

## Noise and Track Sub-Committee

Meeting minutes from Wednesday 12<sup>th</sup> March 2025 at 2pm

Meeting held virtually on Microsoft Teams

	<b>Attendees</b>		
	Mr Martin Routledge	LLACC Chairman	
	Mr David Charles	Bickerdike Allen Partners	
	Mrs Rachael Webb	BMKALC	
	Mrs Adriana Grigorean	LLAOL Community Noise Executive	
	Mrs Nicole Prior	LLAOL Head of Flight Operations	
	Mr Alex Carmen	LLAOL Flight Operations Analyst	
	Mr Neil Bradford	LLAOL Head of Marketing & Communications	
	Mr David Gurtler	Luton Borough Council	
	Mr Gordon Breeze	PAIN	
	Mr John Wilkinson		
	Mr Nigel Green	STAQS	
	Mr Lee Imrie	NATS	
	Mr Andrew Lambourne	LADACAN	
<b>1.0</b>	<b>Apologies for absence and substitution</b>		<b>Action</b>
<b>1.1</b>	Cllr Michael Muir - Hertfordshire County council Mr Antony Hatch – NATS – substituted by Mr Ian Imrie Mr Neil Thompson - LLAOL Chief Operations Officer Cllr Ed Moore – St Albans & District Council Cllr Jane Timmis - Dacorum Borough Council		
<b>1.2</b>	The Chairman welcomed members to the March 2025 meeting. Members were reminded of the protocols for the virtual meeting.		
<b>2.0</b>	<b>Minutes and Matters Arising from 11<sup>th</sup> December 2024</b>		
<b>2.1</b>	The draft minutes from the 11 <sup>th</sup> December 2024 meeting had been circulated prior to the meeting for comments from members; these had been reviewed by the		

	<p>Chairman and an updated draft had been issued with the meeting papers for approval by members.</p> <p>The minutes of the 11<sup>th</sup> December 2024 meeting were approved for upload to the web site.</p>	<b>Admin</b>
<b>2.2</b>	<p>Matters arising that were not being discussed elsewhere under the agenda included:</p> <p><b>Item 4.3 Noise Monitoring Schedule 2025</b> - An issue with the mobile signal coverage in the Jersey Farm area had hindered previous survey work. It was understood that the signal had improved. Nevertheless, attempts would be made to find a suitable location for the next planned survey.</p> <p><b>Item 5.1 NTSC Projects</b> - The NDAs required for the sharing of data were being progressed by LLAOL.</p> <p><b>Item 5.2 NTSC Projects</b> – A321neo. It was understood the CAA had delayed their response to LLAOL on the performance of the aircraft until after the next ANMAC meeting. It was advised that the XLR version of the A321neo was not planned to be used at Luton Airport.</p> <p>It was noted that the Jet2 A321neo aircraft had a different engine from those operated by Wizz Air and might provide more performance information once they commenced operations.</p> <p><b>Item 6.2 LLA Website</b> - Members of the committee had advised LLAOL of issues with the Airport website. These had been actioned and were understood to be resolved.</p>	<p><b>LLAOL</b></p> <p><b>LLAOL</b></p>
<b>3.0</b>	<b>Quarterly Monitoring Report Q4 2024</b>	
<b>3.1</b>	<p>Total passenger numbers had increased by 5% and total traffic movements by 1%. The total movements in the night period, 23.00-06.59, were 1% fewer when compared with the same quarter last year. The early morning, 06.00-06.59, movements were 5% fewer than those in the same quarter last year.</p>	
<b>3.2</b>	<p>The noise monitor results showed most departures still produced noise levels in the range 70-76 dB <math>L_{Amax}</math>. In this period (2024 Q4) two daytime departures and no night-time departures were registered at greater than 80 dB. Last year (2023 Q4), the comparable counts were seven and zero.</p> <p>Members noted that the airlines had achieved Continuous Descent Approaches (CDA), for 93% of all arrivals; this was 1% lower than the fourth quarter in 2023.</p> <p>There were two noise violation during the daytime and none during the night-time. LLAOL continue to work closely with the operators to reduce violations.</p> <p>The night-time noise contour area had increased by 4% compared with the same quarter in 2024. It was noted that there were nineteen track violations in this quarter due to poor track keeping.</p>	

	<p>The number of complaints had decreased from 1,647 in the last fourth quarter to 804 for the same period in 2024. The number of complainants was 61, down from 82 in 2023. The number of new complainants was 13, down from 16. Complaints regarding westerly operations formed the largest percentage of complaints.</p> <p>For this quarter, runway usage had been 71% westerly operations.</p>	
<b>3.3</b>	<p>Regarding the limit on early morning shoulder activity (12-month movements), the total for the preceding 12 months was 5,757 which was below the limit of 7,000.</p> <p>With respect to the limit on night quota activity (23.30-06.00) (12-month movements), the total for the preceding 12 months was 7,764 which was also below the limit of 9,650.</p>	
<b>3.4</b>	<p>The sub-committee discussed the QMR.</p> <p>It was noted that the Key Monitoring Indicators should show the 24hr CDA as decreasing as opposed to no change.</p> <p>It was queried if there was a trend in the number of track violations, as the number for the latest quarter was higher than last year. LLAOL advised that the majority of violations were by private jet operators and the increase of 3 could be explained by weather conditions.</p> <p>As the two fines in the Quarter related to the Falcon F900 it was queried if this was a particularly noisy type. LLAOL advised that the two aircraft did not have the same operator and that the type was not commonly fined.</p> <p>The values by year at the bottom of the Noise Comparison page of the LLAOL presentation were confirmed as the number of events the graphs were based on. LLAOL agreed to add a note to this effect to subsequent comparisons.</p> <p>As noted above there was a 4% increase in the size of the night contour. This was due to an update to the contour methodology as opposed to an increase in the movements. The contour methodology was updated on an annual basis using the measured noise data from the previous 12 month so that all contours for a given calendar year were produced on the same basis.</p> <p>The influence of a small number of complainants on the total number of complaints was questioned. LLAOL advised that despite some changes in the specific individuals it was still the case that a small number of complainants were making many of the complaints. For example in the quarter 235 of the 804 complaints were made by 4 of the 61 complainants, specifically those in Impington and those in Wheathampstead.</p>	<p><b>LLAOL</b></p> <p><b>LLAOL</b></p>

<b>4.0</b>	<b>Airport Updates</b>	
<b>4.1</b>	<p><u>Noise and Track System Upgrade</u> - LLAOL advised that the Noise and Track monitoring system was being upgraded in 2025. This would include software updates in addition to the replacement of NMT3 with a new noise monitor located further from the M1 motorway.</p> <p>The committee discussed the potential location and the need to review it, for example in relation to proximity to trees. LLAOL advised that they planned to undertake some noise monitoring prior to the switch.</p>	<b>LLAOL</b>
<b>4.2</b>	<p><u>Noise Insulation Scheme Supplier</u> - LLAOL advised that the new contractor for the Noise Insulation Scheme was Evander Glazing and Locks Ltd who had extensive experience in working on Noise Insulation Schemes at other airports and with National Highways.</p>	
<b>4.3</b>	<p><u>Dispensation Process</u> - LLAOL gave a comprehensive presentation on the dispensation process at the airport. Dispensation allowed certain flights to be discounted from movements and quota count restrictions but remain within the noise contour calculations. The briefing included information on how the night movement restrictions fed into the Airport's scheduling declaration which resulted in slot allocations to airlines.</p> <p>The LLAOL procedures for dispensations were summarised, with further detail provided on how operators were to engage with the process and the actions by LLAOL. This included LLAOL Flight Operations monitoring the night movements and quota count usage and reporting monthly to individual operators on their performance against their allocations. There was potential for airlines to be fined if they exceed their allocation, so they were at risk if they scheduled numerous flights just outside the quota count period.</p> <p>While the decision on whether to accept an operator's request for a dispensation was up to the Airport Manager, a record was sent to LBC on a monthly basis. This detailed the reasoning behind the dispensation and was reviewed by LBC at various levels, with questions asked of LLAOL as appropriate. The review could lead to the dispensation of a flight being rescinded.</p> <p>The committee thanked LLAOL for the detail provided and discussed the points raised.</p> <p>It was noted that dissatisfaction with dispensation schemes was a factor at other airports, and that the AEF were looking at the issue.</p> <p>Finally, LLAOL advised that easyJet had offered a visit to their Operations Centre for 3 committee members to aid understanding of how the airline approaches dispensations. Two members expressed their interest at the meeting. LLAOL agreed to take forward this initiative.</p>	<b>LLAOL</b>

<b>5.0</b>	<b>NTSC Projects</b>	
<b>5.1</b>	<p><u>Missed Approaches / go-arounds Project</u> - A review of 2024 activity had been conducted in January 2025 and a note detailing the findings formed part of the meeting papers. There were no specific questions on the note, further discussion ensued.</p> <p>The Committee noted that Gatwick Airport provided more information on dispensations and considered this would be of benefit to NTSC members as it might allow better correlation with specific factors and with noise complaints. LLAOL agreed to consider sharing more data as appropriate.</p> <p>LLAOL agreed to explore with airlines what 'unstable' related to when reporting reasons for a missed approach,</p> <p>It was also noted, that while missed approaches were driven by safety which was paramount, they were not desired by the airlines, the Airport or the local community.</p>	<p><b>LLAOL</b></p> <p><b>LLAOL</b></p>
<b>6.0</b>	<b>Any Other Business</b>	
<b>6.1</b>	No other Business was discussed.	
<b>7.0</b>	<b>Dates of forthcoming Meetings in 2025</b>	
	<p>4<sup>th</sup> June 2025 (Teams Meeting)</p> <p>24<sup>th</sup> September 2025 (this date has been changed from the originally published date)</p> <p>10<sup>th</sup> December 2025</p>	