



London Luton Airport

Noise Action Plan 2024-2028

London Luton Airport has submitted the Noise Action Plan for the next 5 years (2024-2028). At this time, we are still awaiting an update on the approval from DEFRA. As soon as we have news it will be published on our website [here](#).



97.8% of departing aircraft complied with departure procedures in Q4 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 up to an altitude of 4,000ft day and night.

A Continuous Descent Operation (CDO) 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 noise disturbance at ground level.

92% of arriving aircraft used Continuous Descent Operation procedures in Q4 2023

Did you know? We conduct noise monitoring in the community.

At LLA we have a community noise programme and a handheld noise monitor programme. We are looking for volunteers within the community to host our noise monitoring equipment to monitor aircraft noise in different areas surrounding the airport in order to make comparisons year on year. The data obtained will be gathered and published in our Community Noise Report and available on our [website](#).

The areas to be monitored are selected on a yearly basis and will change each quarter. The selection depends on many factors such as airport proximity, location suitability and available accessibility. If this is something you are willing to assist with, please email the LLA Flight Operations team at noise.enquiries@ltn.aero for more details.

Future Airspace Strategy Implementation – South (FASI-S).

As part of the Future Airspace Strategy Implementation – South (FASI-S), London Luton Airport is required to update all its arrival and departure procedures in a move towards satellite-based technology. As part of this, LLA must follow the CAA's Airspace Change Process (CAP 1616).

Currently, LLA is in Stage 3 and in collaboration with neighbouring airports and Air Traffic Control, aims to identify the most environmentally efficient way of managing our airspace designs work, including reducing the noise impact associated with aircraft operations.

LLA's progress can be monitored on the CAA's dedicated airspace change portal, which can be accessed [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 so far, we held an event in South Luton on the 1st of February.

In 2024, we plan to hold events in:

Caddington - 21st of March

Farley - 15th of April

Abbotsley - 23rd of May

Markyate - July

Whitwell - September

Leighton Buzzard - November



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

Most modernised fleet in Summer 2023

More flights at LLA were operated using quieter, more fuel efficient “next generation” aircraft last summer compared to all other major European airports.

Data gathered from aviation intelligence and data specialist RDC Aviation, shows that between April and August 2023, more than a third (33.5%) of all flights from LLA were operated using Airbus Neo or Boeing Max variants, reducing emissions by up to 20%.

This year has seen LLA working with its three largest airlines to double their next generation fleet averages operating at the airport. In April 2023, Ryanair announced the addition of three new 737-800 (MAX) aircraft to be based at LLA, while EasyJet has also increased the number of Airbus neo operating flights from LLA.

