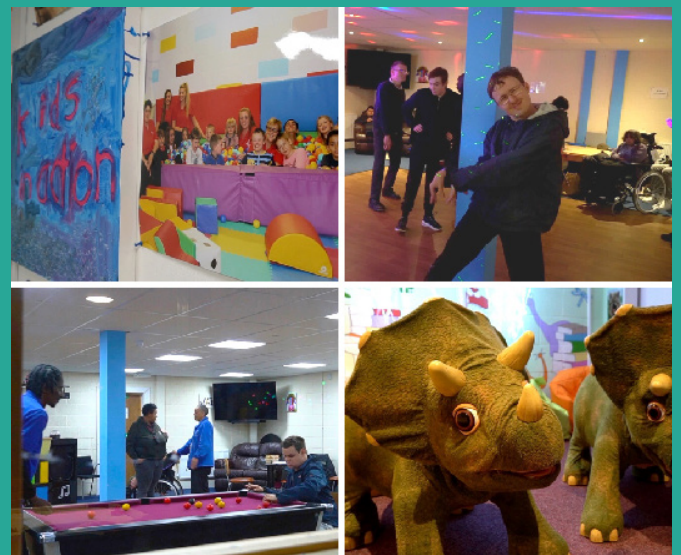
of arriving aircraft used Continuous Descent Approach procedures in Q4 2022

Community Trust Fund

Our Community Trust Fund allows communities to apply for grants between £250 and £10,000, to help fund or support projects and charities within the local area.

In 2022, 23 grants were awarded, totalling £150,000. In 2022, the money supported the following causes: Alleviating Poverty (22%), Healthy Today (70%) and Skilled Tomorrow (8%). Providing 23 grants totalling £150,000.

More information about the Community Trust Fund can be found [here](#).



Photos from Kid's in Action, one of the 2022 grant recipients.

AD6 Post Implementation Review (Extension)

The Post Implementation Review (PIR) forms part of the AD6 arrivals airspace change implemented in February 2022, to separate LLA and Stansted arriving traffic.

The PIR usually runs for a 12-month period and was due to finish on 31st May 2023. However, the CAA has stated that this should be extended until 22nd September 2023 and this has been accepted.

All complaints and comments made within the PIR period relating to the change will be submitted to the Civil Aviation Authority (CAA) review process.

We will be holding a Public Surgery in Potton this year, and we will continue to meet MP's and councillors. We will also be using our portable noise monitors to measure noise in the areas overflown.

Public Surgeries

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

Redbourn Public Surgery - [book here](#).

Monday 13th February 16:00-19:00 PM

Redbourn Village Hall, 63 High St, Redbourn, AL3 7LW

Potton - 30th March 2023

Stevenage - 1st June 2023

Sandridge - 24th July 2023

Ivinghoe - September

Breachwood Green - November



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 the local communities.

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

We have now received the results of Summer 2022 noise contour areas. These were measured at 13.4km² for the daytime and 33.0km² for the night-time, this is below the limits set.

LLA continues to monitor the noise from aircraft and will publish the annual noise contours as part of our annual monitoring report. Previous reports can be found [here](#).