

Noise and Track Sub-Committee

Meeting minutes from Wednesday 13th March 2024 at 2pm

Meeting held virtually on Microsoft Teams

	Attendees		
	Mr Martin Routledge		LLACC Chairman
	Mr David Charles		Bickerdikey Allen Partners
	Cllr Michael Muir		Hertfordshire County Council
	Mrs Rachael Webb		BMKALC
	Cllr Jane Timmis		Dacorum Borough Council
	Mr Andrew Lambourne		LADACAN
	Mrs Alice May		LLAOL Flight Operations Manager
	Ms Adriana Grigorean		LLAOL Community Noise Executive
	Mr Neil Thompson		LLAOL Operations Director
	Mr David Gurtler		Luton Borough Council
	Mr Neil Bradford		LLAOL Head of Marketing & Communications
	Mr Gordon Breeze		PAIN
	Cllr Ed Moore		St Albans City and District Council
	Mr Nigel Green		STAQS
	Mr Antony Hatch		NATS
1.0	Apologies for absence and substitution		Action
1.1	Cllr Chris Poll – Buckinghamshire Council Mr Paul Donovan – Hertfordshire County Council Mr David Healey - NATS		
1.2	The Chairman welcomed members to the March 2024 meeting. Members were reminded of the protocols for the virtual meeting.		

2.0	Minutes and Matters Arising from 13th December 2023	
2.1	<p>The draft minutes from the 13th December 2023 meeting had been circulated prior to the meeting for comments from members; these had been reviewed by the Chairman and an updated draft had been issued with the meeting papers for approval by members.</p> <p>The minutes were approved subject to correction of a typo, and a correction to the final sentence under Item 2.2, to state that if the Airport served notice on LBC stating when they were triggering the 19m permission there was no notice period required.</p>	
2.2	<p>Matters arising that were not being discussed elsewhere under the agenda included:</p> <ul style="list-style-type: none"> • Item 3.4. Percentage of ‘Quieter’ Aircraft LLAOL advised that the figure of 45% related to commercial flights, and that the QMR for 2023 Q3 had been updated to clarify this. • Item 4.1 Noise Monitoring Programme 2024 LLAOL advised that they had reviewed the classification of the locations exposed to noise from primarily easterly or westerly operations and had uploaded an updated programme to the website. • Item 5.1 Local Surgeries LLAOL advised they had looked at coordinating these events with local noise monitoring and had been able to coordinate one later in the year. LLAOL advised that they would look to arrange more coordinated events when scheduling next year’s local surgeries. • Item 6.0. Noise performance of EI Al B737-900ER aircraft An update would be given under any other business. 	
3.0	Quarterly Monitoring Report Q4 2023	
3.1	Total passenger numbers had increased by 13% and total traffic movements by 7%. The total movements in the night period, 23.00-06.59, had been very similar to the same quarter last year. The early morning, 06.00-06.59, movements had increased by 25% compared with the same quarter last year.	
3.2	<p>The noise monitor results showed most departures still produced noise levels in the range 70-76 dB L_{Amax}. In this period (2023 Q4) seven daytime departures but no night-time departures were registered at greater than 80 dB. Last year (2022 Q4), the comparable counts were zero and zero.</p> <p>Members noted that the airlines had achieved Continuous Descent Approaches (CDA), for 94% of all arrivals; this was an improvement on the same quarter in 2022 (91%).</p> <p>There were five noise violations during the daytime and none during the night-time; all were fined accordingly. It was noted that most violations were by commercial operators and Boeing aircraft. LLAOL stated they continued to work closely with the operators to reduce violations. Members discussed this further as it was felt it was very unusual to have daytime passenger flights causing noise violations. LLAOL agreed that they would investigate the causes and report back at the next meeting.</p>	LLAOL

	<p>The night-time noise contour area had reduced by 4% compared with the same quarter in 2022. It was noted that there were 16 track violations in this quarter, due to poor track keeping, resulting in fines being issued at a total of £24,000. There were 37 deviations that were exempt; these were primarily due to ATC vectoring for weather avoidance.</p> <p>The number of complaints had decreased from 2,365 in the last fourth quarter to 1,647 in the same period in 2023. The number of complainants was 82, down from 142 in 2022. The number of new complainants was 16, down from 62. The largest percentage of complaints related to westerly arrivals.</p> <p>For this quarter, runway usage had been 81% westerly operations.</p>	
3.3	<p>Regarding the limit on early morning shoulder activity (12-month movements), the total for the preceding 12 months was 5,491 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 9,279 which was nearer to the limit of 9,650.</p>	
3.4	<p>There was a query over the number of night movements presented in the Noise Comparison 2014 v 2023 (Q4) data. LLAOL agreed to recheck the numbers and report back.</p> <p>With regards to complaints, members discussed the classification by location as it was felt for example that 'Cambridge' covered a very wide area. LLAOL informed that they use the information provided by the complainant and can only use what is provided. LLAOL informed that they do try and encourage complainants to advise on their village locations instead of it being covered under a wider umbrella such as Cambridge.</p> <p>Following some discussion regarding the recording of complaints, LLAOL informed that that when using the online form the first option of the drop-down menu for reason of complaint was 'Too Loud' and could influence the frequency it is used. It was noted that the airport reviewed the full details of each complaint to see if an alternative reason might be more appropriate. However, regardless of this it was noted that there was still a high number of complaints. LLAOL informed that they were addressing this by working with their airline partners to increase the proportion of newer, quieter aircraft operating from the airport.</p>	LLAOL
4.0	Airport Updates	
	<p>Luton Aviation Forum - LLAOL advised that In February LLA held its first Luton Aviation Forum, a joint event between LLA, NATS tower, NATS Swanick, captains and base captains. This was a chance for all attendees to engage and discuss all things to do with airport operations and airspace.</p> <p>Feedback from the event was that it was very beneficial in providing information. In response to a committee concern that the parties should already be well informed, LLAOL clarified that the forum allowed background information to be provided to supplement the operational details and help put some of the procedures in context.</p> <p>It was questioned whether communities could be involved with the forum. It was suggested that community involvement remained through LLACC with the Forum limited to those directly involved with airport operations and airspace. LLAOL advised that there</p>	

	<p>would be requests made at the Aviation Forum to get representatives to attend NTSC and encourage regular attendees. This was welcomed by NTSC attendees.</p> <p>Noise Insulation Scheme - LLAOL advised that in 2023 a total of 224 properties were insulated. It was clarified that this occurred in Q1 to Q3 at which point the annual budget had been expended. Treatment of properties had now recommenced with the properties that accepted in 2023, but had yet to be treated, as the first priority.</p> <p>It was questioned whether feedback was sought from residents of treated properties after a year. LLAOL advised that feedback was sought, although nearer to the installation date. This had the benefit of also picking up on the experience of having the works undertaken. LLAOL advised they would look to see what they could provide on longer term feedback.</p> <p>LLAOL to provide a feedback information in a graphic for the next meeting.</p> <p>LLAOL clarified on the areas which were covered under the scheme.</p>	LLAOL
5.0	NTSC Projects	
5.1	<p>Go Arouns - Significant progress on this project had been made and thanks were expressed to those involved. There had been a review of data from 2018, 2019 and 2023 which detailed the reasons for go arounds which included: weather, wildlife, passengers standing up, and information from the surface movement radar. Another cause was the loss of wake separation – in this respect the CAA criteria had recently changed and there had been a period of adjustment to the new requirements.</p> <p>In summary there had been an increase in the number of go arounds. It was questioned if further information could be provided on future occurrences and LLAOL agreed to see what further information could be provided. They would also speak with NATS to see if there was anything they could add. LLAOL did advised that every reported go around was investigated and responded to. Further discussion ensued regarding reporting on actual go-arounds.</p>	LLAOL
5.2	<p>A321neo Performance - LLAOL had provided data which had been reviewed. Further information from TopSonic was sought by LADACAN but the provision of this had been delayed by staffing changes. LLAOL were working to resolve this. LADACAN informed that they had made good progress but were now waiting for further information such as a spreadsheet giving stage lengths to the different destinations; LLAOL informed that they were currently unable to locate this information and would need to start the process again from the beginning.</p>	LLAOL
5.3	<p>Arrival Noise - For this project to progress data was required from monitoring to the northeast of the airport. It was agreed that LADACAN would provide LLAOL with a list of what was required, and they would look at what could be provided.</p>	LADACAN /LLAOL
5.4	<p>NADP – it was noted that there had been little progress on the analysis of the NADP departure trials as no data had yet been provided.</p>	LLAOL
6.0	Any Other Business	
6.1	<p>Noise performance of EI Al B737-900ER aircraft - Following discussion at the previous meeting, LLAOL provided an update on the performance of this aircraft type, which did</p>	

	<p>appear to be the noisiest type in operation. This had been kept separate from the QMR which focussed on the more common types.</p> <p>In terms of complaints, in the period January to November 2023 there were a total of 76 about this type; although only 7 related to departures and the rest to arrivals. Noise results from the airport's monitors confirmed that it was one of the noisiest aircraft, although breaches of the noise limits occurred more often with the smaller Boeing 737-800.</p> <p>A key reason for the higher noise levels from this type, aside from it not being new generation, was thought to be that it was operating to a relatively distant location and would be heavier due to the fuel onboard.</p> <p>Members enquired if there was a possibility of incentivising a type change or changes to operating procedures could be looked into.</p>	
6.2	NMT10 - There had been issues with the upload of data from this monitor. It was however confirmed that all the data was recorded it was just not always passed on promptly. The unit was due to be replaced by NMT08.	
6.3	Community Noise Reports - It was highlighted that a number of these reports were outstanding. LLAOL advised that they were working on providing the remainder. LLAOL were asked to consider using BAP to analyse outstanding CNRs to take the pressure off the noise team.	LLAOL
6.4	Initial Departure Track Keeping LADACAN informed that they had visited a resident in Cuttenhoe Road (South Luton) who was concerned about track keeping; specifically, about aircraft departing to the west being to the north of the flight path. LADACAN informed that during their visit it was demonstrated that the track keeping system was reporting accurately. LLAOL advised that they had also been in touch with the resident and had confirmed there had been no change to the departure routes. However, it was noted that some flights do stray to the north of the line of the runway and those flights on occasion do go directly overhead Cuttenhoe Road whereas if they stayed on the line of the runway, they would be further south and fly over Capability Green. It was noted that if the aircraft do get closer to Cuttenhoe Road they are much more intrusive, if they are further away their angle to those on the ground is much less. It was felt that in February there were more of these flights being experienced although LLAOL had said they would speak with the airline operators to remind pilots to stay on the runway heading until they execute the first turn. LADACAN informed that they would send across those flights that have been highlighted by the residents to the Flight Ops Team for them to investigate and advise on why these aircraft seemed to veer further north than would be expected. LLAOL thanked LADACAN for their help and informed that they had looked at the flights concerned. It was noted that one factor could be that as many aircraft were now larger they might appear to be closer than previously.	LADACAN
7.0	Dates of forthcoming Meetings in 2024 5 th June 24 18 th September 24 11 th December 24	