

Proposed changes to London Luton Airport Arrivals

Consultation Engagement Evidence Examples



Photo © Graham Custance

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NATS-LLA Public

From: AD6 <AD6@ltn.aero>
Sent: 19 October 2020 10:48
Subject: London Luton Airport – Arrival flightpaths - Airspace change consultation

Dear Stakeholder,

London Luton Airport – Arrival flightpaths - Airspace change consultation

In September we wrote to you explaining that the CAA had approved our work for the Stage 3 Gateway, and we would begin our public consultation in October 2020.

Today we launched our public consultation, and this will run until 5th February 2021. The formal consultation website can be accessed here.

Further information can be found within our Virtual Exhibition, which can be accessed through a web browser or mobile device. In the virtual exhibition there are videos, banners, downloadable materials and a postcode look up tool. Individuals can also sign up to live webinars through the virtual exhibition.

We are also planning a specific engagement with your organisation, similar to those meetings previously throughout the CAP1616 process. We will be in touch to arrange this with you.

Throughout the consultation we will be sharing information on both NATS and London Luton Airport social media channels, please feel free to share and retweet these to your organisational page, to help the consultation reach more people.

We encourage you all to submit a response to the consultation, so we can hear your views. All responses must be submitted via the CAA’s airspace change portal. We cannot accept emailed consultation responses to AD6@ltn.aero.

We hope this information is of interest and if you have any further questions regarding our proposals, please do let us know.

Kind regards,

Colin



Colin Wyatt
Senior Airspace Change Specialist
4000 Parkway,
Whiteley,
Fareham, Hants
PO15 7FL
www.nats.aero

Nicole



London Luton Airport
London Luton Airport
Percival House,
Percival Way,
Luton, LU2 9NU
www.london-luton.co.uk

[Email for questions: AD6@ltn.aero](mailto:AD6@ltn.aero)
[Explore the consultation website and submit your response](#)

From: AD6 <AD6@ltn.aero>
Sent: 19 October 2020 10:00
Subject: London Luton Airport – Arrival flightpaths - Airspace change consultation

Dear Committee Member,

London Luton Airport arrival routes airspace change consultation

In September we wrote to you explaining that the CAA had approved our work for the Stage 3 Gateway, and we would begin our public consultation in October 2020.

We can confirm that today we have launched our public consultation, and this will run until 5th February 2021. The formal consultation website can be accessed [here](#).

Further information can be found within our Virtual Exhibition, which can be accessed through a web browser or a mobile device. In the virtual exhibition there are videos, banners, downloadable materials and a postcode look up tool. Individuals can also sign up to live webinars through the virtual exhibition.

In addition to the public webinars, we will also be hosting two specific LLACC and NTSC webinar sessions. During these sessions we will start by presenting the proposals and then there will be an opportunity for questions. We have scheduled these before both the upcoming LLACC and NTSC meetings, and will be issuing a Teams calendar invite to you all for both sessions. Please join either or both sessions.

The LLACC and NTSC sessions are scheduled for:

- Monday 2nd November: 11am – 12pm
- Wednesday 16th November: 1pm – 2pm

Throughout the consultation we will be sharing information on both NATS and London Luton Airport social media channels, please feel free to share and retweet these to your organisational page, to help the consultation reach more people.

We encourage you all to submit a response to the consultation, so we can hear your views. All responses must be submitted via the CAA's airspace change portal website. We cannot accept emailed consultation responses, please only use this email address for questions and administrative matters.

We hope this information is of interest.

Kind Regards,

Nicole



London Luton Airport

Nicole Morris
Airspace and Noise Performance Manager
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Percival House,
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Colin



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[Email for questions: AD6@ltn.aero](mailto:AD6@ltn.aero)

[Explore the consultation website and submit your response](#)

WYATT, Colin P

From: AD6 <AD6@ltn.aero>
Sent: 10 December 2020 09:40
Subject: London Luton Airport – Arrival flightpaths consultation – Half Way Through

If you have already responded to the consultation – thank you, please disregard this email

Dear Stakeholder,

London Luton Airport arrival routes airspace change consultation

In October we wrote to you explaining that our public consultation had launched regarding the proposed changes to LLA's arrival routes. We are now half way through this consultation and we wanted to provide you with an update. The formal consultation website can be accessed [here](#).

As social distancing requirements are expected to continue until after the consultation closes, we still have our [Virtual Exhibition](#) which offers everyone access to all the information they need to make an informed decision and provide feedback that will help determine the final proposal. Online webinars also provide an opportunity to put questions to the subject matter experts involved in this proposal, with different dates and times available for people to register.

We recognise that the consultation document itself is long with a lot of necessary technical information included and as a result of feedback from stakeholders, a shorter [version](#) is now available. This allows individuals to understand more quickly the proposal's basic information and associated context. The longer, unabridged version is still available and is the 'master' source of information and data for this proposal.

Listening to feedback we have also recently updated the Frequently Asked Questions (FAQ's) within the virtual exhibition. In addition to this, we have published the recordings of all our public webinars, so even if you could not make a webinar, you have the opportunity can play back the recordings and presentations. Both the updated FAQ's and webinar playbacks are available in the virtual exhibition in the Library room.

In addition to the public webinars, we will also be hosting a Local Government webinar, specifically for councillors and officers. We have scheduled this for an hour on 5th January starting at 11am. Please could you circulate details of this meeting to all interested councillors and officers, and if they wish to join please email AD6@LTN.aero and we will supply joining details for the session.

For clarity, anyone can provide feedback on any aspect of this proposal in their response and comments, documents, pictures or diagrams can also be submitted. Comments on the location or altitude of the hold, the routes, shortcuts, airspace volumes, all are welcome. We encourage you all to submit a response to the consultation, so we can hear your views. All responses must be submitted via the CAA's airspace change portal website. We cannot accept emailed consultation responses, please only use this email address for questions and administrative matters.

We hope this information is of interest.

Kind Regards,

Nicole



Nicole Morris
Airspace and Noise Performance Manager
London Luton Airport

Colin



Colin Wyatt
Senior Airspace Change Specialist
4000 Parkway,
Whiteley,

From: AD6 <AD6@ltn.aero>
Sent: 19 January 2021 14:07
Subject: London Luton Airport – Arrival flightpaths consultation – Two weeks to go

If you have already responded to the consultation – thank you, please disregard this email

Dear Stakeholder,

London Luton Airport arrival routes airspace change consultation

Previously we wrote to you explaining that our public consultation had launched regarding the proposed changes to LLA’s arrival routes. There are now only a few weeks left of this consultation for people to have their say on proposed changes. The public consultation ends on 5th February, so there is still time to submit a response and help shape the outcome.

In response to the restrictions in place because of Covid-19, the consultation has largely been digital to still allow for engagement with local stakeholders. Our ‘Virtual Exhibition’ offers visitors access to all the information they need to make an informed decision and provide feedback that will help to determine the final proposal.

You can access the consultation and Virtual Exhibition at the links below:

Virtual Exhibition can be accessed here: <https://www.nats.aero/vr/ad6/>

Consultation Document (V1.1) can be accessed here: [https://consultations.airspacechange.co.uk/london-luton-airport/ad6_luton_arrivals/supporting_documents/LLA Arrivals Consultation 1.1 Screen View.pdf](https://consultations.airspacechange.co.uk/london-luton-airport/ad6_luton_arrivals/supporting_documents/LLA_Arrivals_Consultation_1.1_Screen_View.pdf)

Consultation website can be accessed here: https://consultations.airspacechange.co.uk/london-luton-airport/ad6_luton_arrivals/

We have also recently updated the Consultation Document to Issue 1.1 (link), correcting minor typographical errors and one of the supplemental data tables in Annex E.

It’s extremely important that we consult as many people as possible on this change, so we would be most grateful if you could continue to share the details of the consultation and Virtual Exhibition with those interested. Anyone can provide feedback on any aspect of the proposal – comments on the location or altitude of the hold, the routes, shortcuts, airspace volumes and any other aspects of the proposal are all welcome. All responses must be submitted via the CAA’s Airspace Change Portal – we cannot accept emailed consultation responses.

If you need any more information or would like to discuss this further, please don’t hesitate to contact us.

Kind regards,

Nicole



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[Email for questions: AD6@LTN.aero](mailto:AD6@LTN.aero)
[Explore the consultation website and submit your response](#)

London Luton Airport



London Luton Airport
Percival House, Percival Way
Bedfordshire, LU2 9NU
AD6@LTN.aero
England

4th December 2020

NAME

ADDRESS

ADDRESS

ADDRESS

POSTCODE

Dear NAME,

We have received your request for a paper copy of the consultation document.

Please find this enclosed.

Yours sincerely,

Nicole Morris
Flight Operations

London Luton Airport



Airspace Change – Flight Operations
London Luton Airport
Percival House, Percival Way
Bedfordshire, LU2 9NU
AD6@LTN.aero

18th January 2021

NAME
ADDRESS
ADDRESS
ADDRESS
POSTCODE

Dear NAME,

Re LLA Arrivals Airspace Consultation

Last year we provided you with a paper copy of our consultation document.

Recently we became aware of two minor corrections, and have issued version 1.1 onto the website.

Find attached the corrected pages – please remove and replace:

- the sheet containing pages 45 and 46
- the sheet containing pages E-10 and E-11

The errata are highlighted in cyan.

The consultation closes on Friday 5th February, if you intend to send your feedback on paper by post, please ensure you do so in plenty of time. I have included a copy of the questions in case you preferred to fill these in and send via post to our address.

I hope this information is of assistance.

Yours sincerely,

Nicole Morris
Flight Operations

From: AD6 <AD6@ltn.aero>
Sent: 21 September 2020 10:58
To: @parliament.uk
Subject: Airspace change near your constituency

Dear Mr Fuller,

RE: Invitation to virtual roundtable on proposed new flightpaths – 14th Oct, 10am

I'm writing to advise you that a public consultation on new arrival flightpaths into Luton Airport is being launched in October, and to invite you to a virtual meeting with Luton Airport and NATS representatives on **14th October, 10am** to find out more about what this might mean for your constituents.

Currently, Stansted and Luton airports share arrival holds and routes. It is unique for two major airports of this size to share arrival routes, and the two airports are now handling much more traffic than the airspace was designed for. Although the amount of air traffic has fallen as a result of COVID-19, the need to change the airspace remains. Unless we do something now, the intensity of air traffic control workload may become unsustainable in the longer term as the industry recovers, meaning more congestion and more delay in order to maintain safety.

The 'AD6 arrivals change' proposal will separate the arrival flows for the two airports and establish a new hold for Luton traffic. Both Stansted and Luton currently suffer from knock-on delays where any delay at one airport, either in the air or on the ground, impacts the other and can cause further delay, noise and emissions. Separating the routes will maintain a safe and predictable path into each airport and reduce these knock-on delays.

Despite the current crisis, this airspace is some of the busiest and most congested in Europe, and the change will ensure Luton airspace operates effectively and efficiently into the future. This consultation is an opportunity for your constituents to help shape the proposal.

We would be very pleased if you or a member of your staff could join our virtual roundtable on **14th October, 10am** to find out more about the proposals and how constituents can have their say. If you are able to attend please RSVP to AD6@ltn.aero and we will send you a virtual meeting invitation.

Kind regards,

Nicole Morris
Airspace and Noise Performance Manager
London Luton Airport
Percival House,
Percival Way,
Luton, LU2 9NU

W london-luton.co.uk

From: AD6 <AD6@ltn.aero>
Sent: 19 October 2020 11:20
To: @parliament.uk
Cc:
Subject: London Luton Airport – Arrival flightpaths – Airspace change consultation
Attachments: AD6 arrival changes_leaflet.pdf

Dear Mr Fuller,

We were pleased that [redacted] from your office could join us at our virtual meeting last week on proposed new flightpaths into Luton Airport, which we hope was useful.

We are writing to notify you that the public consultation has officially opened today and will remain open until 5th February 2021. You and your constituents can access the consultation materials on the formal consultation website at the following link: https://consultations.airspacechange.co.uk/london-luton-airport/ad6_luton_arrivals/

Further information can be found within our Virtual Exhibition, which can be accessed through a web browser or mobile device. In the virtual exhibition there are videos, banners, downloadable materials and a postcode look up tool, and individuals can also sign up to attend live webinars. The Virtual Exhibition can be accessed here: <https://www.nats.aero/vr/ad6/>

Throughout the consultation we will be sharing information on both NATS and London Luton Airport social media channels – please feel free to share and retweet these to your constituents so that the consultation can reach more people. Also attached to this email is a short leaflet that summarises the proposal and why a change is needed.

It's extremely important that we consult as many people as possible on this change, so we would be most grateful if you could share the details of the consultation and Virtual Exhibition with your constituents.

If you need any more information or would like to discuss this further, please don't hesitate to let us know.

Kind regards,

Nicole



Nicole Morris
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[Email for questions: AD6@ltn.aero](mailto:AD6@ltn.aero)
[Explore the consultation website and submit your response](https://consultations.airspacechange.co.uk/london-luton-airport/ad6_luton_arrivals/)

From: AD6 <AD6@ltn.aero>
Sent: 08 December 2020 14:48
To: @parliament.uk
Cc: AD6
Subject: Luton airspace change consultation still open
Attachments: Arrival changes_leaflet.pdf; Infographic - new hold.pdf

Dear Mr Fuller,

In October we spoke with your office about our public consultation regarding proposed changes to London Luton Airport arrival routes. We are now half-way through this consultation, so we wanted to provide you with a short update and a reminder that your constituents can take part in the [consultation](#) until it closes on 5th February 2021.

As social distancing requirements are expected to continue until after the consultation closes, we have established a '[Virtual Exhibition](#)' which offers visitors access to all the information they need to make an informed decision and provide feedback that will help to determine the final proposal. Online webinars have also been taking place to provide an opportunity for people to put their questions directly to subject matter experts, and these will continue to happen until the end of the consultation.

You and your constituents can access the consultation and Virtual Exhibition at the links below:

Virtual Exhibition: <https://www.nats.aero/vr/ad6/>

Consultation website: https://consultations.airspacechange.co.uk/london-luton-airport/ad6_luton_arrivals/

Also attached to this email is a short leaflet summarising the proposal, and an infographic explaining why a new hold is needed. Please feel free to share these with your constituents.

We recognise that the consultation document itself is long with a lot of necessary technical information included, so as a result of feedback from stakeholders a [shorter version](#) is also now available. This allows individuals to more quickly understand the proposal's basic information and associated context – the longer, unabridged version is still available.

Listening to feedback we have also recently updated the Frequently Asked Questions (FAQ's) within the virtual exhibition, and published the recordings of previous public webinars so people have the opportunity to watch one even if they can't attend. Both the updated FAQ's and webinar playbacks are available in the Library Room of the [Virtual Exhibition](#).

In addition to the public webinars we have also hosted webinars for Local Government representatives, in which Councillors and Officials heard about the proposals and had an opportunity to ask questions. More webinars for Local Government have been planned for the new year.

It's extremely important that we consult as many people as possible on this change, so we would be most grateful if you could continue to share the details of the consultation and Virtual Exhibition with your constituents. Anyone can provide feedback on any aspect of the proposal – comments on the location or altitude of the hold, the routes, shortcuts, airspace volumes and any other aspects of the proposal are all welcome. All responses must be submitted via the [CAA's Airspace Change Portal](#) – we cannot accept emailed consultation responses.

If you need any more information or would like to discuss this further, please don't hesitate to contact us.

Kind regards,

Nicole



Nicole Morris
Airspace and Noise Performance Manager
London Luton Airport
www.london-luton.co.uk

Alex



Alex Fuller
Political Affairs Manager
NATS
www.nats.aero

From: AD6 <AD6@ltn.aero>
Sent: 18 January 2021 10:58
To: @parliament.uk
Subject: Airspace change consultation – two weeks left to respond
Attachments: Infographic - new hold.pdf; Arrival changes_leaflet.pdf

Dear Mr Fuller,

We were pleased to meet with you back in December, and we wanted to send you a reminder that there are now only two weeks left for people to contribute their views to the public consultation on proposed changes to arrival routes for flights into London Luton Airport (LLA). The [consultation](#) ends on 5 February, so there is still time for residents and communities in your constituency to submit a response and help shape the final proposal that will be submitted to the CAA later this year.

The joint consultation, co-sponsored by London Luton Airport and air traffic control provider NATS, is consulting on two options to simplify the arrival routes for flights into the UK's fifth busiest airport and segregate them from Stansted's, ensuring safety. It also includes details/proposals for a new hold exclusively for Luton traffic, to be used during busy periods.

You and your constituents can access the consultation and Virtual Exhibition at the links below. Also attached to this email is a short leaflet summarising the proposal, and an infographic explaining why a new hold is needed.

Virtual Exhibition can be accessed here: <https://www.nats.aero/vr/ad6/>

Consultation website can be accessed here: https://consultations.airspacechange.co.uk/london-luton-airport/ad6_luton_arrivals/

In response to the restrictions caused by Covid-19 the consultation has largely been digital, and the consultation process has been agreed with the CAA. Our '[Virtual Exhibition](#)' offers visitors access to all the information they need to make an informed decision and provide feedback that will help to determine the final proposal, and more than 8,000 people have accessed it so far. Online webinars with members of the public, local government and other stakeholders have also been taking place for people to put their questions directly to subject matter experts, and these will continue until the end of the consultation. To inform those members of the public who are not online, we have kept newspapers, radio and TV updated throughout, and provided leaflets and information on how to obtain paper consultation materials to over fifty local representative groups and libraries.

The consultation is running for more than 15 weeks, instead of the usual 12, in order to give people enough time to investigate the proposals and respond. The easiest way to check what impact the proposals will have on an individual address is by using the postcode tool available in the Virtual Exhibition.

It's extremely important that as many people as possible in the areas affected are aware of these proposals, so we would be most grateful if you could continue to share the details of the consultation and Virtual Exhibition with your constituents. Anyone can provide feedback on any aspect of the proposal – comments on the location or altitude of the hold, the routes, shortcuts, airspace volumes and any other aspects of the proposal are all welcome. All responses must be submitted via the [CAA's Airspace Change Portal](#) – we cannot accept emailed consultation responses.

If you need any more information or would like to discuss this further, please don't hesitate to contact us.

Kind regards,

Nicole



Nicole Morris
Airspace and Noise Performance Manager
London Luton Airport
www.london-luton.co.uk

Alex



Alex Fuller
Political Affairs Manager
NATS
www.nats.aero

[Email for questions: AD6@ltn.aero](mailto:AD6@ltn.aero)



London Luton Airport
Percival House, Percival Way
Bedfordshire, LU2 9NU
AD6@LTN.aero
England

Jonathan Djanogly MP

Dear Jonathan Djanogly MP,

London Luton Airport arrival routes airspace change consultation

In October we wrote to you explaining that our public consultation regarding proposed changes to London Luton Airport arrival routes had launched. We are now over half-way through this consultation, and wanted to supply you with some hard copies of our leaflets. Please feel free to share these with individuals, and please do let us know if you require additional copies. We can be emailed on AD6@LTN.aero.

As a reminder, your constituents can take part in the consultation until it closes on 5th February 2021.

It's extremely important that we consult as many people as possible on this change, so we would be most grateful if you could continue to share the details of the consultation and Virtual Exhibition with your constituents. Anyone can provide feedback on any aspect of the proposal – comments on the location or altitude of the hold, the routes, shortcuts, airspace volumes and any other aspects of the proposal are all welcome.

Thank you for your assistance.

Yours sincerely,

Nicole Morris
Flight Operations

Joint NATS-LLA press releases

06.1 Launch	https://mediahub.london-luton.co.uk/news/19102020/arrival-routes-into-london-luton-airport-set-to-change
06.2 Midpoint	https://mediahub.london-luton.co.uk/news/09122020/flight-path-consultation-reaches-half-way-mark
06.3 Last Chance	https://mediahub.london-luton.co.uk/news/22012021/arrival-flightpath-consultation-draws-to-a-close
06.4 Next Steps	https://mediahub.london-luton.co.uk/news/22022021/next-steps-for-arrival-route-plans
06.5 Results published	https://mediahub.london-luton.co.uk/news/11062021/airspace-change-feedback-report-published
06.6 Changes made due feedback	https://mediahub.london-luton.co.uk/news/28062021/airspace-design-modified-following-feedback

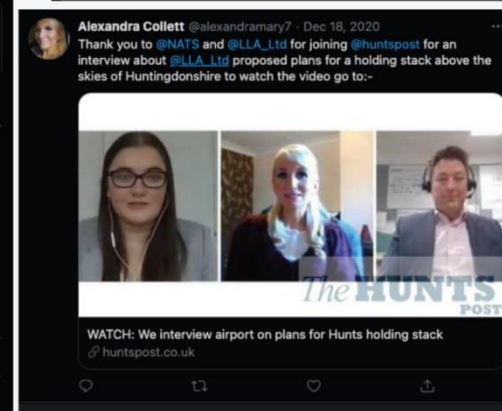
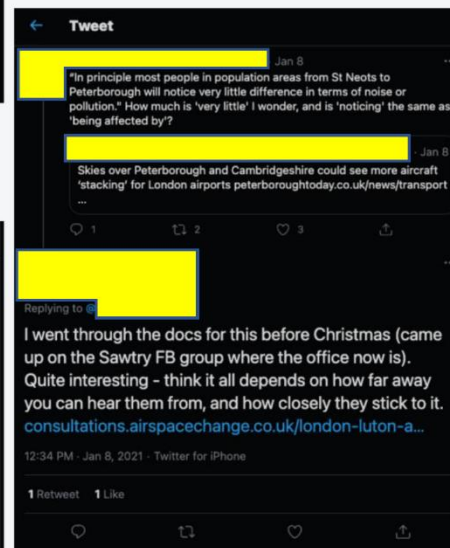
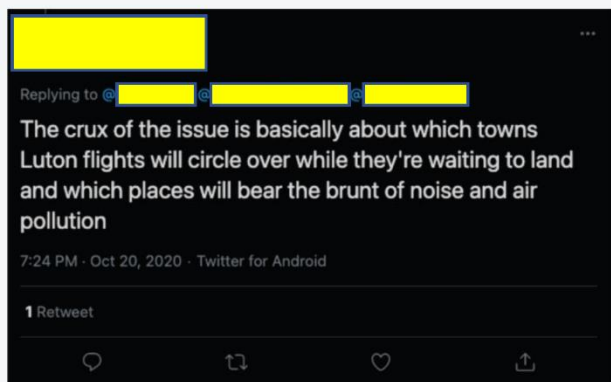
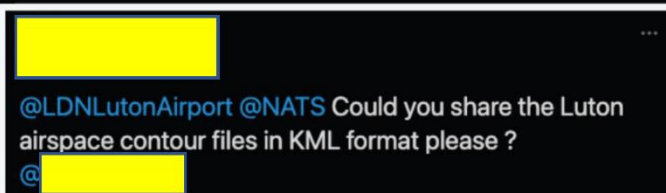
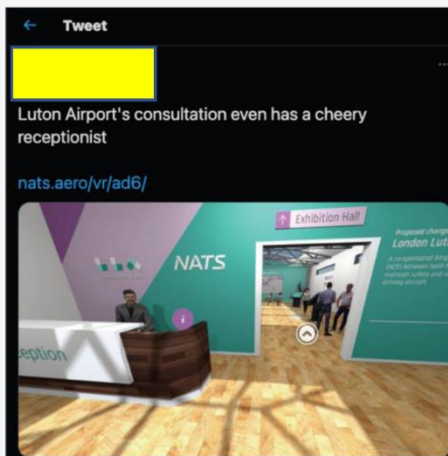
Examples of SAIP AD6 Social Media posts including links

Date	Network	Link
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10/19/2020 9:00 am	Facebook	https://www.facebook.com/121517911386105/posts/1653053811565833/
10/19/2020 9:00 am	Twitter	https://twitter.com/NATS/status/1318099649396355073
10/22/2020 2:37 pm	Facebook	https://www.facebook.com/NATSAero/photos/a.126910317513531/1656124017925479/?type=3
10/22/2020 2:39 pm	Twitter	https://twitter.com/NATS/status/1319272065564803072
11/05/2020 15:45	Twitter	https://twitter.com/NATS/status/1324377386171904000
11/16/2020 4:31 pm	Twitter	https://twitter.com/NATS/status/1328375256965373957
11/19/2020 9:50 am	LinkedIn	https://linkedin.com/feed/update/urn:li:activity:6735127010659594240
11/23/2020 11:40 am	Facebook	https://www.facebook.com/121517911386105/posts/1686650334872847/
11/23/2020 11:40 am	Twitter	https://twitter.com/NATS/status/1330838513760157696
12/09/2020 12:30	LinkedIn	https://linkedin.com/feed/update/urn:li:activity:6742415015334166528
12/09/2020 12:30	Facebook	https://www.facebook.com/121517911386105/posts/1700408043497076/
12/09/2020 12:30	Twitter	https://twitter.com/NATS/status/1336649331894587393
12/09/2020 12:43	Twitter	https://twitter.com/NATS/status/1336652796809064449
12/12/2020 16:00	Twitter	https://twitter.com/NATS/status/1337789450550644736
12/12/2020 16:00	Facebook	https://www.facebook.com/121517911386105/posts/1702972873240593/

Date	Network	Link
1/18/2021 5:36 pm	Twitter	https://twitter.com/NATS/status/1351221868364247042
1/29/2021 4:06 pm	Twitter	https://twitter.com/NATS/status/1355185464945364992
1/29/2021 4:06 pm	Facebook	https://www.facebook.com/NATSAero/photos/a.126910317513531/1740716419466238/?type=3
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02/03/2021 09:00	Twitter	https://twitter.com/NATS/status/1356890260450529282
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2/22/2021 10:57 am	Twitter	https://twitter.com/NATS/status/1363805175350255617
2/22/2021 10:58 am	Facebook	https://www.facebook.com/NATSAero/photos/a.126910317513531/1759650214239525/?type=3

Twitter Handles Redacted except MP and Hunts Post

Snapshot: Social conversation – Twitter





NATS

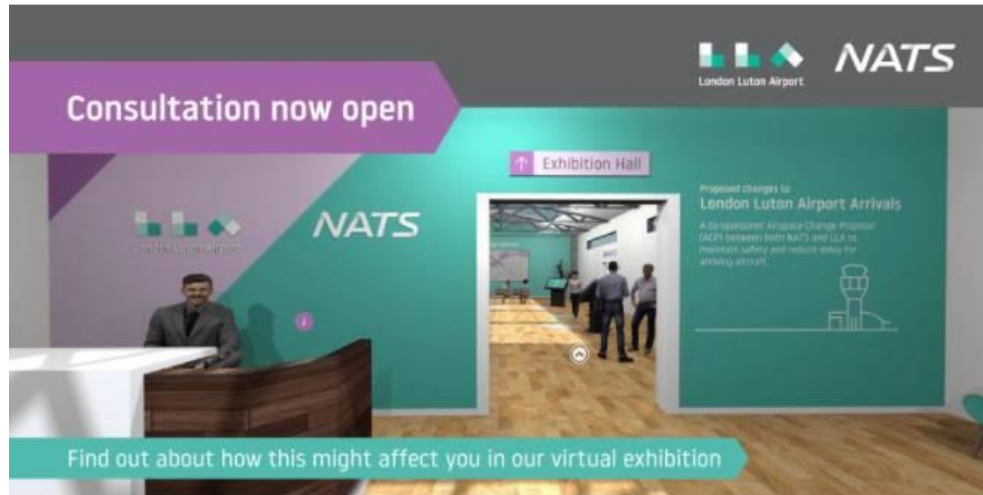
49,013 followers

9mo • 🌐



Arrival routes into London Luton Airport are set to change and a public consultation is now open, offering residents and communities in the surrounding areas the chance to have their say and shape the outcome. Read more >>

<https://bit.ly/34YWWvA>



Find out about how this might affect you in our virtual exhibition

👍 🗨️ 56 • 1 comment



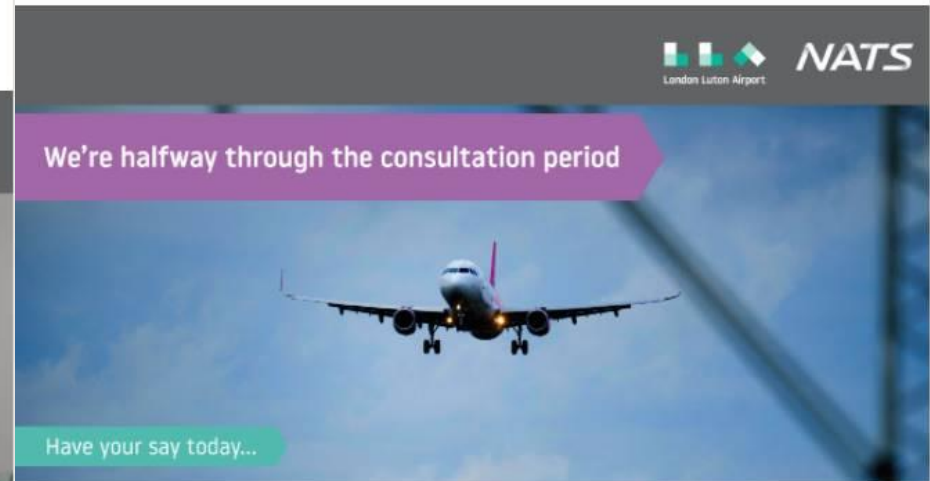
NATS

49,013 followers

7mo • 🌐



We're halfway through the consultation period for proposed changes to **London Luton Airport** arrival flight paths >> <https://bit.ly/2W2y7KZ>



Have your say today...

Eight weeks left for public to have their say on flight path changes - NATS

nats.aero • 4 min read

👍 44



Proposed changes to
London Luton Airport Arrivals

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



What is being proposed?

London Luton Airport shares arrival routes and holds with Stansted Airport. Any arrival delay or disruption at one airport can cause unnecessary arrival delay to the other, impacting the travelling public and local communities. The proposals for change involve separating London Luton Airport's arrivals flightpaths further out and higher up to reduce delays and ensure safety for the future.

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.

Will the proposed change affect me?

London Luton Airport and NATS are seeking your feedback on two options, which affect areas not only near the Airport but also across Bedfordshire, Buckinghamshire, Cambridgeshire, Essex, Hertfordshire and Suffolk. You can find out more about what the changes might mean for you by using the postcode search on the website.

Have your say

Your feedback is very important to help shape the final proposal. More information, including details of online meetings and how to submit your response, can be found by visiting london-luton.co.uk/ad6

This consultation runs from Monday 19th October 2020 until Friday 5th February 2021.

Responses should be made using the online form on the Civil Aviation Authority (CAA) Airspace Change Portal.

If you require a printed copy of the consultation document or have any special requirements, please contact: Airspace Change, Flight Operations, London Luton Airport, Percival House, Percival Way, Luton, LU2 9NU.

Email enquiries can be sent to AD6@ltn.aero

Use the camera on your smartphone to scan this QR code for direct access to the website:



AD6 media report Campaign Launch

October 19

NATS



Unmarked

Press Coverage

Launch day of the consultation started with radio interviews done remotely by Richard Crooks and TV interviews done on location at London Luton Airport by Lee Boulton. An embargoed press release had been sent out the week prior and was re-sent to media and published on all owned channels on launch day.

PRINT coverage

Total reach: 9.28m

Total impressions: 16.48m

Local

- Biggleswade Today
- Bishop's Stortford Independent
- Dunstable Today
- Luton Today
- Royston Crow
- Cambridgeshire Live
- The Comet
- Bucks Herald
- Hunts Post

National

- BBC News – web

Trade

- Airports International

Public asked to have their flight path say

A consultation has been launched this week to change the arrival routes for Luton Airport - which could see aircraft flying closer to other towns in Beds, Bucks and Cambs.

Luton Airport currently shares arrival routes and two holds with Stansted, a situation which has been described as "unsustainable" due to both airports' size.

A delay at one airport can impact the other, with similar delays, noise and carbon emissions.

Today's consultation proposes a new aircraft hold for Luton Airport above the St Neots and Huntingdon area, along with separate routes "further out and higher up". This is to ensure its operations don't clash with Stansted.



The consultation is open now

The joint consultation, co-sponsored with air traffic control provider **NATS**, is looking at two options:

> Option one focuses upon higher altitude arrival routes from the new hold, with the latest air navigation technology (Performance Based Nav-

igation - PBN) at altitudes of around 8,000ft and above to separate Luton's arrivals from Stansted's.

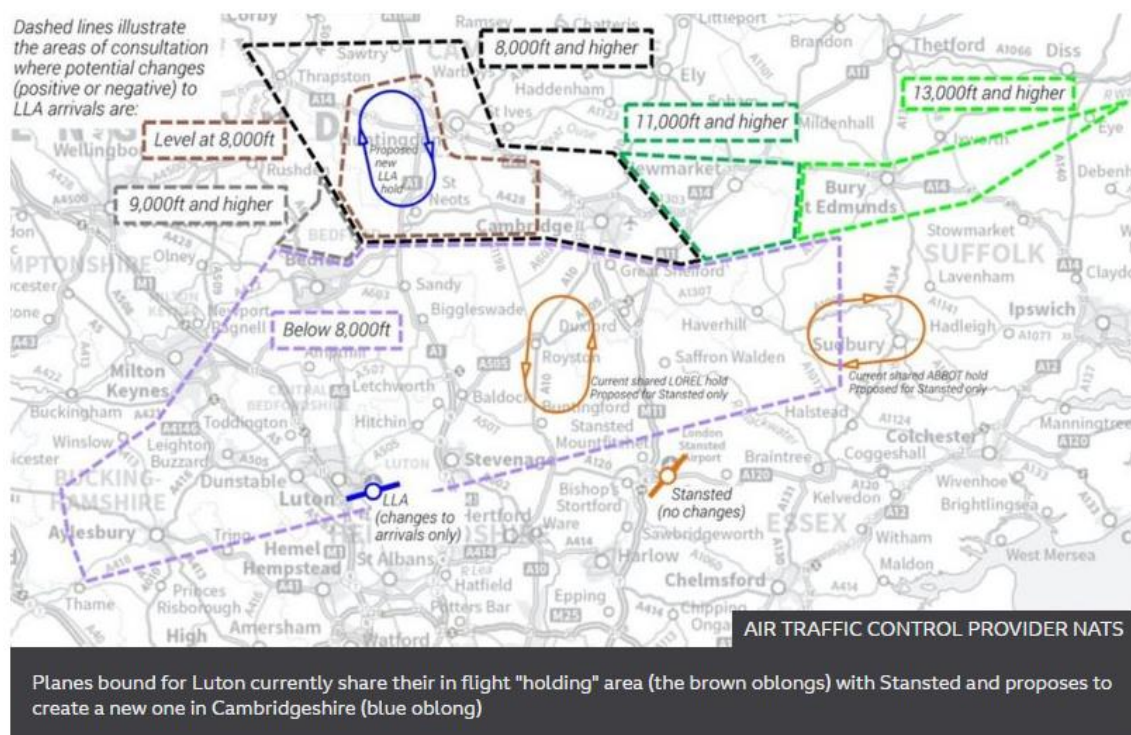
> Option two, described as the "preferred" choice, offers the same but with added "pre-determined" routes spread out to wider areas outside Luton. Area affected by the proposed changes include parts of Bedfordshire, Buckinghamshire, Cambridgeshire, Essex, Hertfordshire and Suffolk.

An online postcode tool allows anyone in these areas to see what the changes may mean for them.

To take part in the consultation go to https://consultations.airspacechange.co.uk/london-luton-airport/ad6_luton_arrivals/

London Luton Airport: Consultation into moving holding area from Herts to Cambs

19 October



A public consultation to help determine new arrival routes for flights into London Luton Airport has started.

The airport currently shares arrival routes and airborne holding areas with Stansted in Essex, with a key position above Royston in Hertfordshire.

The proposed new holding area would be above the A1 between Alconbury and St Neots in Cambridgeshire.

Neil Thompson, operations director at **London Luton**, said it was important to "hear from the wider community".

Airports are assigned holding zones, which are areas in the skies where planes can circle if they have to wait to come in to land.

Luton and Stansted currently use zones above Royston, and above Sudbury in Suffolk, at about 8,000ft.

Lee Boulton, from **NATS**, a firm which provides air traffic services for Luton, said: "The number of flights into Luton has increased significantly in recent years and our controllers have had to delay aircraft and manually manage each flight to ensure safety.

"This proposal is all about ensuring safety and the consultation is a great opportunity for people to give us their feedback and help shape the proposed options, so that the airspace around the airport operates more effectively."



The proposed changes will create a new holding zone for Luton arrivals, to ensure that operations for Luton and Stansted do not have an impact on each other

The proposed changes would create a new holding area for Luton arrivals, to ensure that operations for Luton and Stansted do not have an impact on each other.

Neil Thompson, operations director at Luton, said: "Any airspace change can have impacts for a wide variety of people. Local communities may be affected by noise, airlines will see a change to the routes that they fly and local airspace users may see changes too.

"That's why over the last 18 months we've been working hard with NATS, local community representatives, airlines and others to help develop the final proposals in this consultation."

For more information check out the consultation [website](#).

This consultation runs until 5 February 2021.

Find BBC News: East of England on **Facebook**, **Instagram** and **Twitter**. If you have a story suggestion email eastofenglandnews@bbc.co.uk

Public consultation is launched for new Luton airport arrival paths

London Luton Airport has launched a public consultation on arrival routes into the airport, and is looking at two new options to create a more sustainable model for communities in Herts and Beds.

This comes as the airport currently shares arrival routes and holds with Stansted – meaning any delay at one airport, either in the air or on the ground, impacts the other and can cause additional delays.

The consultation will help determine new arrival routes for flights into the airport, offering residents and communities in the surrounding areas the chance to have their say.

The proposed changes will separate routes further out and higher up and create a new hold for Luton arrivals, to ensure that operations for Luton and Stansted don't impact each other.

GEORGIA BARROW

georgia.barrow@archant.co.uk

The joint consultation, co-sponsored by LLA and air traffic control provider **NATS**, is looking at two options to simplify the arrival routes for flights.

The first option uses the latest air navigation technology (Performance Based Navigation - PBN) at higher altitudes (approximately 8,000ft and above) to separate LLA's arrivals from Stansted's, with air traffic controllers tactically descending and directing aircraft from approximately 8,000ft to land.

The second, preferred option, is the same, but extends the availability of PBN to final approach, which allows a predictable distribution of flights for communities beneath.

The proposals would affect

areas not only in the immediate vicinity of the airport but also wider areas across Bedfordshire, Buckinghamshire, Cambridgeshire, Essex, Hertfordshire and Suffolk.

An online postcode tool allows anyone living or working in these areas to see what the changes may mean for them.

Some postcodes, SG1 through to SG7 – Stevenage, Knebworth, Hitchin, Letchworth and Baldock – are “unlikely to experience a change”, while others are likely to experience a negative change from arrivals coming from the west, according to the tool.

Some in SG8 – Royston and surroundings – may experience a reduction in noise pollution, while those in SG15, SG16 and SG17 areas may experience an increase.

To respond, visit <https://bit.ly/35ewSNc>. This consultation runs until February 5, 2021.

Public consultation begins for arrival route changes at London Luton Airport

🕒 October 21, 2020 📍 Air Traffic Control, Airfield / Airport Lighting, Airports, Environment, Legislation, News 💬 0



(Photo: LLA)

The commencement of negotiations to modify the approaches began earlier this week

A public consultation to help determine new arrival routes for flights into London Luton Airport opened this week, offering residents and local communities the opportunity to have their say and shape the outcome.

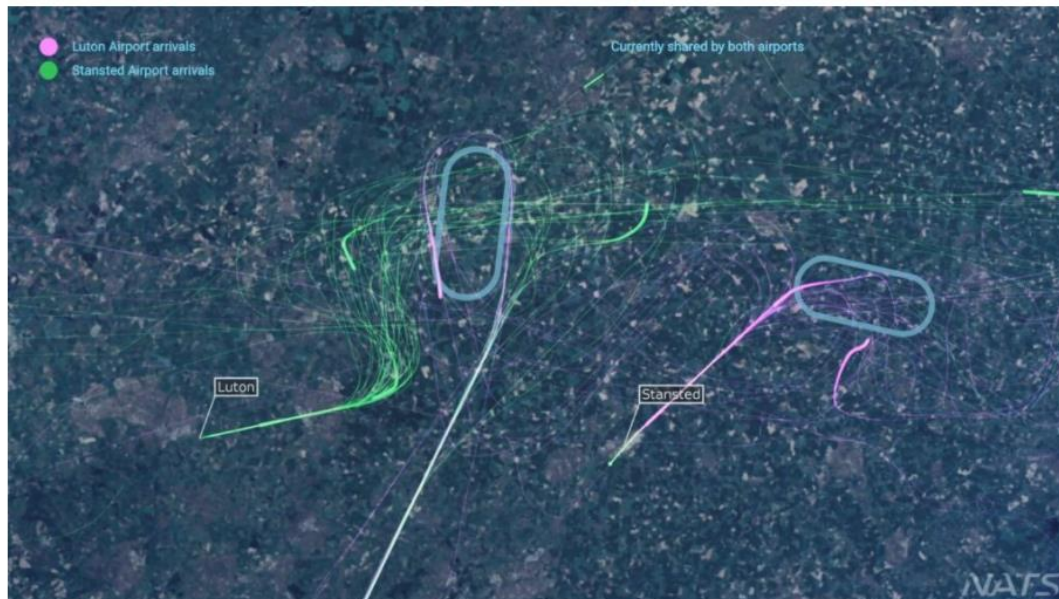
Arrival routes and holds are shared between Luton and London Stansted which, the former says is no longer sustainable due to the size of both airports. This combined approach means that if there is a delay at one of the sites then the other will also be affected.

Sponsors of the new initiative, NATS and LLA, are currently reviewing two potential options.

The first suggests that performance based navigation (PBN) technology is used at higher altitudes to ensure the separation of arrivals at both airports. The implementation of air traffic controllers would also aid aircraft with descent from around 8,000ft and above.

Alternatively, the second possibility allows for the availability of PBN to be extended to the final approach. This should then allow for a more predictable distribution of flights.

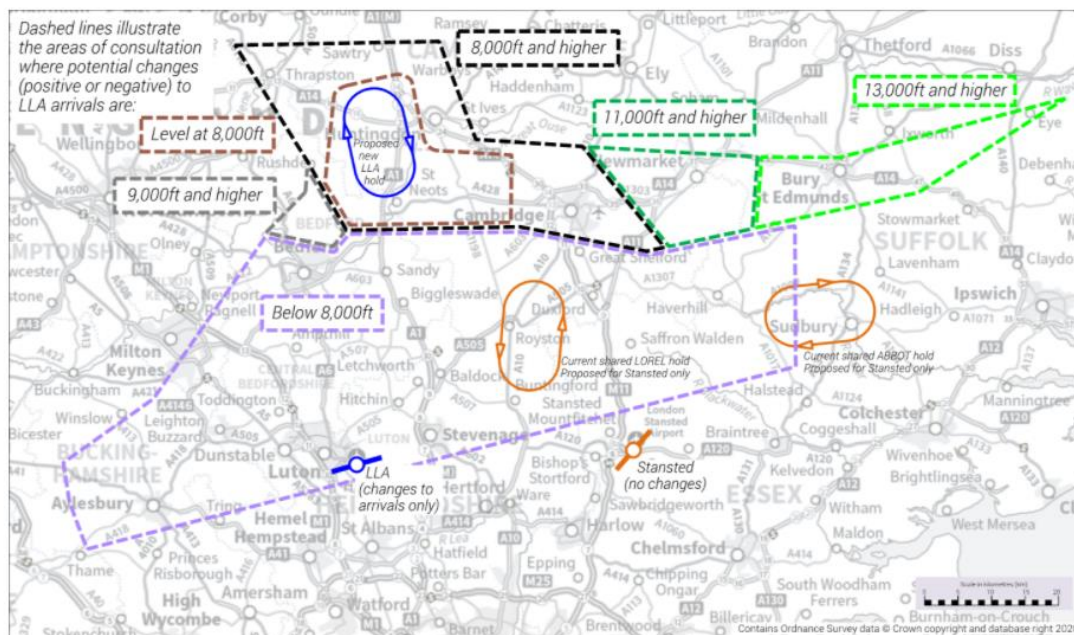
<https://airportsinternational.keypublishing.com/2020/10/21/public-consultation-begins-for-arrival-route-changes-at-london-luton-airport/>



(Photo: LLA)

Meetings and proposals will take place in the form of webinars and virtual seminars to comply with the COVID-19 restrictions. It is hoped that this form of communication will enable local communities, businesses and MPs to all have their say regarding the plans.

These proposals will also affect broader areas of the UK, including Bedfordshire, Buckinghamshire, Cambridgeshire, Essex, Hertfordshire and Suffolk.



(Photo: LLA)

Neil Thompson, operations director at LLA, believes community input regarding the proposals is crucial: "Any airspace change can have impacts for a wide variety of people. Local communities may be affected by noise, airlines will see a change to the routes that they fly and local airspace users may see changes too."

He added: "It's now really important that we hear from the wider community during the 15-week consultation."

The discussion began on Monday and is set to continue until early February of next year.

<https://airportsinternational.keypublishing.com/2020/10/21/public-consultation-begins-for-arrival-route-changes-at-london-luton-airport/>



New flight paths proposed by London Luton Airport for airspace over Huntingdon

Alexandra Collett alexandra.collett@archant.co.uk Read more from Alexandra Collett



October 20, 2020 Updated: Tuesday, October 20, 2020 (12:18)



New 'holding stack' proposed above Huntingdon could cause huge potential noise PICTURE: London Luton Airport

'Local communities may be affected by noise as airlines will see a change to the routes they fly' says operations director at Luton London Airport.

Plans have been announced by London Luton Airport's (LLA) to create a 'holding stack' above the skies of Huntingdon.

The proposals have been put forward by LLA and National Air Traffic Services (NATS) and 'holding stack' and the airport admits people living in Huntingdon, St Ives, Alconbury could be affected by the noise.

The proposal is part of a 15-week public consultation to help determine new arrival routes for flights into LLA, which was launched yesterday October 19.

Neil Thompson, operations director at London Luton Airport, said: "Any airspace change can have impacts for a wide variety of people.

"Local communities may be affected by noise, airlines will see a change to the routes that they fly and local airspace users may see changes too.

"That's why over the last 18 months we've been working hard with NATS, local community representatives, airlines and others to help develop the final proposals in this consultation. "It's now really important that we hear from the wider community during the 15-week consultation."

LLA currently shares arrival routes and holds with Stansted, a unique and unsustainable situation for airports of this size in the UK.

Any delay at one airport, either in the air or on the ground, impacts the other and can cause additional delay, noise and carbon emissions.

The proposed changes will separate routes further out and higher up and create a new hold for Luton arrivals, to ensure that operations for Luton and Stansted don't impact each other.

Lee Boulton, head of Swanwick Development, NATS, said: "The number of flights into London Luton Airport has increased significantly in recent years and our controllers have had to delay aircraft and manually manage each flight to ensure safety.

"This proposal is all about ensuring safety and the consultation is a great opportunity for people to give us their feedback and help shape the proposed options, so that the airspace around the Airport operates more effectively into the future."

To comply with COVID-19 health and safety restrictions, representatives from LLA and NATS will host a number of webinars and virtual meetings throughout the consultation period to present the details of the proposal to local communities, airspace users, businesses and MPs.

The consultation runs from October 19 2020 until February 5 2021. Responses can be made using the form on the CAA Website:

https://consultations.airspacechange.co.uk/london-luton-airport/ad6_luton_arrivals

Consultation begins on new flight paths to separate Luton and Stansted aircraft

By Sinead Corr - sinead.corr@iliffemedia.co.uk

Published: 12:56, 19 October 2020 | **Updated:** 17:54, 19 October 2020



Consultation began on Monday (Oct 19) on new arrival routes for Luton Airport to resolve the "unique and unsustainable situation" of sharing with Stansted.

Current arrangements mean any delay at one airport, either in the air or on the ground, impacts the other and can cause extra noise and carbon emissions.

The proposed changes will separate routes further out and higher up, and create a new hold for Luton arrivals, to ensure that operations for the Bedfordshire and Essex airports are independent.

Affected areas (42754990)

The joint consultation, co-sponsored by Luton Airport and air traffic control provider NATS, is looking at two options to simplify arrival routes for flights and segregate them from Stansted's, ensuring safety.

The first option uses the latest air navigation technology – performance based navigation (PBN) – at higher altitudes (about 8,000ft and above) to separate Luton's arrivals from Stansted's, with air traffic controllers tactically descending and directing aircraft from approximately 8,000ft to land.

The second, preferred option is the same but extends the availability of PBN to final approach, which enables a predictable, more equitable distribution of flights for communities beneath.

The proposals being put forward by Luton and NATS affect Bedfordshire, Buckinghamshire, Cambridgeshire, Essex, Hertfordshire and Suffolk.

They are part of a much wider review of their air space by all UK airports up to 7,000ft, with NATS looking at higher altitudes. The process is being overseen by the Civil Aviation Authority (CAA). Full public consultation on Stansted's future airspace design is scheduled to begin in 2021.

Lee Boulton, head of Swanwick Development, NATS, said: "The number of flights into London Luton Airport has increased significantly in recent years and our controllers have had to delay aircraft and manually manage each flight to ensure safety.

"This proposal is all about ensuring safety, and the consultation is a great opportunity for people to give us their feedback and help shape the proposed options so that the airspace around the airport operates more effectively into the future."

Neil Thompson, operations director at Luton, said: "Any airspace change can have impacts for a wide variety of people. Local communities may be affected by noise, airlines will see a change to the routes that they fly and local airspace users may see changes too.

"That's why over the last 18 months we've been working hard with NATS, local community representatives, airlines and others to help develop the final proposals in this consultation. It's now really important that we hear from the wider community during the 15-week consultation."

An online postcode tool enables residents to see what the changes may mean for them. To find out more and submit a response, visit https://consultations.airspacechange.co.uk/london-luton-airport/ad6_luton_arrivals/. The consultation runs until February 5, 2021.

BROADCAST coverage

Total reach: 1.24m

Total impressions: 2.47m

TV

BBC 1 Cambridge; 19/10/2020, 22:40:12

BBC Look East; 19/10/2020, 18:43:31



London Luton Airport is looking into changing its flight path and this has brought 'aircraft noise' back on the debating table across many regions. NATS, who have helped with the plans say the current system of Luton Airport and Stansted Airport sharing the same routes is not sustainable. Lee Boulton from NATS says this generates complexity and results in delays.

ITV News Anglia, 19/10/2020, 18:01:25



London Luton Airport is looking into changing its flight path and this has brought 'aircraft noise' back on the debating table across many regions. Lee Bolton from National Air Traffic Services says the current air space arrangements for London Luton arrivals are complex and outdated.

Radio

Black Cat Radio

BBC radio interview with Richard Crooks

BBC Radio Three Counties, Andy Collins, 19/10/2020, 07:13:05
BBC Radio Cambridgeshire, Chris Mann, 19/10/2020, 14:03:05
BBC Radio Three Counties, Roberto Perrone, 19/10/2020, 17:32:49
BBC Radio Three Counties, The JVS Show, 19/10/2020, 12:01:52
BBC Radio Three Counties, Andy Collins, 19/10/2020, 09:00:37
BBC Radio Three Counties, Andy Collins, 19/10/2020, 08:06:41

<https://www.bbc.co.uk/sounds/play/p08td2cr> (Listen from 00:02:34)

A public consultation to help determine new arrival routes for flights into London Luton Airport opens on Monday. Richard Crooks, Air Traffic Controller at NATS, London Luton Airport currently shares arrival routes and holds with Stansted, a unique and unsustainable situation for airports of this size in the UK.

Heart radio interview with Lee Boulton

Heart Cambridgeshire, Matt Wilkinson, 20/10/2020, 15:02:20
Heart Home Counties, Matt Wilkinson, 20/10/2020, 15:02:03
Heart Home Counties, Matt Wilkinson, 20/10/2020, 13:02:02
Heart Peterborough, Matt Wilkinson, 20/10/2020, 13:01:51
Heart East Anglia, Matt Wilkinson, 20/10/2020, 13:01:23
Heart Cambridgeshire, Pandora Christie, 20/10/2020, 12:02:07
Heart Home Counties, Pandora Christie, 20/10/2020, 12:01:54
Heart Cambridgeshire, Pandora Christie, 20/10/2020, 11:01:33
Heart Peterborough, Pandora Christie, 20/10/2020, 11:01:22
Heart East Anglia, Pandora Christie, 20/10/2020, 11:00:47
Heart Home Counties, Matt Wilkinson, 20/10/2020, 14:01:41
Heart Cambridgeshire, Matt Wilkinson, 20/10/2020, 14:01:29
Heart Cambridgeshire, Matt Wilkinson, 20/10/2020, 13:02:15
Heart Peterborough, Pandora Christie, 20/10/2020, 12:01:48
Heart East Anglia, Pandora Christie, 20/10/2020, 12:01:17
Heart Home Counties, Pandora Christie, 20/10/2020, 11:01:39

A public consultation to help determine new arrival routes for flights into London Luton Airport has started. Lee Boulton from NATS said that the proposal is all about ensuring safety and the consultation is a great opportunity for people to give us their feedback and help shape the proposed options.

Social media

In the first month of the consultation period, several posts have been published to NATS and Luton Airport's social media pages. As well as running two paid-for ads on Facebook and Twitter, each week we have shared links and information to help people better understand the proposed changes.

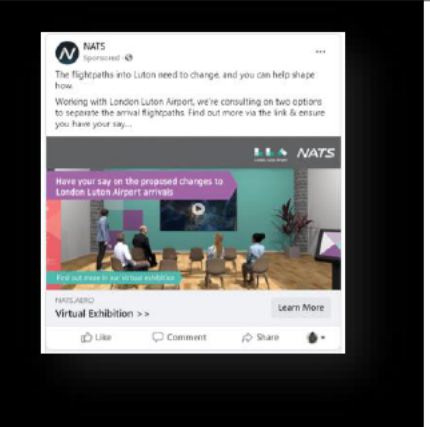
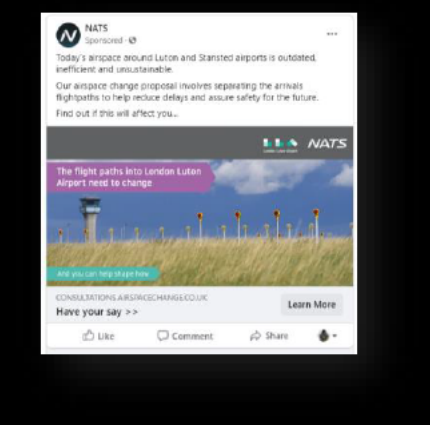
Paid-for posts (adverts)

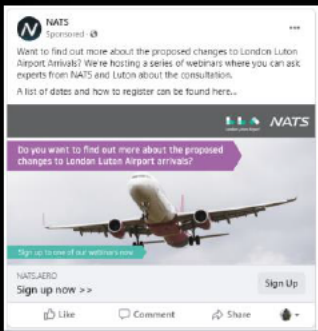
A total budget of £2,000 has been allocated to paid-for advertising on Facebook and Twitter. In the first month we have spent £543 of the budget resulting in 2,315 link clicks through to the Virtual Exhibition, Citizen Space webpage and public webinar sign-up link. A breakdown of the analytics can be found below.

Facebook

Overall

- Reach – 59,098
- Link clicks – 1,910
- Engagement rate – 3.2%


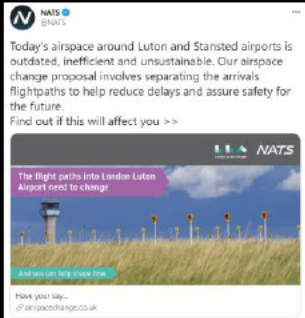
Content	Link to	Analytics
 <p>A screenshot of a Facebook post from NATS. The post text reads: "The flight paths into Luton need to change, and you can help shape how. Working with London Luton Airport, we're consulting on two options to separate the arrival flightpaths. Find out more via the link & ensure you have your say...". Below the text is a video thumbnail showing a virtual meeting. The post includes a "Learn More" link and engagement icons for Like, Comment, and Share.</p>	Virtual Exhibition	Reach – 12,480 Link clicks – 145 Cost per click – 51p
 <p>A screenshot of a Facebook post from NATS. The post text reads: "Today's airspace around Luton and Stansted airports is outdated, inefficient and unsustainable. Our airspace change proposal involves separating the arrivals flightpaths to help reduce delays and assure safety for the future. Find out if this will affect you...". Below the text is a video thumbnail showing a landscape with flight paths. The post includes a "Learn More" link and engagement icons for Like, Comment, and Share.</p>	Citizen Space webpage	Reach – 29,440 Link clicks – 1,550 Cost per click – 12p

	<p>Public webinar sign-up page</p>	<p>Reach – 17,215 Link clicks – 215 Cost per click – 54p</p>
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Twitter

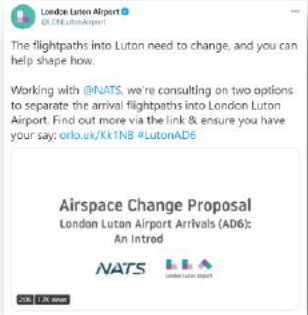

Overall

- Reach – 104,508
- Link clicks – 405
- Engagement rate – 0.4%

Content	Link to	Analytics
	<p>Virtual Exhibition</p>	<p>Reach – 1,312 Link clicks – 1 Cost per click – 36p</p>
	<p>Citizen Space webpage</p>	<p>Reach – 62,187 Link clicks – 268 Cost per click – 58p</p>

	<p>Public webinar sign-up page</p>	<p>Reach – 41,014 Link clicks – 136 Cost per click – 82p</p>
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Organic posts

Content	Analytics
<p>19 October</p> <p>An Introduction to the consultation. Talking head video – Lee Boulton & Nicole Morris.</p> 	<p>Engagement rate: 6.1% 15,806 impressions 962 engagements 4,200 video views 127 link clicks</p>
<p>27 October</p> <p>Virtual Exhibition video. A walk-through the virtual town hall to show how it works.</p> 	<p>Engagement rate: 4.5% 3,464 impressions 157 engagements 1,268 video views 24 link clicks</p>

<p>2 November</p> <p>Post-code look up tool run-through video. Testing different postcodes to show how the tool works.</p>	<p>Engagement rate: 4.3%</p> <p>3,181 impressions</p> <p>136 engagements</p> <p>1,198 video views</p> <p>38 link clicks</p>
<p>11 November</p> <p>Data visualisation showing how the hold/flightpaths operation now, compared to options 1 and 2.</p>	<p>Engagement rate: 5.8%</p> <p>5,052 impressions</p> <p>293 engagements</p> <p>1,021 video views</p> <p>44 link clicks</p>
<p>16 November</p> <p>Public webinar sign-up link.</p>	<p>Engagement rate: 3%</p> <p>2,409 impressions</p> <p>54 engagements</p> <p>10 link clicks</p>

AD6 media report Campaign Mid-point

December 9

NATS



Unmarked

Press Coverage

PRINT and ONLINE coverage

Total reach: 6.52m

Total impressions: 7.67m

Local

- Biggleswade Chronicle
- Bedford Today
- Dunstable Today
- Leighton Buzzard Today
- Luton News
- Hitchin Comet
- Stevenage Comet
- Herts Advertiser
- Harpenden Advertiser
- Eastlife
- The Hunts Post – including an exclusive video interview with Luton & NATS SMEs

Trade

- Flyer
- Pilot

Proposed flight path changes at Luton Airport could affect our area

There are just eight weeks left for you to have YOUR say on proposed flight path changes at Luton Airport.

MAYA DERRICK

Maya.Derrick@archant.co.uk

London Luton Airport (LLA) and air traffic control provider NATS are urging communities to respond to proposed changes to the airport's arrival paths, before the public consultation period ends on February 5.

The joint consultation is looking at two options to simplify the arrival routes for flights into Luton, and to segregate them from Stansted's arrivals.

Both proposals include a new hold west of Huntingdon, which would only be used at the busiest times or during adverse weather conditions.

Under the proposal, the lowest aircraft in the holding area would be at 8,000 feet, with no more than one at that altitude. Some new areas may be overflown by Luton arrivals.

Neil MacArthur, chairman of campaigners HarpendenSky, said: "A major proposed Luton Airport AD6 airspace change proposal shows a repetitive stream of airtraffic above Stevenage and Baldock at under 5,000 feet which will generate a very significant volume of repetitive noise and increase the accumulation of carbon emissions immediately above these town residents.

"It is typical of NATS/Luton Airport to have these public consultations now when there is very little air traffic so nobody is

concerned but imagine Luton Airport at full capacity or nearly doubling capacity to 32 million passengers per annum – it will be horrendous and there is no chance of making changes then."

Andrew Lambourne, speaking for community group LADACAN (Luton and District Association for the Control of Aircraft Noise), said: "I think the problem is that people who work in the aviation industry soak up a lot of very complicated, technical jargon and information, which they're used to using on a day by day basis. They genuinely struggle with communicating this to people who have never had anything to do with aviation at all, and simply recognise that planes may or may not fly over their houses or their gardens or wherever they live from time to time.

"I am a little disappointed in the fact that I think an opportunity has been missed here in bridging that communications gap."

LADACAN have asked Luton Airport to produce maps detailing the impact of changes to flight paths in the area, with no success thus far. However, maps produced by LADACAN can be found on their website.

Neil Thompson, operations director at London Luton Airport, added: "We would encourage anyone in the areas affected to visit the virtual exhibition to find out what the changes might mean for them.

"Everyone has the right to respond and we want to hear from as many people as possible."

To find out more and submit a response, visit nats.aero/vr/ad6.



Proposed flight path changes at Luton Airport could affect our area

There are just eight weeks left for you to have YOUR say on proposed flight path changes at Luton Airport.

London Luton Airport (LLA) and air traffic control provider NATS are urging communities to respond to proposed changes to the airport's arrival paths, before the public consultation period ends on February 5.

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MAYA DERRICK

Maya.Derrick@archant.co.uk



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"It is typical of NATS/Luton Airport to have these public consultations now when there is very little air traffic so nobody is concerned but imagine Luton



Client: NATS
Source: Herts Advertiser (Harpenden Advertiser)
Date: 17/12/2020
Page: 21
Reach: 39499
Value: 1504.70

NATS



A Wizz Air plane comes in to land at Luton Airport.

Picture: DANNY LOO

Airport at full capacity or nearly doubling capacity to 32 million passengers per annum – it will be horrendous and there is no chance of making changes then.”

Andrew Lambourne, speaking for community group LADACAN (Luton and District Association for the Control of Aircraft Noise), said: “I think the problem is that people who work in the aviation industry soak up a lot of very complicated, technical jargon and information, which they’re used to using on a day by day basis. They genuinely

struggle with communicating this to people who have never had anything to do with aviation at all, and simply recognise that planes may or may not fly over their houses or their gardens or wherever they live from time to time.

“I am a little disappointed in the fact that I think an opportunity has been missed here in bridging that communications gap.”

LADCAN have asked Luton Airport to produce maps detailing the impact of changes

to flight paths in the area, with no success thus far. However, maps produced by LADCAN can be found on their website.

Neil Thompson, operations director at London Luton Airport, added: “We would encourage anyone in the areas affected to visit the virtual exhibition to find out what the changes might mean for them.

“Everyone has the right to respond and we want to hear from as many people as possible.”

To find out more and submit a response, visit nats.aero/vr/ad6.

We put your questions on proposed holding stack to airport and aviation officials

News that London Luton Airport is proposing to create a 'holding stack' over Huntingdonshire has been met with concern and confusion. Alex Collett put your questions to Richard Crooks, from National Air Traffic Services (NATS), and Nicole Morris, from London Luton Airport operations.

1: The new flight path would expose approximately 25,000 rurally-located people in Huntingdonshire to noticeable noise. A reader asked 'what does that really mean in practice' and St Neots mayor, Cllr Stephen Ferguson asked for comment on a person being exposed to 50dB of noise over a period of time and whether it could cause fatigue. Also, readers wanted to know whether the noise would be more noticeable in villages.

Nicole Morris said: "It is a difficult question to answer because what may annoy one person may not annoy another. It also depends on background noise and the weather. It can also change based on whether the aircraft is directly ahead, or at a slight angle. So it does depend on individual circumstances and everybody's individual subjectiveness to the noise.

"On the NATS website we do have a good resource which uses videos, so you can see different aircraft at different altitudes which can give you a bit of a perspective on what the noise is like. Obviously it depends on how loud your settings are on your laptop or computer, but it does give a good indication, which we would encourage people to use."

2: Huntingdonshire district councillor Mike Humphrey has raised concerns about the proposed flight holding zone. He is concerned about the height of the aircraft and the amount of flights that people would be subjected to. He also asked whether you are looking at daily stacking or only when flights are severely disrupted?

Richard Morris said: "Councillor Humphrey came to one of our webinars and I would strongly encourage your readers to come along to one of the further webinars. There is one more before Christmas and there are some more in the new year, before the consultation closes in February.

"With regards to the hold, we do envisage using it most days, during peak periods, so when there are more arrivals that can land at any time and during periods of difficult weather conditions. It is important to note that the hold is at 8,000 ft and above and there will only be one aircraft in the hold at 8,000ft at any one time. Aircraft will remain at 8,000 ft at 10 kilometres south of the hold before they will start to descend, so lots of aircraft arriving at Luton will not utilise the hold at all."

3: According to a group of residents and parish councillors in Perry, the proposals would increase CO2 emissions per inbound aircraft by almost 300 Kg. What environmental impact will the holding stack have?

Richard Morris said: "One of the design principles that we used when we started this proposal was to minimise any environmental impact of the changes. The changes are so we can address and modernise the air space and by doing so we are separating out the flows of Luton traffic from Stansted traffic, reducing the complexity in the air space. In the worst-case scenario some of the Luton arrivals will fly further than they do today and there will be some additional fuel burn. However, there are a few other points to note that is the reduced holding at Stansted and at Luton has environmental benefits and we are also predicting that a lot of aircraft will fly continuous descent, when arriving in Luton and that has both environmental and noise benefits."

4: Some people have raised concerns about fuel possibly being dumped. Is there is a possibility this could happen?

Richard Morris said: "Absolutely

Client: NATS
Source: The Hunts Post
Date: 16/12/2020
Page: 6
Reach: 42254
Value: 1675.26

not, so people really don't need to worry about aircraft dumping fuel. It does happen but it happens very rarely, in certain circumstances, normally in an emergency situation, and certain aircraft types can dump fuel, but when it does happen, it happens very high up and out over the sea. Most of the aircraft that use Luton airport don't actually have the facility to dump fuel."

5: Cllr Ferguson has said the proposal is being presented as a public consultation but is actually a choice offered between two possible landing routes. Neil Thompson, operations director at London Luton Airport, told The Hunts Post last month they had been working with NATS, local community representatives, airlines and others to help develop the final proposals in this consultation. But we understand that neither Jonathan Djanogly, Huntingdonshire District Council or the mayor of St Neots were informed. Can we get a comment on that?

Nicole Morris said: "As part of this proposal, we have to follow a seven-stage process, which is regulated by the Civil Aviation Authority. This consultation is at stage three of that process so we did do a community engagement in stage 1 and stage 2.

"This community engagement was based on the areas that are overflowed under 7,000 ft, so Huntingdonshire wasn't directly involved with this process. That is based on Government guidance that we have to follow when noise is a priority below 7,000 ft, because that is where the impacts would be greatest. So although they haven't been involved, we are doing a public consultation now and obviously everyone can comment on any part of the proposal, which includes the location of the holding stack. We also have public webinars and we a local council webinar, which is early

in the new year, so if local councillors do want to get involved, they should email us. We are still extending invites to local MPs, so if they do want to meet us, they should feel free to get in contact."

6: Councillor Ferguson also wants to ask why the proposal is a holding stack rather than a modern approach of a linear holding? Can you explain what a linear holding is?

Richard Morris said: "There are a number of different ways you can absorb delay in the air. One of which is the traditional orbital or race track pattern that your readers may be familiar with.

There are other concepts that the councillor points out, one of which is called a point merge arrival system, where aircraft fly in an arc and they are equidistant from the airport whilst flying on the arc and such a procedure is in use in the UK at London City Airport. We did look at all the other options, including whether we could not have a hold at all. The other options have been rejected either for safety or operational reasons."

There are now eight weeks left for public to have their say on flight path changes.

Communities are being urged by NATS to attend online Q&A sessions to talk to airspace change specialists.

London Luton Airport (LLA) and air traffic control provider NATS are urging communities to respond to a public consultation on proposed changes to the Airport's arrival paths, as the consultation period reaches the halfway mark.

Neil Thompson, operations director at London Luton Airport, said: "We would encourage anyone in the areas affected to visit the virtual exhibition to find out what the changes might mean for them.

We have online Q&A sessions available in December and January, so please do register for one and speak to us directly about your concerns. Everyone has the right to respond and we want to hear from as many people as possible."

To find out more and submit a response, visit: www.nats.aero/vr/ad6/ The consultation runs until February 5 2021.

Client: NATS
Source: The Hunts Post
Date: 16/12/2020
Page: 6
Reach: 42254
Value: 1675.26

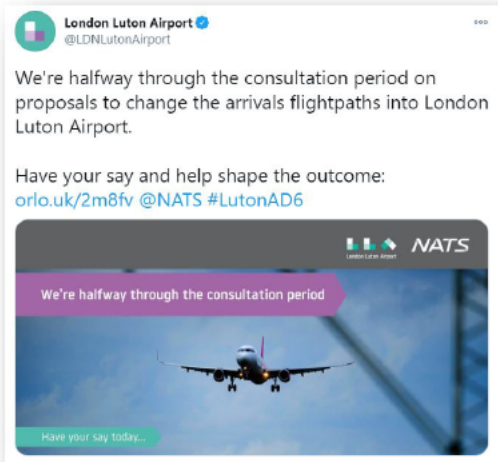
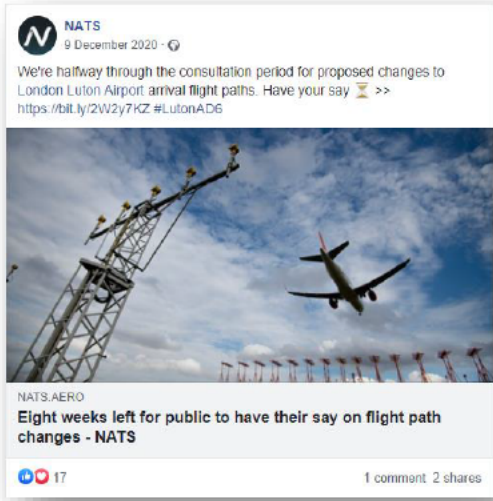


Hunts Post Reporter Alex Collett interviews Nicole Morris from London Luton Airport and Richard Crooks from NATS

PICTURE: ARCHANT

Social media

Organic posts

Content	Analytics
<p>7 December</p> <p>Mid-point graphic & link to Virtual Exhibition</p> <ul style="list-style-type: none"> Facebook, Twitter 	<p>5 clicks through to Virtual Exhibition</p> <p>2,195 impressions</p> <p>34 engagements</p>
<p>9 December</p> <p>Mid-point press release</p> <ul style="list-style-type: none"> Facebook, Twitter, LinkedIn 	<p>94 clicks through to press release on nats.aero</p> <p>14,917 impressions</p> <p>369 engagements</p>

12 December

Webinar reminder

- **Facebook, Twitter**



45 clicks through to webinar sign-up page

11,946 impressions

251 engagements

AD6 media report Campaign – final two weeks

January 22nd

The NATS logo is displayed in a light blue, italicized, sans-serif font. It is positioned on the right side of a large black rectangular area that occupies the bottom half of the page. Two light blue curved lines sweep across the black area from the top left towards the bottom right, framing the logo.

Unmarked

Press Coverage

PRINT and ONLINE coverage

Approx reach: 585k

Approx impressions: 597k

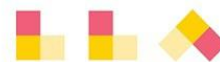
- Harpendia Newsletter
- Herts Advertiser
- The Royston Crow
- The Hunts Post
- Leighton Buzzard Observer

RADIO coverage

Approx reach: 17,833

- BBC 3 Counties
- BBC Radio Cambridgeshire

Client: London Luton Airport
Source: The Hunts Post
Date: 27/01/2021
Page: 11
Reach: 42254
Value: 878.4900



Not long left to respond to Huntingdonshire flight path plans

ALEXANDRA COLLETT

alexandra.collett@channel4.com

There are just a few days left to respond to plans for a proposed flight path over Huntingdonshire.

London Luton Airport and NATS have put forward proposals for a 'holding stack' over Huntingdonshire.

Feedback needs to be submitted by February 5, when the consultation closes.

Neil Thompson, Operations Director at London Luton Airport, said: "Thanks to our virtual exhibition, it has never been easier to participate in such an important consultation.

"While we've been pleased by the overall response so far, we're keen to hear from as many communities as possible. We urge everyone living or working in Bedfordshire, Hertfordshire, Buckinghamshire,

Cambridgeshire, Essex and Suffolk to use the illustrative online postcode tool and see what the proposals may mean for you and provide your feedback before February 5."

The consultation has been open for more than 15 weeks in order to give people enough time to investigate the proposals and respond.

While over a thousand responses have already been

received, London Luton Airport and NATS are urging everyone to check if they will be affected by the proposals and respond in time to meet the deadline.

Lee Boulton, Head of Swanwick

Development, NATS, said: "The pandemic has of course drastically reduced the number of flights using not only Luton Airport, but all airports in the UK these past months.

"However, work on this proposal started in 2017 and is driven by the underlying safety requirement to reduce the region's airspace complexity and will still be

necessary even if air traffic recovers from the effects of the coronavirus pandemic more slowly than predicted."

The proposed changes separate routes further out and higher up and creates a new hold for Luton arrivals for use during busy periods of the day, with aircraft no lower than approximately 8,000ft, one of the highest hold bases in

London airspace.

To find out more and submit a response, visit <https://www.nats.aero/vr/ad6/>

This consultation closes on February 5. Responses should be made using the form on the CAA Website: <https://consultations.airspacechange.co.uk/london-luton-airport/ad6-luton-arrivals/intro>

Airport keen to hear from all communities

NATS says that some communities overflowed by London Luton Airport arrivals will be positively or negatively impacted by flight path changes.

They say that option two (as described in our main story on page 5) is their preference because it aligns with the principles of the government's Airspace Modernisation Strategy, more than option one.

NATS also thinks option two would provide a predictable, equitable distribution of air traffic and would improve resilience should disruptive events occur such as the weather.

Lee Boulton, from NATS, said: "The pandemic has, of course, drastically reduced the number of flights using not only LLA but all airports in the UK these past months.

"However, work on this proposal started in 2017 and is driven by the underlying safety requirement to reduce the region's airspace complexity and will still be necessary even if air traffic recovers from the effects of

the coronavirus pandemic more slowly than predicted."

Neil Thompson, operations director at LLA, said: "Thanks to our virtual exhibition, it has never been easier to participate in such an important consultation. While we have been pleased by the overall response so far, we are keen to hear from as many communities as possible.

"With just two weeks to go, we urge everyone living or working in Bedfordshire, Hertfordshire, Buckinghamshire, Cambridgeshire, Essex and Suffolk to use the illustrative online postcode tool and see what the proposals may mean for you and provide your feedback before the deadline."

To find out more and submit a response, visit <https://www.nats.aero/vr/ad6>

The consultation closes on February 5, responses should be made using the form on the Civil Aviation Authority website: https://consultations.airspacechange.co.uk/london-luton-airport/ad6_luton_arrivals

Client: London Luton Airport
Source: Leighton Buzzard Observer
Date: 26/01/2021
Page: 5
Reach: 6162
Value: 839.7900



Fears NATS preferred flight path plan could have significant impact

by John Mason

john.mason@jpimedia.co.uk
@LBOnews

A consultation seeking to change the arrival flight paths at London Luton Airport (LLA) will increase noise and air pollution near Leighton Buzzard if the appropriate option is not selected, warns the Leighton Buzzard Society.

Currently, LLA and Stansted, which are two of the five busiest airports in the UK, share the same arrival flows to the same holds, in a relatively small region. As it is so interdependent, air traffic control often has to limit the number of aircraft in this airspace to maintain safety, which causes delays.

The joint consultation, co-sponsored by LLA and National Air Traffic Control Services (NATS), is proposing a new holding stack over Grafham Water near Huntingdon solely for Luton arrivals. Easterly operations (30 per cent of arrival flights) from here concern Leighton Buzzard, with two options up for discussion.

The first option seeks to establish a new airborne hold, or stack, for LLA arrivals, with associated airspace and air routes, above approximately 8,000ft.

From that new hold, the method air traffic controllers use to bring arrivals from 8,000ft to the runway would be similar to today - providing each aircraft with heading, descent and speed instructions,

manually managing each flight (known as vectoring).

This reduces complexity and minimises the change from today's flight paths at lower altitudes.

The second option - the preference of NATS, also seeks to establish a new airborne hold for LLA arrivals, with associated airspace and air routes, at 8,000ft and above. From that new hold, air traffic controllers would still use the vectoring method described in the first option, to descend aircraft to the runway. However, there would also be a number of predetermined arrival flight paths which aircraft could fly automatically and without intervention by controllers.

The Leighton Buzzard Society is in favour of option one. Transport officer John Sharp said: "Option one starts from a point southeast of St Neots with a swathe approximately 10 miles wide narrowing to about 3.5 miles approaching Leighton Buzzard, with flights passing to the south of the built-up area.

"At this point aircraft would be flying level at 5,000ft. We are told in the consultation that some 70 per cent of these flights would be vectored to final approach and the remainder would be given shortcuts, arriving from several directions."

Mr Sharp thinks that vectoring gives a wider spread of aircraft movements.

> NATS and London Luton Airport view, see page 4.



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Have your say on Luton Airport flight path changes that could be introduced in 2022. CONSULTATION NOW CLOSED

Less noise or more noise - subject to where you live.

The consultation (co-sponsored with air traffic control provider NATS) proposes a new aircraft hold for Luton Airport above the St Neots and Huntingdon area, along with separate routes "further out and higher up". This is to ensure its operations don't clash with Stansted which shares the same air space.



There are 2 options:

Option one focuses upon higher altitude arrival routes from the new hold, with the latest air navigation technology (Performance Based Navigation - PBN) at altitudes of around 8,000ft and above to separate Luton's arrivals from Stansted's.

Option two described as the "preferred" choice, offers the same but with added "pre-determined" routes spread out to wider areas outside Luton. Areas affected by the proposed changes include parts of Bedfordshire, Buckinghamshire, Cambridgeshire, Essex, Hertfordshire and Suffolk.

SEE WHAT THE CHANGES MAY MEAN FOR YOU YOU IN HARPENDEN:

An online postcode tool (available here

<https://www.nats.aero/vr/ad6/static-postcode-lookup>) allows anyone in these areas to see what the changes may mean.

How to respond

The most effective way to provide your feedback is to **complete the online survey**, at the **CAA's airspace change website** .

Responses are moderated by the CAA and then published for transparency.

Responses are not accepted via email - please use the **online survey**.

Paper responses can be accepted. The downloadable **Consultation Document** contains a **printable survey form** and the postal address.

Posted responses will be added to the CAA's online survey by our dedicated staff.

Your feedback is important to us. Please complete the **online survey**.

<https://www.nats.aero/vr/ad6/>

This consultation CLOSED ON February 5, 2021.

Luton Airport and NATS expect to submit a formal proposal for the Civil Aviation Authority's consideration this Summer, 2021. **They want to hear from all interested parties and stake holders.**

me!

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Luton Airport flight path public consultation in final weeks



Maya Derrick

Published: 4:27 PM January 19, 2021

Passenger numbers are down at Luton airport amid the coronavirus. Picture: Luton Airport - Credit: Archant

There are just two weeks left to respond to a consultation on arrival routes into London Luton Airport (LLA).

The consultation period, which opened in 2020, will close on February 5, meaning there is still time for residents of communities surrounding the airport to submit their responses that will shape the outcome.

READ MORE: [Proposed flight path changes at Luton Airport could cause disruption to our area, say campaigners](#)

The consultation looks at two options to simplify the arrival routes for flights into the UK's fifth busiest airport and segregate them from Stansted's, ensuring safety.

Due to the pandemic, the consultation has largely been digital to allow for engagement with the majority of stakeholders. A virtual exhibition offers access to all the information needed to make an informed decision and provide feedback that will help determine the final proposal.

The consultation, which is running for more than 15 weeks in order to give people enough time to investigate the proposals and respond, has already had over 1,000 responses, but

Client: NATS
Source: Herts Advertiser
[View Online](#) [View Text](#)
[PDF](#)
Date: 19-Jan-2021
Reach: 15182
Value: 408

NATS

LLA and air traffic control provider NATS are urging everyone to check if they will be affected by the proposals and respond before the deadline.

RELATED STORY: [Luton Airport's latest plans branded 'fundamentally unsustainable' by campaign groups](#)

You may also want to watch:

All online responses must be received before midnight on Friday, February 5. Postal responses should be sent with enough time to ensure delivery by the consultation closure date.

Some communities currently overflowed by Luton arrivals and using the existing holds would experience less arrivals traffic under these proposals; including Melbourn and Royston.

READ MORE: [Luton Airport expansions deemed 'unjustified' and 'unmerited' by Hertfordshire opposition groups](#)

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Lee Boulton from NATS said: "The pandemic has of course drastically reduced the number of flights using not only Luton Airport, but all airports in the UK these past months.

"However, work on this proposal started in 2017 and is driven by the underlying safety requirement to reduce the region's airspace complexity and will still be necessary even if air traffic recovers from the effects of the coronavirus pandemic more slowly than predicted."



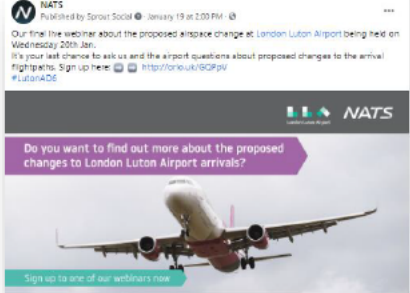
Neil Thompson, operations director at LLA, said: "Thanks to our virtual exhibition, it has never been easier to participate in such an important consultation. While we've been pleased by the overall response so far, we're keen to hear from as many communities as possible.

"With just two weeks to go, we urge everyone living or working in Bedfordshire, Hertfordshire, Buckinghamshire, Cambridgeshire, Essex and Suffolk to use the illustrative online postcode tool and see what the proposals may mean for you and provide your feedback before February 5."

To find out more and submit a response, visit nats.aero/vr/ad6

Social media

Organic posts

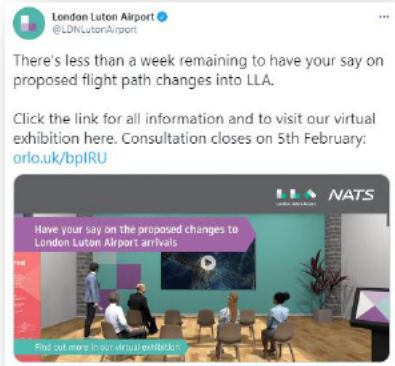
Content	Analytics
<p>17 January</p> <p>Final webinar push – link to sign up page</p> <ul style="list-style-type: none"> Luton's pages: Twitter 	<p>8 link clicks</p> <p>2,970 impressions</p> <p>47 engagements</p>
<p>18 January</p> <p>Two weeks left – link to press release</p> <ul style="list-style-type: none"> NATS pages: Facebook, Twitter 	<p>24 link clicks</p> <p>7,650 impressions</p> <p>102 engagements</p>
<p>19 January</p> <p>Final live webinar – link to sign-up page</p> <ul style="list-style-type: none"> NATS pages: Facebook, Twitter 	<p>26 link clicks</p> <p>11,254 impressions</p> <p>208 engagements</p>

<p>26 January</p> <p>Post-code look-up tool – link to Virtual Exhibition</p> <ul style="list-style-type: none"> NATS pages: Facebook, Twitter 	<p>53 link clicks</p> <p>7,700 impressions</p> <p>248 engagements</p>
<p>27 January</p> <p>Data vis video & one week countdown – link to AD6 hub</p> <ul style="list-style-type: none"> Luton's pages: Twitter 	<p>12 link clicks</p> <p>2,968 impressions</p> <p>118 engagements</p>
<p>29 January</p> <p>One week left – link to Virtual Exhibition</p> <ul style="list-style-type: none"> NATS pages: Facebook, Twitter 	<p>9 link clicks</p> <p>6,986 impressions</p> <p>81 engagements</p>

1 February

Less than a week left – link to AD6 hub

- **Luton's pages: Twitter**



26 link clicks

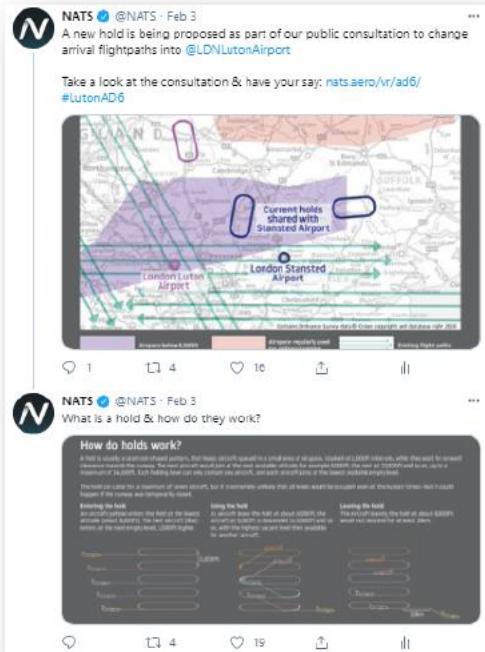
4,511 impressions

106 engagements

3 February

Hold infographic – link to Virtual Exhibition

- **NATS pages: Facebook, Twitter**



109 link clicks

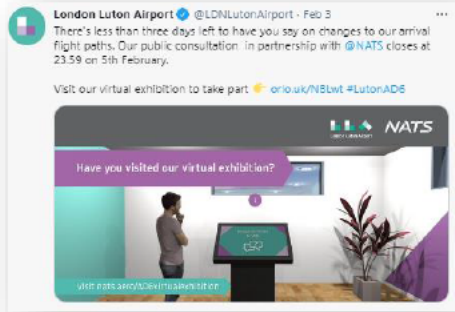
18,667 impressions

1,656 engagements

3 February

Three days left – link to Virtual Exhibition

- **Luton's pages: Twitter**



10 link clicks

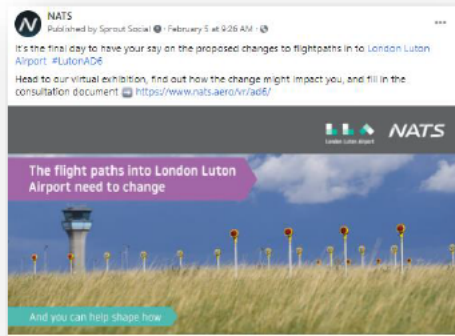
5,555 impressions

56 engagements

5 February

Final day to have your say – link to Virtual Exhibition

- **NATS pages: Facebook, Twitter**



63 link clicks

9,595 impressions

413 engagements

5 February

Final day to have your say – link to AD6 hub

- **Luton's pages: Twitter**



9 link clicks

2,390 impressions

92 engagements

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.

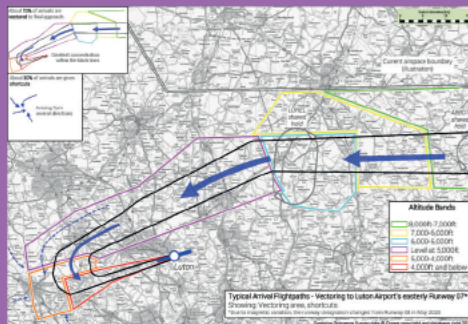
Why are we doing this now?

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.

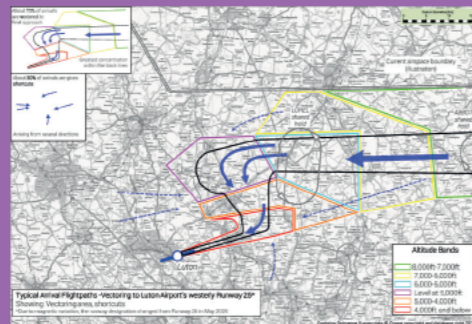
What happens today?

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

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.

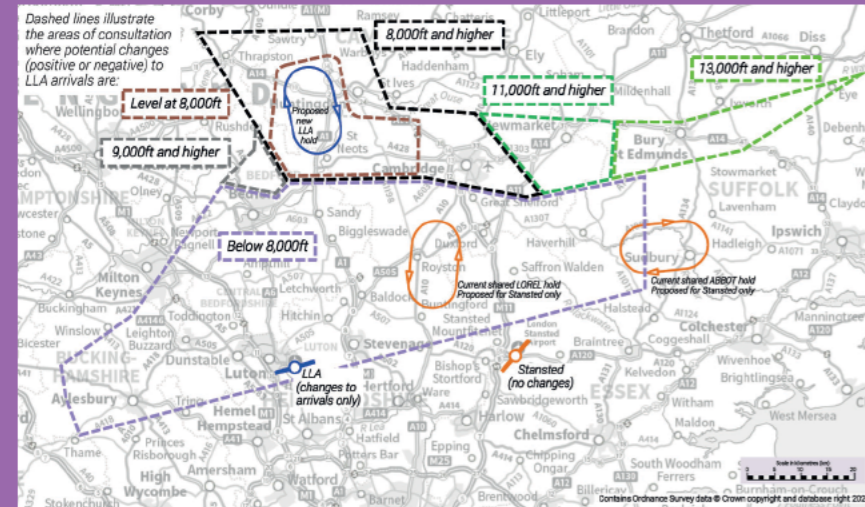
Proposed changes to London Luton Airport Arrivals

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



Will the proposed change affect me?

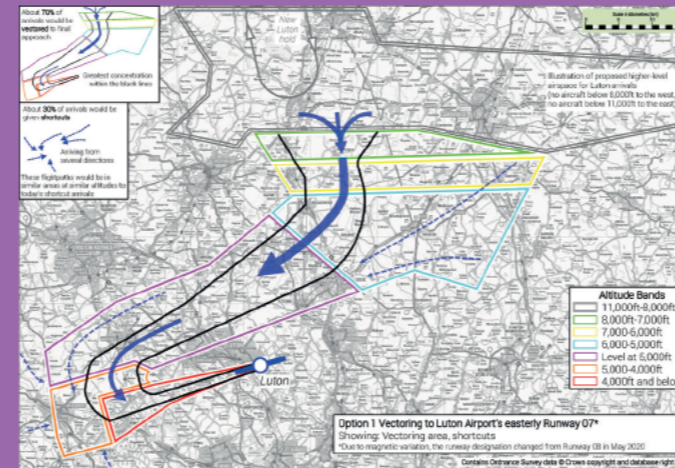
The image below shows the areas which may be affected by the changes, which include the proposal for a new hold for LLA arrivals located close to the junction of the A1 and the A14 west of Huntingdon. Here aircraft will be at about 8,000ft. We generally expect aircraft to bypass the hold because the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



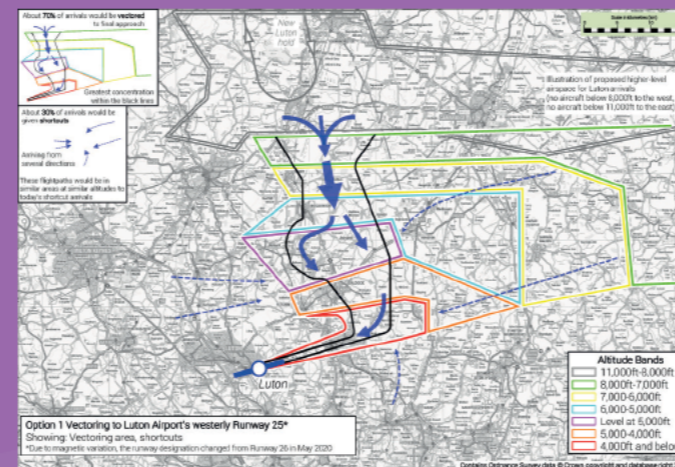
Option 1: Vectoring and shortcuts to the runway.

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.

Easterly Operations



Westerly Operations



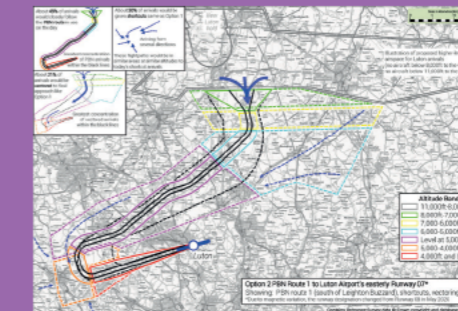
Option 2: Predetermined routes, vectoring & shortcuts to the runway.

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.

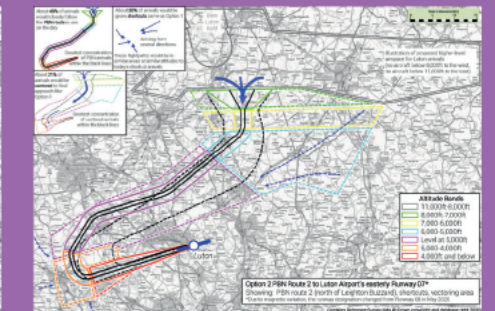
We are proposing two routes, shown by the black lines, for each runway direction which could be alternated, allowing for noise impacts to be shared across communities. These routes have been designed as far apart as technically possible. There is also a wider coloured area that aircraft will use when 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

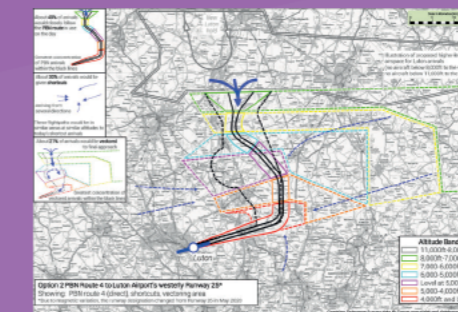


Predetermined Route 2

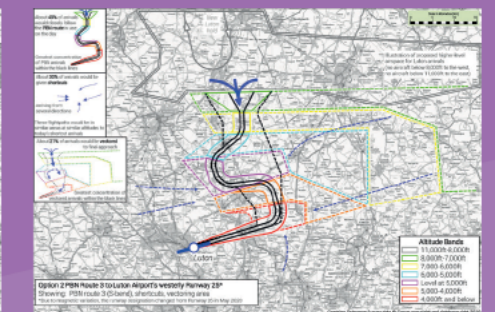


Westerly Operations (c.70% of the time)

Predetermined Route 1



Predetermined Route 2



London Luton Airport arrivals airspace change

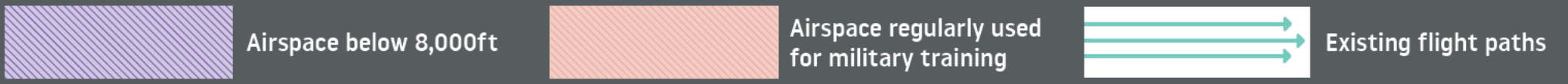
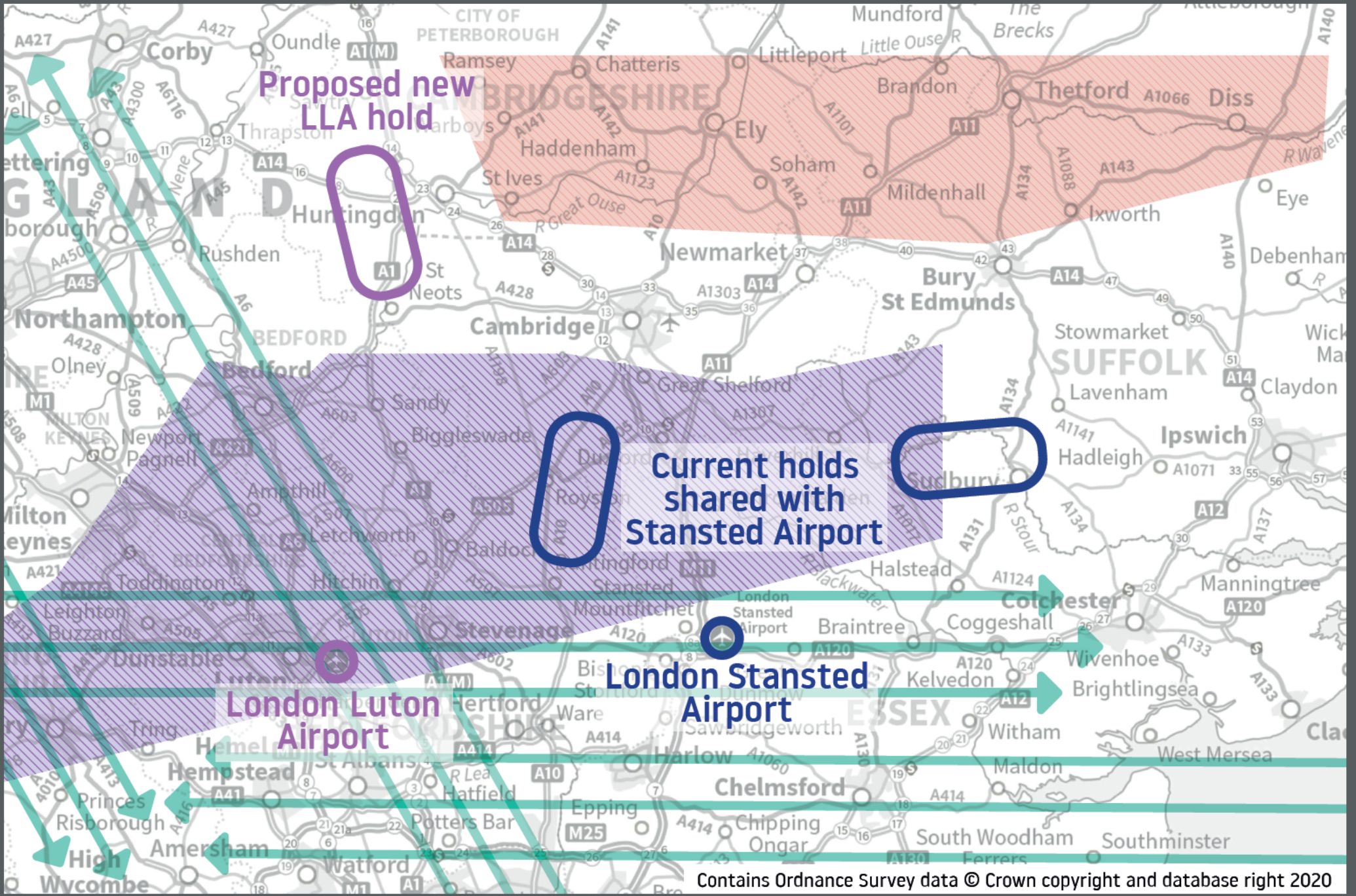
Today's airspace around London Luton Airport (LLA) and Stansted Airport is largely unchanged despite growth in recent years. The airports currently share arrival routes and the same two holds, which is unique in the UK for two major airports. Any arrival delay or disruption at one airport can cause unnecessary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

Our proposals involve separating LLA's arrivals flightpaths from Stansted's and establishing a new hold for LLA to reduce delay, maximise efficiency of the airspace and assure safety for the future. This design was developed in accordance with the Civil Aviation Authority's airspace change process, CAP1616.

A new hold exclusively for LLA traffic

At the previous stage of this proposal, Stage 2, it became clear that we needed a hold, to deal with heavy traffic and for contingency. Holds in other locations were evaluated, including different types and having no hold at all and these were rejected on the basis of safety—there was no safe alternative to the position in the proposal. Aircraft in the proposed hold would not be lower than approximately 8,000ft, one of the highest hold bases in London airspace. Keeping aircraft higher for longer after they have left the hold will utilise a continuous descent approach, minimising noise impact and increasing efficiency.

We do not expect the hold to be used at all times but it is likely to be used during busy periods of the day or when there is a need, for example, due to severe fog. The separation of LLA arrivals from Stansted arrivals means holding should become less frequent than today, for both airports, and our initial air traffic simulations support this. A solution will be required regardless of whether or not either airport grows beyond pre-pandemic levels.



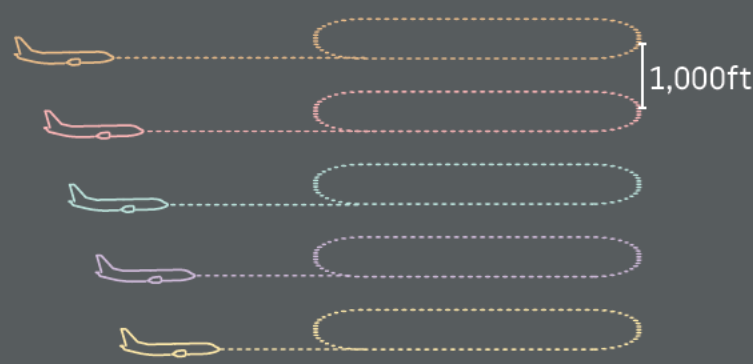
How do holds work?

A hold is usually a racetrack-shaped pattern, that keeps aircraft queued in a small area of airspace, stacked at 1,000ft intervals, while they wait for onward clearance towards the runway. The next aircraft would join at the next available altitude, for example 9,000ft, the next at 10,000ft and so on, up to a maximum of 14,000ft. Each holding level can only contain one aircraft, and each aircraft joins at the lowest available empty level.

The hold can cater for a maximum of seven aircraft, but it is extremely unlikely that all levels would be occupied even at the busiest times—but it could happen if the runway was temporarily closed.

Entering the hold

An aircraft (yellow) enters the hold at the lowest altitude (about 8,000ft). The next aircraft (lilac) enters at the next empty level, 1,000ft higher.



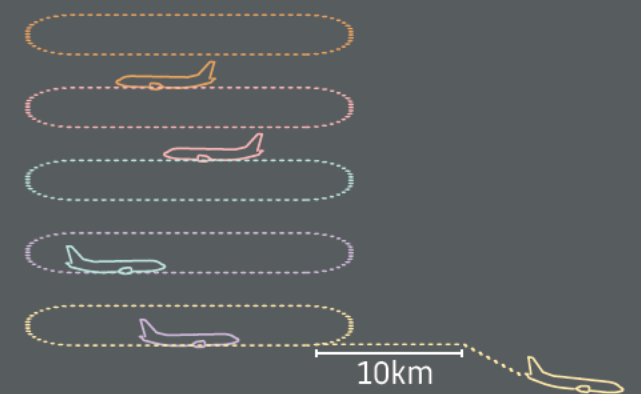
Using the hold

As aircraft leave the hold at about 8,000ft, the aircraft at 9,000ft is descended to 8,000ft and so on, with the highest vacant level then available for another aircraft.

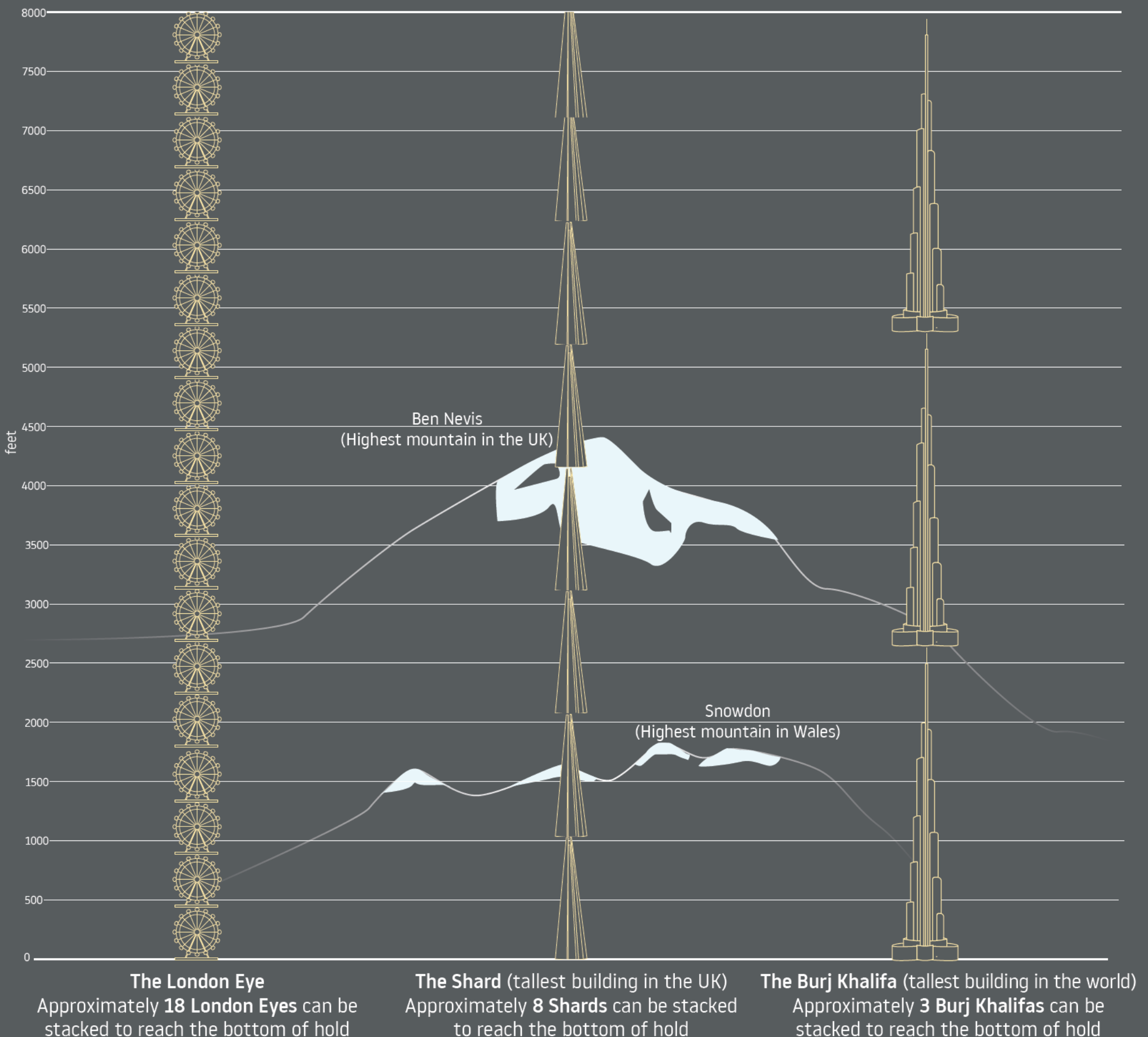


Leaving the hold

The aircraft leaving the hold at about 8,000ft would not descend for at least 10km.



How high is 8,000ft?



London Luton Airport



London Luton Airport
Percival House, Percival Way
Bedfordshire, LU2 9NU
AD6@LTN.aero
England

Beacon Villages Community Library,
Old Town Hall, High Street
Ivinghoe
LU7 9EP

Dear Beacon Villages Community Library,

Thank you for recently speaking with our team regarding our airspace change consultation. I have included some leaflets as per our discussions.

Please feel free to share these with individuals, and please do let us know if you require additional copies. We can be emailed on AD6@LTN.aero.

Thank you for your assistance.

Yours sincerely,

Nicole Morris
Flight Operations

From: AD6 <AD6@ltn.aero>
Sent: 18 November 2020 10:04
Subject: London Luton Airport – Arrival flightpaths - Airspace change consultation
Attachments: Arrival changes_leaflet.pdf

Dear

I am writing today following on from a telephone conversation you had with NATS, which notified you that we have launched a public consultation. This is part of a proposal to change the arrival routes into London Luton Airport. This proposal is jointly sponsored by London Luton Airport and NATS (Air Traffic Control).

This consultation will run until 5th February 2021. The formal consultation website can be accessed [here](#).

Our stakeholder mapping indicates that the proposed changes may affect people in the local area, including those represented by your organisation. Much of the consultation is being communicated digitally. However, we understand that this may not be a practical means to communicate with the entire population. Therefore, we are reaching out to you to help us disseminate our information to those represented by your organisation.

As well as the digital sources, we also have an information packs which we would be more than happy to send out. This will include leaflets briefly summarising the proposed changes, as well as how to request a paper version of the consultation document and respond via mail. We would appreciate if you could display or distribute these as you feel appropriate.

The formal [consultation website](#) includes further information and from there you can access our Virtual Exhibition. In the Virtual Exhibition there are videos, banners, downloadable materials and a postcode look up tool. Individuals can also sign up to live webinars through the Virtual Exhibition.

Throughout the consultation we will be sharing information on both NATS and London Luton Airport social media channels, please feel free to share and retweet these to your organisational page, to help the consultation reach more people.

We encourage you to submit a response to the consultation, as it is really important that we hear your views and the views of the individuals you work with. All responses must be submitted via the [CAA's airspace change portal](#) or via mail in line with the Consultation Document. We can answer enquires but we cannot accept emailed consultation responses to AD6@ltn.aero.

We hope this information is of interest.

Kind Regards,

