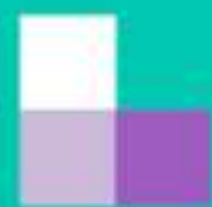


# Framework Briefing for EGGW PBN

PR-NAV for Final Approach R26/08 and  
RNP 1 MATCH / DETLING

Version 1.0

05 November 2015



London  
Luton  
Airport

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# Section 1

## Background and Justification for the proposed change

Implement RNAV GNSS approach to R08 & R26 comprising of Intermediate & Final Approach segments including vertical path guidance for supporting LNAV/VNAV & LPV 200 line of minima with LNAV reversion line of minima.

The purpose of implementing the above procedures are to provide resilience in the event of a loss of ILS service provision at London Luton Airport.

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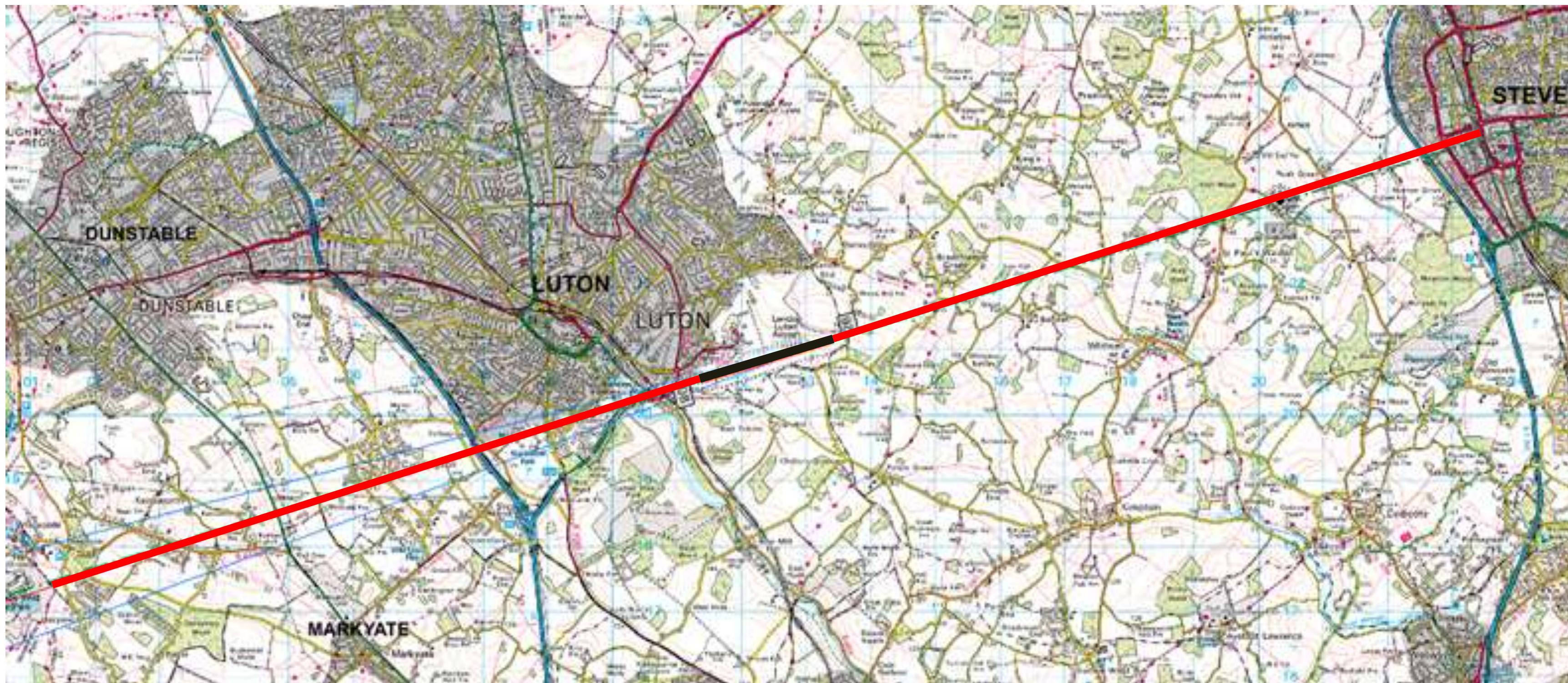
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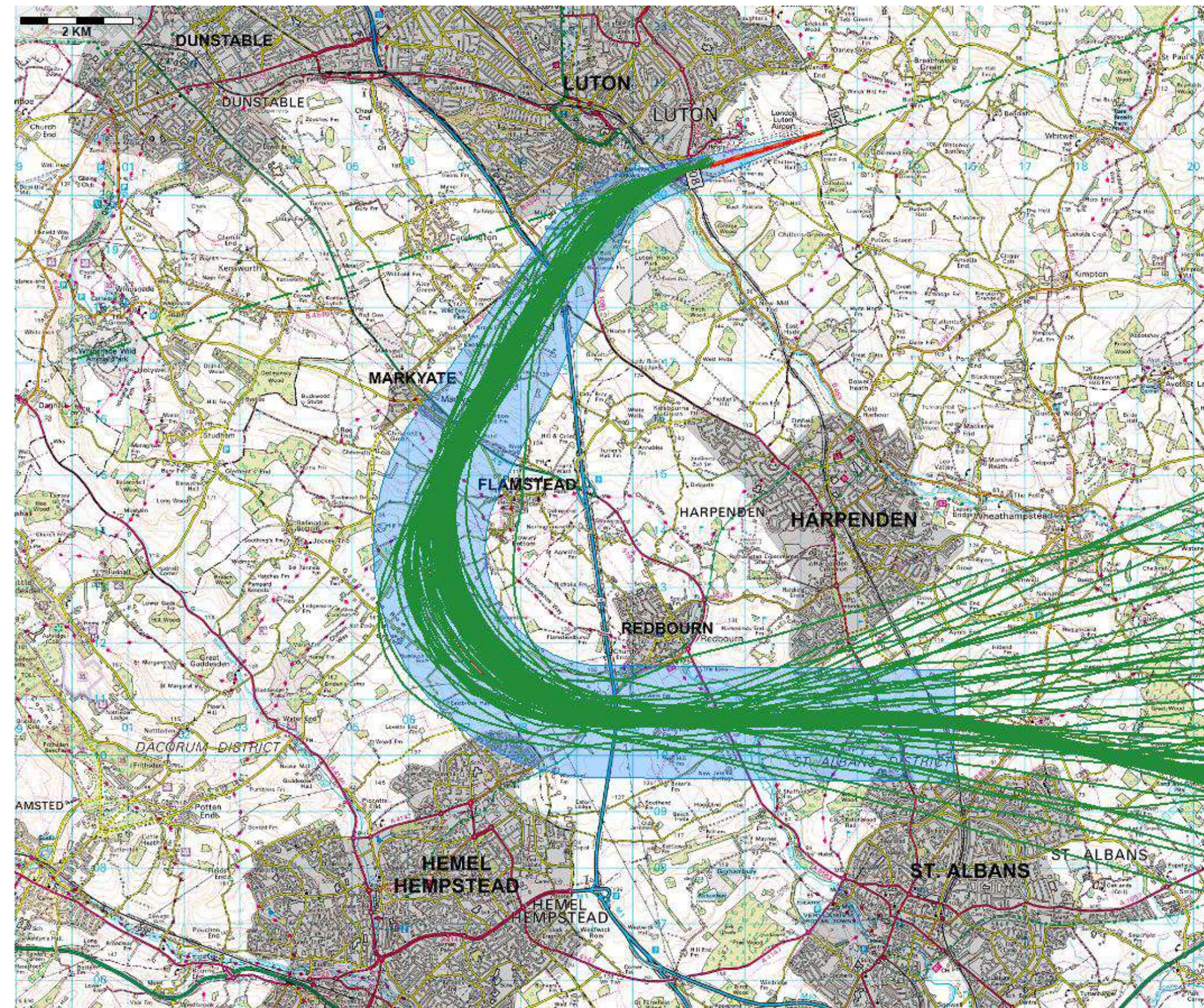
# Section 1

Replicate the existing RNAV1 procedure with RNP RF instrument flight procedure for the Match/Detling SID from R26

The main drivers in moving to the RNP procedure are to tighten the NPR swathe of the MATCH/DETLING D26 route to further reduce the number of people overflown.

As part of our RNAV ACP\* we committed to (following the approval) review the width of the swathe further as part of a consideration to introduce RNP1 RF.

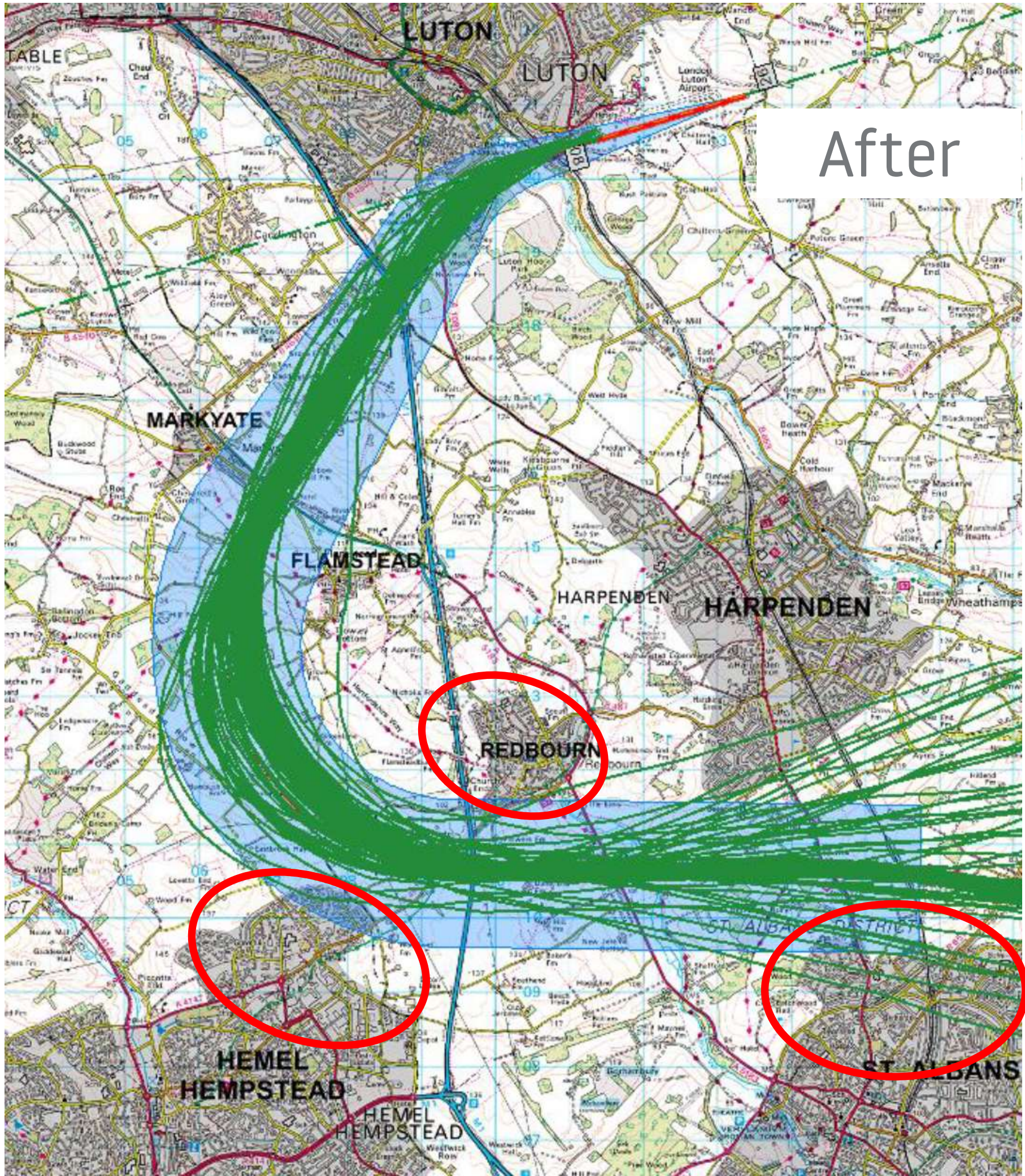
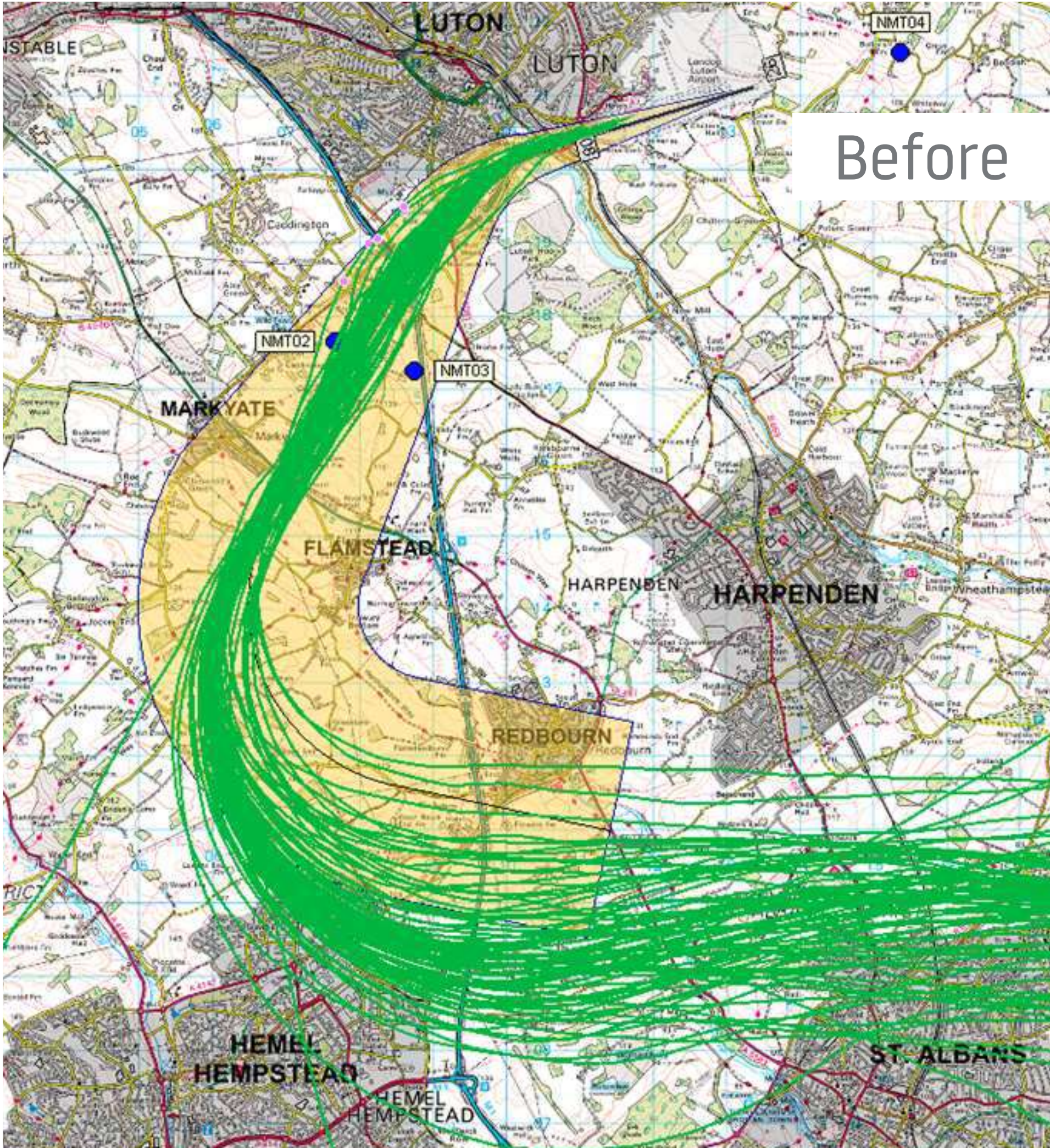
\* LLAO ACP RNAV1 D26 BPK pg 12 section 1.3





# Section 1

## Before and After plots of RNAV implementation

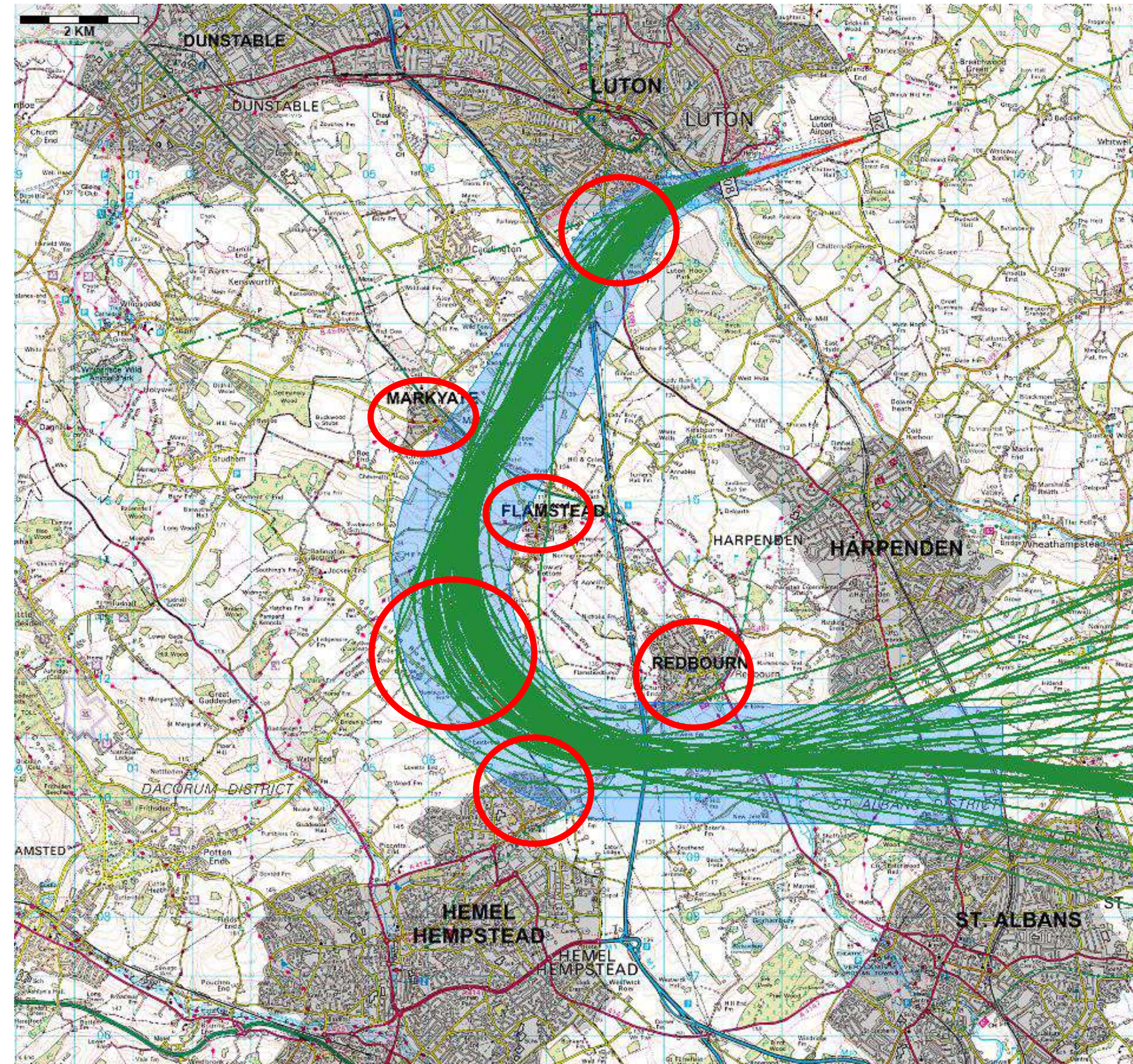




# Section 1

The recent introduction of RNAV on the Match/Detling route has produced some huge benefits to the local communities although there is still some drift associated with weather.

The move to RNP will aim to address the weather impact on the tracks flown and allow a further reduction of the NPR swathe





## Section 2

# Environmental Aims/Assumptions

### Aim;

To further reduce the impact of noise and visual nuisance to populated areas which are currently affected by the current SID Operating Procedure on the Match/Detling R26 route by improving the track keeping and reducing the NPR swathe.

Environmental assessment results show:

- Noise levels very similar between 210 & 220kt trials
- Population overflown reduction over 75% (13,178 to 3,011)
- Fuel burn reduction of 18kg per flight and CO2 of 57kg per flight for 220kt (annually 280 tonnes fuel and 912 tonnes CO2)
- Complaints trial vs non trial 1:2 (32 vs 66)

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## Section 3

### Environmental implications of the proposed change

RNP is expected to provide a benefit through a further reduction in the population overflown although through a greater concentration of tracks, the population under those tracks may be negatively affected.

Pros;

- Further reduction in population overflown
- Reduction in CO2 emissions
- Reduction in fuel burn

Cons

- Greater concentration of tracks

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## Section 4

### Initial assessment of stakeholder/Consultees

- The process will ensure the 6 criteria set out in the Cabinet Office's *Code of Practice of Consultation* by:
  1. Allowing a minimum of 12 weeks for the consultation
  2. Clear proposals – London Luton Airport will offer 2 options within the Consultation Document including
    - Do nothing,
    - RNP option.
  3. Utilise well established consultative routes i.e. LLACC + affected Parish Councils and community representative organisations.
  4. Feedback on all responses gathered and issue a document stating how the responses have been accounted for in the proposal or reasons why they haven't.
  5. The effectiveness of the consultation – monitor level of responses and LTN will have a designated consultation co-ordinator to facilitate this.
  6. The consultation will follow better regulation best practice principles. This can be detailed in the consultation document if required.

The assessment will also include a short 6 week trial of the new procedure design in Q2 2016 in order to demonstrate to the community the benefit of RNP and to ensure the procedure produces the expected results.





## Section 4

### Initial assessment of stakeholder/Consultees

1. London Luton Airport Consultative Committee (LLACC)
2. Noise and Track Sub Committee (reports into LLACC)
3. Parish/District Councils who are impacted by proposals:
  - South Luton
  - Markyate
  - Flamstead
  - Slip End
  - Redbourn
  - Hemel Hempstead
  - Harpenden
  - St Albans
4. Community Representative Groups including LADACAN and HALE
5. Airlines operating from LTN via our Flight Operations Committee
6. NATS

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