Inform

Oct '17

www.london-luton.co.uk/noise

London Luton Airport

Delayed Landing Gear Deployment Trial

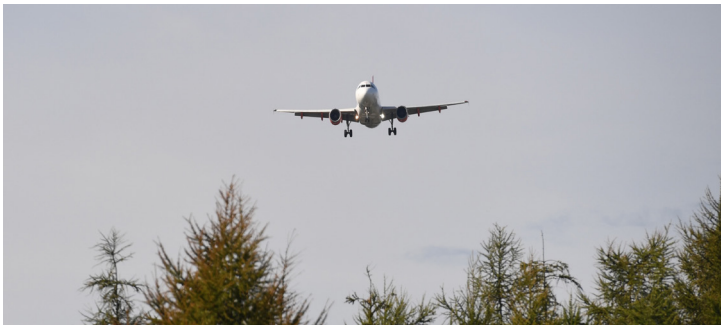
An LLA trial aimed at reducing the noise generated by arriving aircraft has shown a 50% reduction in aircraft noise for communities between 5 and 7 nautical miles from the runway.

The trial, conducted during the summer, consisted of aircraft delaying the deployment of landing gear. As an aircraft makes its final approach most noise is caused by the flow of air over the fuselage as drag is created to slow the aircraft down.

Noise was measured along the arrivals flightpath to understand what, if any, reduction which could be achieved. Stevenage, Dagnall and Whipsnade were among those communities who saw the greatest benefit of between 2.7db and 3.4db

Following the successful trial, some operators have already changed their operating procedures to make this standard practice. LLA is now working with all operators to encourage them to follow suit.

A preliminary report has now been published on our website here.



99% of departing aircraft complied with departure procedures in Aug and Sept

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.

95% of arriving aircraft used Continuous Descent Approach procedures in Aug and Sept

Westerly Match/Detling Focus Group

As part of LLA's Airspace Modernisation Programme, we are currently investigating further improvements to the westerly Match/Detling route. This route tracks between Markyate and Flamstead, Hemel Hempstead and Redbourn and Harpenden and St Albans

In order to change any airspace or flight procedure, LLA must follow a strict regulatory process defined by the Civil Aviation Authority (CAA), known as CAP 1520.

As part of this work, a focus group has been set up with representatives of the community. The focus group's input will be integral throughout the process and will help to provide LLA with advice and opinions on the design options.

R-NAV Post Implementation Review

Over the last 2 years LLA's Flight Operations team has been collecting data for the Civil Aviation Authority's independent review of the introduction of R-NAV procedures on the westerly Match/Detling route.

This data includes community feedback, aircraft performance against the procedures and weather conditions for the period.

LLA's Flight Operations team will provide further updates as and when the CAA publishes its report, this will be made available on our website.

You said...

It's hard to find information on LLA's Noise website.

We did...

We've updated our website and made information easier to find, new content has also been added.

Any feedback about the website should be sent to noise@ltn.aero

Upcoming Public Surgeries

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

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

Ivinghoe Old School Community Hub
18th January 2018 (4pm-7pm)
(Ivinghoe, Pitstone, Cheddington, Dagnall and Whipsnade residents)

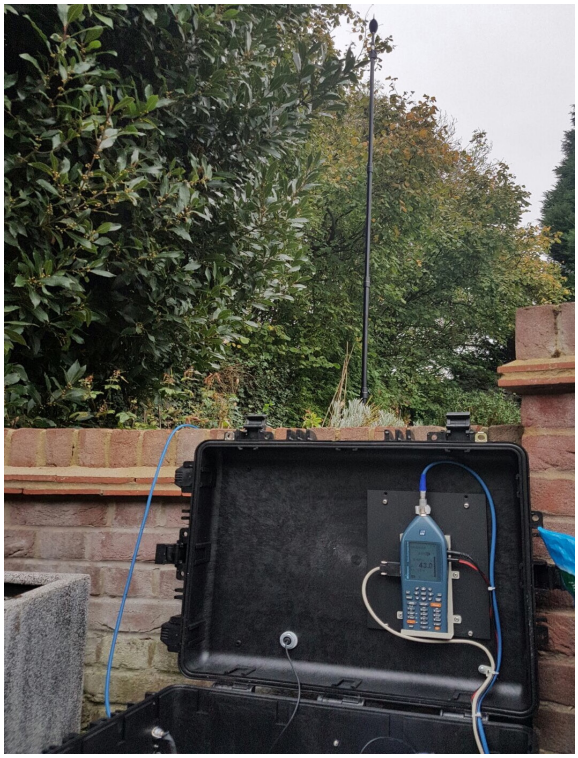
Markyate Y2K Hall
15th March 2018 (4pm-7pm)
(Markyate Residents)

Community Noise Reports

Following community feedback, we added three new portable noise monitors to our equipment range, which has enabled us to extend our community noise monitoring programme.

So far this year we have monitored in South Luton, Sandridge, Markyate, Flamstead, Brickhill Park, St Albans, Hemel Hempstead and Redbourn. We are currently monitoring in Wheathampstead and Harpenden.

The results from each location are published in a Community Noise Report detailing all the findings. Community Noise Reports can be found on our website here.



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