

# Inform Dec '17

[www.london-luton.co.uk/noise](http://www.london-luton.co.uk/noise)



## Summary of 2017

2017 has been a productive year for the Flight Operations team at LLA.

In response to community feedback, we purchased three new noise monitors which has allowed us to expand our portable noise monitoring programme in local communities effected by aircraft noise. Information gathered is published in the Community Noise Reports section of our website. [Click here](#) to view.

In April, we published our first bi-monthly community newsletter, Inform. This is designed to keep you up to date of LLA's progress on initiatives and projects conducted to minimise the impact of aircraft operations. All previous issues are available to read and download on our website [here](#).

Over the summer period, we conducted a Delayed Landing Gear Deployment Trial for arriving aircraft. The results were impressive and showed a reduction

in noise of 50% for residents in Stevenage, Dagnall and Whipsnade. This report can be seen on our website [here](#).

During 2017 we held 6 Public Surgeries at the following locations: Eaton Bray, Leighton Buzzard, Stevenage, Whitwell, Caddington and Baldock. The drop-in events provide an opportunity to speak to LLA's Flight Operations team face to face.



**99%** of departing aircraft complied with departure procedures in Oct and November

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.

**88%** of arriving aircraft used Continuous Descent Approach procedures in Oct and November

## R-NAV Post Implementation Review - CAA Statement

In November, the CAA released a statement regarding the Post Implementation Review for the westerly RNAV Match/Detling route.

The statement reads: "the final PIR data was received on Mon 30 October; the CAA will review this data, and will publish the outcome of the PIR

together with the data received from Luton as soon as our review is complete. No dates have been set for the completion of this work".

As soon as we hear anything, you will too.

# What's next in 2018?

2018 is set to be another busy year for the Flight Operations team, working constructively with our local community.

We will be focussing on an Airspace Change Proposal for the westerly Match/Detling route. We are required to follow the regulatory process, CAP 1616, this is likely to take approximately two to three years.

In the first half of the year we will update our Noise Action Plan, as required under the Environmental Noise (England) Regulations 2006. This document will detail LLA's action plan to manage aircraft noise impacts over the 5 year period.

We will also be continuing our portable Noise Monitoring Programme and Public Surgeries (listed below).

## 2018 Public Surgeries

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

### Ivinghoe Old School Community Hub

18th January 2018 from 4pm-7pm  
(Ivinghoe, Pitstone, Cheddington, Dagnall & Whipsnade residents)

### Markyate Y2K Hall

15th March 2018 from 4pm-7pm

### Wheathampstead Memorial Hall

9th May 2018 from 4pm-7pm

### Flamstead Village Hall

16th 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

## New website and animations

We know that talking about airports and aircraft noise can get rather technical, that's why we've updated our noise website and created some short animations.

We hope you'll find the website more user-friendly and easier to navigate. You can access the website [here](#), feel free to provide feedback as we are constantly looking for ways to improve it.

We have also introduced two new videos which help to explain our operations. One is titled 'Monitoring Noise Levels' and can be viewed [here](#), the other is 'Reducing Noise Levels' and can be viewed [here](#).

