

## What is being proposed?

Today's airspace around London Luton (LLA) and Stansted airports is largely unchanged despite growth in recent years. The airports currently share arrival routes and the same two holds, which is unique in the UK for two such major airports. Any arrival delay or disruption at one airport can cause unnecessary arrival delay to the other, impacting the travelling public and local communities.

Our proposals for change involve separating LLA's arrivals flightpaths from Stansted's, and establishing a new hold for LLA, to reduce delays and assure safety for the future. There are no changes to Stansted's routes.

Please note, LLA's growth aspiration to 32 million passengers per year is a separate project being conducted by London Luton Airport Limited (LLAL), the owners of the airport.

## Who is involved?

This Airspace Change Proposal is co-sponsored by London Luton Airport Operations Limited (LLAOL), which is responsible for the low level arrival routes (below 8,000ft); and NATS, which provides air traffic services at the airport and for the wider air route network across the UK.

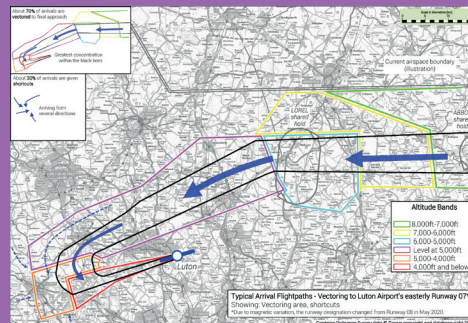
## Why are we doing this now?

Although the amount of air traffic has reduced due to the impacts of COVID-19, the need to change the airspace remains. Unless we do something now, we will see more arrival delays and airborne holding as flights increase, worsening the environmental impacts and increasing the likelihood of delay in order to protect safety.

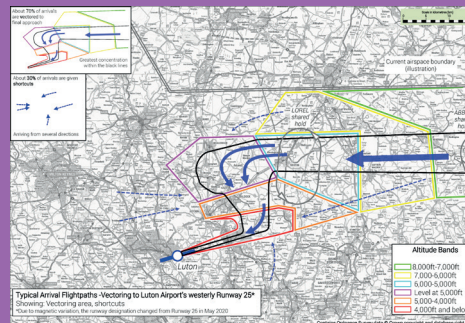
## What happens today?

The images below show today's arrivals flows into LLA. The runway direction is determined by wind direction and results in the westerly runway being used approximately 70% of the time.

Easterly Operations



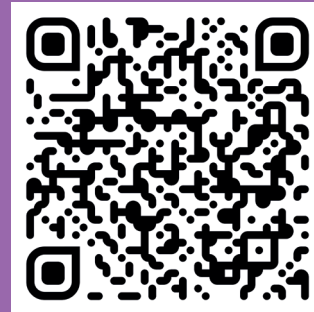
Westerly Operations



## Have your say

The feedback we receive from this consultation is very important. It is your chance to help to shape our final proposal.

The consultation runs from **Monday 19 October 2020 to Friday 5 February 2021**. Responses should be made using the online form on the Civil Aviation Authority (CAA) Airspace Change Portal.



You can find out more about what it might mean for you by scanning this QR code or visiting [www.london-luton.co.uk/ad6](http://www.london-luton.co.uk/ad6)

We will be hosting online meetings during the consultation period where you can ask questions of representatives from NATS and LLA. Dates, times and registration details can be found by visiting the website.

If you require a printed copy of the consultation document, please contact: **Airspace Change, Flight Operations, London Luton Airport, Percival House, Percival Way, Luton, LU2 9NU**

## What happens after the consultation?

We expect to submit a formal Airspace Change Proposal (ACP) to the CAA in **June 2021**. If approved, we plan to implement the change no earlier than **February 2022**. The CAA's Airspace Change Portal will be updated with the latest information as the ACP progresses.

# Proposed changes to London Luton Airport Arrivals

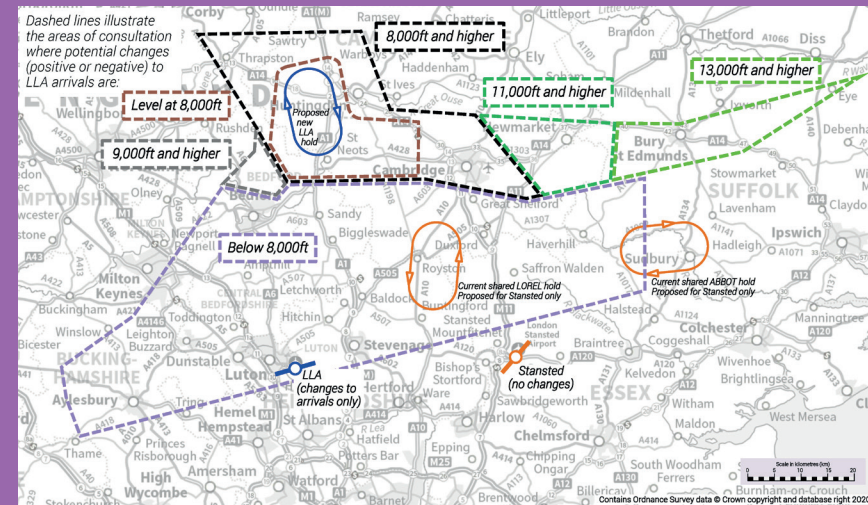
The flightpaths into Luton need to change, and you can help shape how





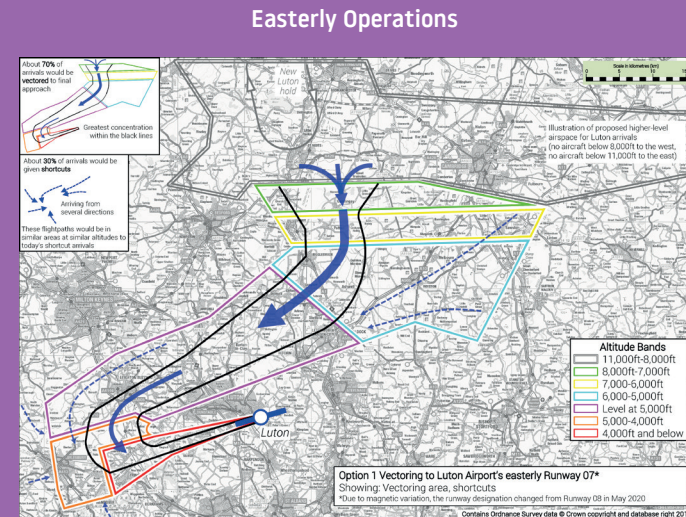
## Will the proposed change affect me?

The image below shows the areas which may be affected by the changes, which include the proposal for a new hold for LLA arrivals located close to the junction of the A1 and the A14 west of Huntingdon. Here aircraft will be at about 8,000ft. We generally expect aircraft to bypass the hold because the proposed new upper airspace system is less likely to require holding – but some holding would still be likely at the busiest times.

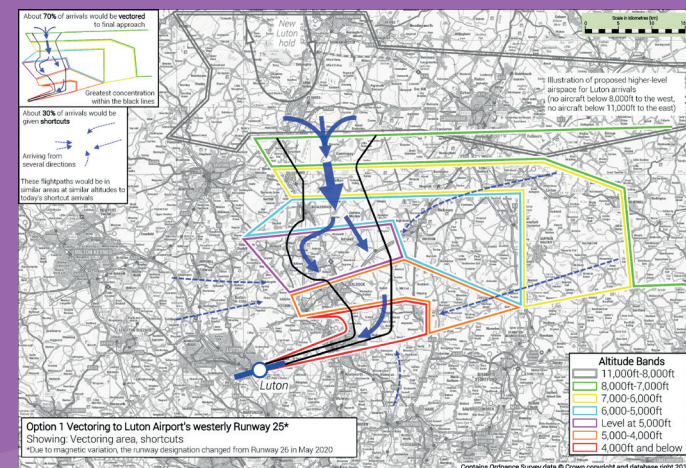


## Option 1: Vectoring and shortcuts to the runway.

From the proposed hold, similar to today air traffic controllers would manually manage each flight from 8,000ft to the runway, – known as vectoring. The images below show the proposed locations of arrival routes for each runway direction. We expect most aircraft to be vectored within the black lines, although some may be vectored within the coloured boxes. Shortcuts, identified by the dotted lines, will be used when the situation permits much like today.



## Westerly Operations



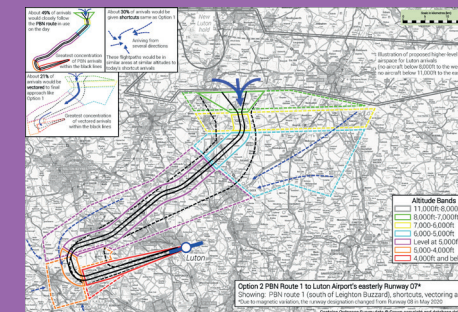
## Option 2: Predetermined routes, vectoring & shortcuts to the runway.

From the proposed hold, air traffic controllers would send aircraft on one of two predetermined routes, or vector them towards the runway, or give them a shortcut if the opportunity arises.

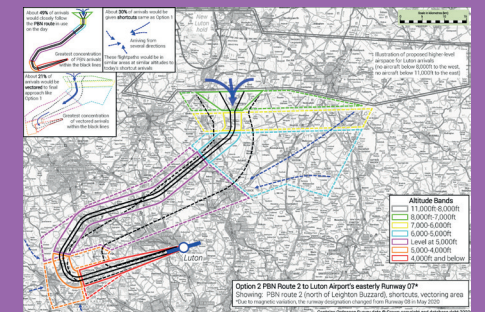
We are proposing two routes, shown by the black lines, for each runway direction which could be alternated, allowing for noise impacts to be shared across communities. These routes have been designed as far apart as technically possible. There is also a wider coloured area that aircraft will use when instructed by air traffic control, to ensure they are correctly sequenced for landing. This option would predictably increase the concentration of flights along the predetermined routes, reducing (but not eliminating) the concentration of flights in the rest of the region. The images below show the proposed location of the two predetermined routes for each runway direction.

### Easterly Operations (c.30% of the time)

### Predetermined Route 1

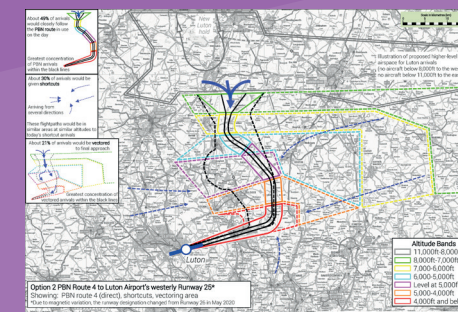


### Predetermined Route 2



### Westerly Operations (c.70% of the time)

### Predetermined Route 1



### Predetermined Route 2

