



London Luton Airport

Westerly Match/Detling - Post Implementation Review

The Civil Aviation Authority (CAA) is seeking feedback on both the impacts of the implemented airspace change and the data provided by us (LLA) in support of the PIR. Any stakeholder can provide feedback for the CAA to consider when carrying out the PIR. The feedback survey will close at 17:00 on Monday 2nd July 2018.

The purpose of the PIR is for the CAA, as the independent regulator, to assess whether the change has delivered the anticipated impacts and benefits set out in the original airspace change proposal, and if not to ascertain why and determine the most appropriate course of action.

The data and feedback survey can be found <u>here</u>.

of departing aircraft complied with departure procedures in April and May.

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.

93%

of arriving aircraft used Continuous Descent Approach procedures in April and May.

Department for Transport - Aviation Strategy

The Government is currently developing a new Aviation Strategy and expects to publish a green paper in Autumn 2018 and the final strategy in 2019.

As part of this the Government published a <u>Call for Evidence</u> in July 2017 and a <u>next steps</u>

document in April 2018.

We are participating in DfT Focus groups to ensure an appropriate balance can be struck between the socio-economic benefits of airport operations and its environmental impacts.

Did you know?

Every year we publish an Annual Monitoring Report which contains information regarding the number of movements, passengers, average noise levels, number of complaints and air quality data.

We have now published the 2017 report, which can be found on our website <u>here.</u>

You said...

The noise monitoring programme should be expanded.

We did...

We have now purchased an additional three noise monitors, this takes us to 7 portable noise monitors and three fixed noise monitors. We will be publishing an updated noise monitoring programme on our website <u>here</u> very soon.

Public Surgeries

Representatives from the airport will be on hand to answer your questions about day-to-day airport operations at the following drop-in events:

Flamstead Village Hall 26th July 2018 from 4pm-7pm

Redbourn Parish Centre (Main Hall) 27th September 2018 from 4pm-7pm **Kensworth Village Hall** 15th November 2018 from 4pm-6:30pm

If your area isn't listed, don't worry. Check our website <u>here</u>, as this is where all future events will be published.

Aircraft Winglets

At LLA we welcome any changes operators choose to make to their fleet which has the potential to reduce noise.

Most airlines at LLA already have winglets or sharklets on their aircraft. We are pleased to say that most recently one of our cargo operators, DHL, has been retro-fitting winglets to their 757-aircraft.

Winglets or sharklets are the vertical parts at the end of an aircrafts wing. They help to reduce drag which means the aircraft engines require less power, helping to reduce the overall noise from the aircraft. We will be monitoring the DHL aircraft closely to understand what benefit this will produce, particularly during the night time period when they operate.

