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Subject: Luton Airport Planning Application Your ref: TR020001
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Dear Ms Evans

Your ref: TR020001
Application by London Luton Airport Limited for an Order granting Development Consent for the proposed London Luton Airport Expansion Project
Civil Aviation Authority (CAA) Response to Examining Authority (ExA) request for further information dated 6 February 2024

The CAA has been asked the following by ExA:

“Provide comment/ information on the suspected fuel dumping incident reported at ISH8 [REP7-069] and the frequency of such incidents.”

With regards this specific incident, the only record the CAA would have of any such event would be if a Mandatory Occurrence Report (MOR) has been submitted to the CAA providing the details. The rules concerning the use of MOR data, as set out in Assimilated Regulation (EU) No. 376/2014 are quite specific that details of MORs (including whether they exist) can only be used ‘to maintain or improve aviation safety’. MOR data received by the CAA is treated confidentially in order to maintain full and free reporting and protect the identity of individual reporters of information. More information on MOR can be found on the CAA’s [website](#).

More generally, the jettisoning (dumping) of aircraft fuel is a procedure used to reduce the weight of an aircraft in the event of an emergency which enables the aircraft to reach a weight at which it can safely land. The decision to jettison rests solely with the pilot but they may request guidance from Air Traffic Control (ATC). [CAP 493](#) Manual of Air Traffic Services Part 1 stipulates that when an aircraft in controlled airspace needs to dump fuel, ATC should co-ordinate with the flight crew:

- (1) the route to be flown which, if possible, should be clear of cities and towns, preferably over water and away from areas where thunderstorms have been reported or are expected;
- (2) the level to be used;
- (3) the estimated duration of the fuel dumping;
- (4) the frequency to be monitored whilst the aircraft is dumping fuel.

Controllers are to recommend to flight crew that jettisoning of fuel should be carried out above 10,000 ft. Exceptionally, if fuel dumping at this level, or over water, is operationally impracticable or inconsistent with safety, fuel may be jettisoned above 7,000ft in winter and above 4,000ft in summer. For fuel to be jettisoned below these levels the situation must be unavoidable.

The intention of these practices is that the liquid will evaporate/disperse and should not reach

ground level. It should be noted that the jettisoning of fuel is not a very common occurrence, and that under the MOR Scheme for aviation, the jettisoning of fuel by airline operators in the UK requires the generation of a report to the CAA. As set out earlier, the objective of this scheme is to record reportable occurrences, which endangered, or which if not corrected, would have endangered an aircraft, its occupants, or any other person.

Yours sincerely,

Graham

Graham French

Head of Network Resilience Policy

CAA Strategy and Policy

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