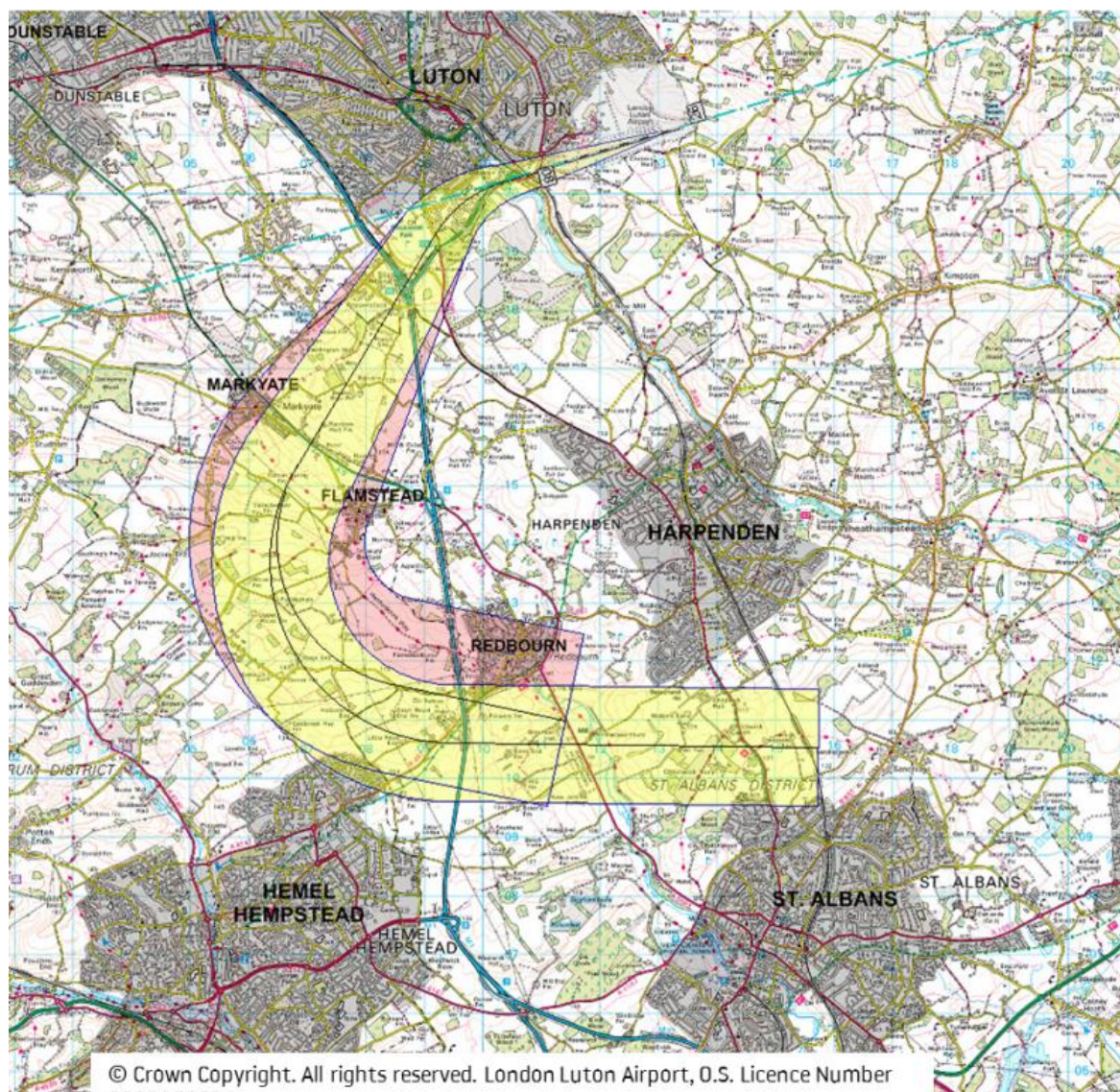


RNAV – Frequently Asked Questions

What is RNAV and what has changed?

Following on from a successful consultation, in which over 90% of feedback received was in favour of the new route, we introduced a RNAV1 technology on our westerly Match/Detling departure route on the 20th August 2015. This was designed to keep aircraft on track using modern GPS technology. This also allowed a reduction in the width of the corridor from 3km to 2km and means the overall population directly overflown has been reduced from approx. 13,000 to only 3,000 people.

Below is a map showing the location of the older red corridor, along with the new reduced yellow corridor. This demonstrates how the route has changed and now many populated areas are no longer within the corridor.





Why was the route changed?

We changed the route after we noticed from our daily monitoring that some aircraft were deviating from the conventional route and therefore overflying populations which were not beneath the Noise Preferential Route corridor and would not expect aircraft activity in their location. The original route was designed many years ago and now with new technology we updated our route so this can be used efficiently by modern aircraft and provide benefits to the local communities; we are now amongst some of the first airports in the UK to be using this technology.

Has RNAV been successful?

At London Luton Airport we can confirm that for majority of flights RNAV is working well and we have seen positive effects within our local communities. However, there have been some small issues with some aircraft types which we are working to resolve.

You may still be seeing aircraft because of the following:

- Aircraft are being vectored by Air Traffic Control earlier than expected which is resulting in some overflights for the north of St Albans. We are working with the Air Traffic Control management team to reduce the number of aircraft vectored.
- Specific aircraft were missing the turn between Hemel Hempstead and Redbourn; this resulted in aircraft tracking over Hemel Hempstead. These aircraft have stopped flying the RNAV route and are using the older conventional route until these technical issues have been fixed.
- Some aircraft may track directly over Flamstead; these aircraft are outside of the Noise Preferential Route corridor (a 2km corridor in which aircraft are permitted to fly) and are issued penalty fines for this.

What percentage of aircraft are using the RNAV route?

At London Luton Airport we are proud to say that 95% of our aircraft operators are regularly using the RNAV route compared to the older conventional route. This means most aircraft are choosing to fly within a narrower corridor and are using this updated technology to ensure they are on track.

When will the investigations relating to the RNAV route be solved?

We expect the any specific airline issues with the RNAV route to be resolved before the end of 2015. At London Luton Airport we understand there is urgency and we want this route to be successful for all our local communities to see positive effects.

How are you investigating and improving the RNAV route?

We are working closely with Air Traffic Control to confirm that all controllers are aware of the new vectoring procedures which will ensure aircraft remain within the Noise Preferential Route (NPR) corridor until the railway line between Harpenden and St Albans. We are also working with specific aircraft operators and airlines that haven't flown the route correctly to understand what the reasons are and how to resolve them.

What is vectoring and what is currently occurring?



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As part of our Airspace change we have raised the permitted vectoring altitude to 4,000ft, this means aircraft are not permitted to leave the Noise Preferential Route (NPR) until they have reached an altitude of 4,000ft, if an aircraft was to do this they would incur a penalty fine. However, there may be times when it is operationally unsafe to remain within the NPR corridor (e.g. to avoid bad weather) and in these instances Air Traffic Control are permitted to vector the aircraft off of the standard route.

If vectoring does occur, it is important to remember that Air Traffic Control (in Swanwick) are managing all traffic departing from the London airports, including Luton which uses all of the airspace in and around the Three Counties and therefore on occasion they may have to direct flights of populated areas.

How are you reviewing the new RNAV route?

Over the next few months we have scheduled our mobile noise monitor to be placed in locations along the route, we can then analyse the data to understand the change in noise levels which has been achieved within the populated areas.

The CAA also will be providing a post-implementation review which will be available on their website once complete.

What is in the Future?

We are currently in the process of improving the technology further on our westerly Match/Detling routes – this technology is known as RNP and was not available when we first started our RNAV consultations. The RNP technology will further reduce the noise preferential corridor and improve the track keeping further – we are aiming for trials in early 2016 prior to which notifications will be sent to the affected communities.

Additionally, the next steps within our programme are to adopt new technology on the rest of our departure routes and also our arrival routes.