

Minutes

Meeting of Noise & Track Sub Committee via Teams 17th March 2021

	Attendees		
	Mr Martin Routledge	LLACC Chairman	
	Mr Jeff Charles	Bickerdike Allen Partners	
	Mr Andrew Lambourne	LADACAN	
	Mr Michael Nidd	LLATVCC	
	Ms Nicole Morris	LLAOL - Noise and Airspace Performance Manager	
	Mr David Gurtler	Luton Borough Council	
	Cllr Jane Timmis	Dacorum Borough Council	
	Mr Neil Bradford	LLAOL - Stakeholder Communications Manager,	
	Cllr Anne Wight	Buckinghamshire County Council	
	Mr Antony Hatch	NATS (Sub)	
	Mr Neil Green	Buckinghamshire County Council	
	Cllr Paul Clark	North Herts District Council	
	Cllr Annie Brewster	Hertfordshire County Council	
	Cllr David Bowater	Central Bedfordshire County Council	
	Mr Nigel Green	STAQS	
	Mr Paul Donovan	Hertfordshire County Council	
	Capt Dougie Naismith	easyJet	
1.0	Apologies for absence and substitution		Action
	Neil Thompson - LLAOL Conner Sheffield – Buckinghamshire County Council David Godfrey – PAIN Alex Wong - Airspace Performance Assessor David Healey – NATS		
1.1	The Chairman welcomed members to the Spring meeting and briefed on the protocols for the virtual meeting.		
2.0	Minutes and Matters Arising from 16th December Meeting		
2.1	<p>The minutes of the meeting of 16th December 2020 were approved, subject to an addition to Section 6.0 to clarify the different vectoring arrangements for westerly departures on the Match and other routes.</p> <p>Further discussion continued regarding Section 6.0 and NATS commented that there were 2 parts to a Noise Preferential Route (NPR) lateral and vertical. NPR during the daytime ceased at 3000ft and aircraft could be vectored off that once they had passed 3000ft or 4000ft at night. However, members were informed that taking aircraft off the NPR does not happen very often as was much easier to leave aircraft on their tracks when managing aircraft in a radar environment. Generally, aircraft are only taken off the NPR early due to weather avoidance or any other emergency action. LLAOL informed that if an aircraft goes off track below the vectoring altitude on all NPRs an investigation would be started immediately to</p>		

	<p>establish if it were an instruction or not. If vectored once above the NPR altitude then that was acceptable practise and would not be investigated. There was an additional constraint on the Match NPR whereby there was a point along the route which aircraft could not be vectored before regardless of altitude and this was monitored routinely. The Chairman committed to amend the paragraph to state that aircraft would not normally be vectored away from the track until passing this point in effect the railway line near Redbourn.</p>	Chair
2.2	<p>Other Actions:</p> <p>Budapest route - members were advised that discussions were still ongoing with Wizz who have now received their first A321NEO based at Luton. It was thought this might create some different results regarding passenger load etc and hence noise levels at the monitors. The aircraft had only just recently started and it was too soon for any analysis – work was ongoing.</p> <p>It was noted that work regarding straight-out departures over Stevenage and the Airbus A321NEO noise were also ongoing.</p>	LLAOL LLAOL
2.3	<p>Members enquired about the Stansted Airport Inquiry. The noise advisor reported that the Stansted Airport Inquiry had concluded early due to Uttlesford failing to defend their case. It was noted that the airport owners were expected to approach the local authority to pay their costs in full.</p>	
3.0	Quarterly Monitoring Report	
3.1	<p>LLAOL Quarterly Monitoring Report for October to December 2020 (4th quarter 2020):</p> <p>Compared with the same period last year, the following had all decreased: total passengers served by 85.7%; total traffic movements by 67.6%; the total movements in the night period by 63.4%; with the early morning (06.00-07.00) movements by 68.4%.</p> <p>The limit on early morning shoulder activity (12-month movements), the total for the preceding 12 months had been 2,525 (limit 7,000). The limit on night quota activity - 23.30-06.00 (12-month movements), total for preceding 12 months had been 4,250 (limit 9,650). The figures again reflected the impact of the ongoing pandemic.</p> <p>Airlines had achieved Continuous Descent Approaches (CDA) for 85% of all arrivals for the quarter compared with 89% for the same period in 2019.</p> <p>The noise monitor results had shown that the majority of departures still produced levels in the range 70-76 dB L_{Amax}. There was one daytime departure and no night-time departures registering greater than 80 dB for the quarter compared to last year, when there had been 40 and zero.</p> <p>There was one noise violation during the daytime and none during the night-time. The night-time noise contour area had decreased by 52%. There were three track violations in this quarter due to poor track keeping but 97.7% of aircraft flew on track after allowing for deviations for weather, traffic avoidance and those classed as violations.</p> <p>The number of complaints had decreased from 2,601 in the last fourth quarter to 739 in the same period in 2020. The number of complainants had been 57 in the</p>	

	<p>fourth quarter of 2020 compared with 197 in 2019. The number of new complainants had been 12; in the same quarter in 2019 the number had been 59. Complaints about westerly departures still formed the largest % of complaints. It was again noted that the reduction in complaints correlated with the reduction in aircraft movements. Aircraft noise and night flights were cited as the main causes for complaint, and it was again noted that 86% of complaints were from 10 people in the main about Westerly departures.</p> <p>For this quarter, runway usage was 81% Westerly operations, with 86% Westerly operations in December.</p>	
3.2	Members noted that no public surgeries had been held due to the ongoing Pandemic. It was hoped that these would be reprogrammed for 2021.	
3.3	Discussion ensued regarding the QMR, particularly the violations by executive jets; and the temporary relaxation of QC2 restrictions at night for a 6 month period to help facilitate cargo operations (transport essential Covid related goods) which would end at the end of March 2021.	
3.4	Members enquired regarding the Airport's actions to address the residents who are reporting multiple complaints. LLAOL advised that they had a Complaints Policy and there were a number of steps taken with a person before they became listed as a regular complainant. LLAOL stated that they continued to be very mindful of the fact that whilst people were going through various stresses within their lives unfortunately there were some people who would not accept anything they were being told. It was also stressed by members that because the number of complaints were currently down it did not mean that the issue had gone away.	
4.0	Airport Updates	
4.1	<p>AD6 New Arrival Arrangements - LLAOL referred to the public consultation which closed on the 5th February and advised that analysis of numerous responses was on-going and would lead to three formal stages to be completed:</p> <ul style="list-style-type: none"> • Stage 3D: Review of responses • Stage 4A: Any changes to design • Stage 4B: Final submission to CAA <p>The documents needed to be issued to the CAA by 25th June; the CAA would then provide their response by September 2021. If the design was approved, implementation could be expected by February 2022. Concern was expressed that the consultation documents, although in line with CAA advice, failed to explain adequately the local noise implications. LLAOL advised that this was a matter for the CAA as the detailed consultation information had been agreed by them. On the whole there had been a significant response to, and engagement with, the arrival Airspace Change debate and the Airport had received many positive comments about the level and detail of their virtual discussion forum.</p>	
4.2	FASI-S - This extensive re-organisation of flight paths in southern England was not proceeding and was still awaiting Government funding. LLAOL advised that Parliament were processing the "Air Traffic Management and Unmanned Aircraft Bill", which (if approved) would allow Central Government to direct Airports to develop airspace proposals.	

	<i>Post meeting note: the DfT have subsequently confirmed funding for the FASI-S initiative to continue as part of the wider airspace modernisation strategy.</i>	
4.3	<p>NADP Trial - LLAOL advised that as part of the Noise Action Plan the airport had committed to carry out a study on the Noise Abatement Departure Procedures (NADP). It was proposed to carry out trials in the summer on the effectiveness of the Noise Abatement Departure Procedures (NADP) used at London Luton Airport. This would involve two key operators, operating either Boeing or Airbus, and would be trialled only on westerly departures using:</p> <ul style="list-style-type: none"> • the NADP1 procedure designed for close in noise reduction • and then the NADP2 procedure designed for noise reduction at more distant locations. <p>During the 3 month trial, several noise monitors would be deployed, at locations from South Luton to Markyate and Flamstead. The results (noise, air quality, and movement data) would be analysed towards the end of 2021.</p> <p>The trial data and analysis would be shared with NTS-C and would allow LLAOL and NTS-C to make a recommendation to operators as to which NADP procedure was preferred at LLA. Currently the main operators use an NADP2 type procedure. It was stressed that following the outcome of the trial the airport could advise on their preferred NADP but could not force an airline or operator to use it.</p> <p>It was suggested by the airline representative that generally the airlines would take the airport's preferential NADP as their primary means of operation.</p> <p>The sub-committee welcomed the trial and offered suggestions to maximise the benefit of the trial, specifically:</p> <ul style="list-style-type: none"> • the need for a peer review of such studies from other UK airports, eg. Birmingham, Heathrow (see pp 99 – 101, CAP1691), • the need for all main operators to take part, in particular Wizz Air, • the need for further noise monitors further along and under the centre of the departure track, • the need to quantify the effect on fuel usage and emissions, • and concern over planned relaxation on noise and track violation policies during trial. <p>There was some concern from members regarding the possible reduction in noise monitoring on the easterly arrival route during the summer months whilst monitoring was being carried out elsewhere for the trial and asked if additional monitors could continue to be located at the easterly locations during the summer months to capture the more predominate easterly arrivals.</p>	
5.0	Any Other Business	
5.1	<p>FLOPS-C Attendance – a member raised attendance at the Flight Operations Committee (FLOPSC) by an NTS-C member. The Chairman pointed out that he was invited to attend FLOPSC meetings and if he couldn't attend then he asked other NTS-C members to represent him; views from the NTS-C could be articulated to the meeting and feedback from FLOPSC was a regular feature of the NTS-C meeting. LLAOL advised that FLOPSC had not met for a year because of the</p>	

	pandemic. Noting that the Chairman was an attendee at the FLOPSC meeting, the member still felt that other NTS-C members should be invited as well.	
5.2	Airport Noise Contour Production – At the request of LADACAN, the Noise Advisor had produced an explanatory note on how the noise contours were produced. It was suggested that this should be forwarded to all NTS-C members.	Admin
5.3	Airbus A321NEO Noise Performance - Members discussed the disappointing noise results at Luton for this new aircraft which was not living up to the certified values or the lived experience from trials at Heathrow. It was thought that aircraft loading and runway length available might have an impact on performance, but it was also noted that there was a discernible difference between operators. It was suggested that now Wizz Air had a A321NEO based at Luton, the Base Captain should be invited to attend the next NTS-C to explain how their procedures compared with other operators. LLAOL agreed to contact the Wizz Base Captain.	LLAOL
6.0	Date of forthcoming Meetings in 2021	
	<p>All meetings for the foreseeable future will be held via Teams</p> <p>9th June 8th September 15th December</p>	