

Noise and Track Sub-Committee

Meeting minutes from Wednesday 18th September 2024 at 2pm

Meeting held virtually on Microsoft Teams

| | Attendees | | |
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| | Mr Martin Routledge | | LLACC Chairman |
| | Mr David Charles | | Bickerdike Allen Partners |
| | Cllr Michael Muir | | Hertfordshire County Council |
| | Mrs Rachael Webb | | BMKALC |
| | Cllr Jane Timmis | | Dacorum Borough Council |
| | Mr Alan Gibson (sub) | | LADACAN |
| | Mr Micheal Reddington (sub) | | LADACAN |
| | Ms Adriana Grigorean | | LLAOL Community Noise Executive |
| | Mrs Nicole Prior | | LLAOL Head of Flight Operations |
| | Mr Neil Bradford | | LLAOL Head of Marketing & Communications |
| | Mr Alex Carman | | LLAOL Flight Ops Analyst |
| | Mr David Gurtler | | Luton Borough Council |
| | Mr Paul Donovan | | Hertfordshire County Council |
| | Mr Gordon Breeze | | PAIN |
| | Cllr Ed Moore | | St Albans City and District Council |
| | Mr Nigel Green | | STAQS |
| | Mr David Newman | | NATS |
| | Mr John Wilkinson (Observer) | | |
| 1.0 | Apologies for absence and substitution | | Action |
| 1.1 | Mr Andrew Lambourne – LADACAN Mr David Healey - NATS Cllr Chris Poll – Buckinghamshire Council Mr Neil Thompson - LLAOL Chief Operations Officer Ms Sophie Dekker - easyJet | | |

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| 1.2 | The Chairman welcomed members to the September 2024 meeting. Members were reminded of the protocols for the virtual meeting. | |
| 2.0 | Minutes and Matters Arising from 5th June 2024 | |
| 2.1 | <p>The draft minutes from the 5th June 2024 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 of the 5th June meeting were approved and would be uploaded to the web site.</p> | Admin |
| 2.2 | <p>Matters arising that were not being discussed elsewhere under the agenda included:</p> <ul style="list-style-type: none"> • March Meeting Item 5.1 Go Arounds - LLAOL agreed to prepare an extra slide for future NTSC meetings on go around activity. • March Meeting Item 6.3 Community Noise Reports - LLAOL informed that there were now only 3 reports outstanding. LLAOL advised that for future monitoring the intended timescale was 3 months from completion of the survey to reporting. • March Meeting Item 6.4 Track Keeping on Initial Departure RW25 - Following concerns from a resident in South Luton, LADACAN presented slides showing their analysis of initial tracks for westerly departures. These separately considered departures by Airbus and Boeing types, and different periods of time. They found while the Airbus types seemed consistent over time, there was some change exhibited by some Boeing types. This was attributed to some of the older types, such as the Boeing 757 and 767, which did not have the latest navigation systems. LLAOL advised they were undertaking a larger piece of work looking at departure tracks on westerly operations and were in contact with residents. This would be an agenda item for the next meeting. • Item 3.4. Dispensations - LLAOL advised that flight dispensations were now included in the QMR. It was noted that flight dispensations would reduce the night noise quota count, but would not impact night noise contour calculations. <p>Concern was reiterated over how many dispensations there were. The issue was whether this could affect the total number of night flights recorded against the Airport's planning consent. Further concern was expressed over the use of passenger hardship as a justification. Members asked for more information regarding this topic and if this could be included in the next LLACC meeting. LLAOL agreed that they could report further at the next LLACC and include in future QMR's a synopsis of what had happened during the quarter. Further discussion ensued and members were referred to the Government guidance which was available at the link below.</p> <p>https://www.gov.uk/government/publications/night-flight-dispensations/night-flight-dispensations</p> <p>LLAOL advised that there was an ongoing national consultation on night flights which was expected to conclude in Q4. The consultation documents were available at the following link, with Annex B summarising dispensation related responses.</p> <p>https://www.gov.uk/government/news/government-launches-consultation-into-the-next-uk-night-flight-regime.</p> | <p>LLAOL</p> <p>LLAOL</p> <p>LLAOL</p> |

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| 3.0 | Quarterly Monitoring Report Q2 2024 | |
| 3.1 | Total passenger numbers had increased by 3% and total traffic movements by 2%. The total movements in the night period, 23.00-06.59, were 10% less than the same quarter last year. The early morning, 06.00-06.59, movements were very similar to those in 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 (2024 Q2) one daytime departure and one night-time departure were registered at greater than 80 dB. Last year (2023 Q2), the comparable counts were six and zero.</p> <p>Members noted that the airlines had achieved Continuous Descent Approaches (CDA), for 91% of all arrivals; this was down on the same quarter in 2023 (94%).</p> <p>There was one noise violation during the daytime and two during the night-time; all were fined accordingly. It was noted that LLAOL continued to work closely with the operators to reduce violations.</p> <p>The night-time noise contour area had increased by just less than 2% when comparing with the same quarter in 2023. It was noted that there were eight track violations in this quarter due to poor track keeping.</p> <p>The number of complaints had decreased from 5,329 in the last second quarter to 1,918 in the same period in 2024. The number of complainants was 123, down from 223 in 2023. The number of new complainants was 35, down from 71. The largest percentage of complaints related to westerly arrivals.</p> <p>For this quarter, runway usage had been 77% 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 6,019 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 8,752 which was also below the limit of 9,650.</p> | |
| 3.4 | <p>The sub-committee discussed the QMR. There were several comments regarding accuracy, for example the split of activity by aircraft type in Section 1.7. It was requested that the details be sent to LLAOL who would update and reissue the QMR.</p> <p>In relation to CDA, LLAOL highlighted the improved performance of EI Al who were now more in line with other airlines.</p> <p>The comparison of the distribution of individual departure noise levels from 2015 and 2024 were discussed. It was questioned why at night there was a reduction in the proportion at 75 dB(A), and also if it was correct that there were more results for 2015 than 2024. LLAOL agreed to look at these points.</p> <p>It was questioned if the level of fines was enough to discourage airlines from breaching the limits. LLAOL advised that they felt they were, given the tight margins that the airlines</p> | <p>LLAOL</p> <p>LLAOL</p> |

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| | <p>operated to, and the level of engagement the airlines made to try and avoid any recurrence.</p> <p>The number and location of complaints was discussed. It was noted that while one frequent complainer had left the area, and the number of complaints was significantly down overall, most of the complaints were still from a relatively small number of complainants.</p> <p>The location with the most complaints was Cambridge. It was questioned if this related to the city or a wider area. LLAOL advised that they worked with the information submitted by the complainant, although as there were only 5 complainants so categorised they would see if they could provide additional detail. It was noted that the complaints from Impington, a small settlement on the northern edge of the City of Cambridge, were already separately recorded.</p> | |
| 4.0 | Airport Updates | |
| 4.1 | <p>Airspace and Noise Week - LLAOL advised that they were holding an event from the 14th to 17th October 2024. It would be open to the public and was designed for anyone interested in learning more about LLA operations. The event would feature a range of topics and expert speakers. Details of the event and the ability to book attendance were available at: https://www.london-luton.co.uk/airspace-and-noise-week-2024. NTSC members welcomed the event and thanked LLAOL for setting it up.</p> | |
| 4.2 | <p>Procurement - LLAOL advised that they were conducting a number of tender exercises, including the Noise and Track system including monitors; Noise Insulation Scheme provider and the independent noise consultant for NTSC/LLACC.</p> | |
| 5.0 | NTSC Projects | |
| 5.1 | Data requests had been made to LLAOL for several of these projects, which required the completion of NDAs. Once resolved the data would be shared to enable the projects to progress. | |
| 5.2 | Reference the Airbus A321NEO performance the last communication from the CAA was a data request, which had been complied with. | |
| 6.0 | Any Other Business | |
| 6.1 | <p>Noise Insulation Scheme - In response to a question LLAOL advised that before and after testing of selected properties that receive works was undertaken. This process could be considered at the next meeting of the sub-committee which was provisionally scheduled for early in the new year.</p> <p>Noise performance of El Al B737-900ER aircraft -It had been reported that El Al had agreed to purchase up to 31 Boeing 737MAX aircraft, and that the airline planned to use the new aircraft to replace their current fleet of narrowbody Boeing 737-800s and 737-900s, with deliveries expected to start in 2028.</p> <p>Aero Taxis - LLAOL advised that they were not taking any actions to facilitate the introduction of Aero Taxis in the future.</p> | |

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| | <p>Meeting Location - The location of meetings was discussed, and if they should remain virtual. While this offered greater flexibility, there was merit in having a physical element, perhaps once a year such as for the AGM.</p> <p>Airspace Design Consultation - A consultation on the UK Airspace Design Service was expected to commence in October. This body would have a key role in resolving conflicts between the airspace requirements of different airports.</p> | |
| 7.0 | <p>Dates of forthcoming Meetings in 2024</p> <p>11th December 2024</p> | |