



## Next Generation Aircraft

Following the arrival of easyJet's first quieter Airbus NEO aircraft, two more airlines operating from LLA have announced plans to upgrade their fleet to quieter, more environmentally friendly aircraft.

Monarch and Blue Air have both announced plans to introduce the Boeing 737Max, with Monarch taking delivery of its first aircraft in Spring 2018.

Operators at London Luton Airport already have some of the most modern fleets in the country and the introduction of these quieter aircraft will make a significant difference when added to our already stringent noise controls.



Wizz Air currently has more than 100 Airbus NEO aircraft on order, with the first expected to enter service during 2019.

**99%** of departing aircraft complied with departure procedures in June and July.

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 (26 Match/Detling), 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 the noise disturbance at ground level.

**91%** of arriving aircraft used Continuous Descent Approach procedures in June and July.

## Late Landing Gear Trial

A trial to reduce aircraft noise by delaying the deployment of landing gear has concluded. During a six-week period this summer, LLA asked a number of airlines to delay the deployment of landing gear until around five nautical miles before touching down.

Noise was measured at strategic locations along the existing flightpath to understand what noise reduction has been achieved compared with previous months.

As an aircraft makes its final approach to land, most noise is not caused by the engines, but from the flow of air over the fuselage as drag is created to slow the plane down. Depending on their operating

procedures, airlines usually deploy landing gear between six and ten nautical miles before touch down.

Delaying the deployment of the landing gear should reduce drag and therefore mitigate noise for those living near the flightpath.

We are currently assessing these results to understand whether there is a benefit to our communities. This report will be published next month.

If successful, LLA will work with its airline partners to make this a standard procedure whenever it is safe to do so.

# Noise Insulation Scheme

We are committed to reducing noise disturbance for our local communities and one way we do this is through our Noise Insulation Scheme.

The scheme covers both residential and non-residential properties and this year we have offered insulation to properties in both Bedfordshire and Hertfordshire.

Eligible properties are selected by a sub-committee of the London Luton Airport Consultative Committee (LLACC), based on a noise contour. Eligible properties tend to be those closest to the airport.

For more information about the scheme please see our website [here](#).

## R-NAV Post Implementation Review

The Civil Aviation Authority (CAA) will begin its independent review into the introduction of R-NAV technology on the westerly Match/Detling route during October.

If you have any comments or feedback for the CAA, please ensure these are sent to the Flight Operations team before October 2nd, via [noise@ltn.aero](mailto:noise@ltn.aero)

## Upcoming Public Surgeries

The Flight Operations team will be on hand to answer your questions at the following drop-in events:

**Caddington Heathside Hall**  
**20th Sept (4pm-7pm)**

**Baldock Community Centre**  
**14th November (4pm-7pm)**  
(Baldock and Letchworth residents)

## Modernising Our Airspace

As part of the UK-wide airspace change programme London Luton Airport is required to update all of its departure procedures in a move towards satellite based technology.

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.

Our proposed designs will look to replicate existing routes as closely as possible, but we will also look at how we can move flights away from areas of population to reduce the noise in those communities.

The first element of the programme will focus on the westerly Match/Detling departure

routes before moving on to the remaining routes.

We will keep the local community informed of our activities, advising people of what this may mean for them and listening to their views.

