

Minutes

Meeting of Noise & Track Sub Committee via Teams 15th December 2021

Attendees			
Mr Martin Routledge		LLACC Chairman	
Cllr Annie Brewster		Hertfordshire County Council	
Mr Gordon Breeze		PAIN	
Mr Jeff Charles		Bickerdike Allen Partners	
Mr Paul Donovan		Hertfordshire County Council	
Mr Nigel Green		STAQS	
Mr David Gurtler		Luton Borough Council	
Mr David Healey		NATS	
Mr Andrew Lambourne		LADACAN	
Capt Dougie Naismith		easyJet	
Cllr Jane Timmis		Dacorum Borough Council	
Mr Neil Thompson		LLAOL - Operations Director	
Ms Nicole Prior		LLAOL - Noise and Airspace Performance Manager	
Mr Alex Wong		LLAOL - Airspace Performance Assessor	
Ms Alice Green		LLAOL – Community Noise Executive	
Mr Neil Bradford		LLAOL - Stakeholder Communications Manager	
1.0	Apologies for absence and substitution		Action
	Cllr David Bowater - Central Bedfordshire Connor Sheffield – Buckinghamshire Council Rachel Webb – Buckinghamshire and Milton Keynes Association of Parish Councils David Godfrey – PAIN (substituted by Gordon Breeze)		
1.1	The Chairman welcomed members to the December meeting and briefed on the protocols for the virtual meeting. He noted that the Administrator, Tricia Harris, was undergoing surgery and this was the first NTSC meeting she had missed in over 20 years. The Committee wished her a speedy recovery.		
2.0	Minutes and Matters Arising from 9th September Meeting		
2.1	The minutes of the meeting of 9 th September 2021 were approved.		
2.2	Matters arising from previous meeting: Item 2.2 – Members reiterated their request for Wizz to be part of the NADP trial. LLAOL confirmed that they were trying to get them on board and Wizz had been formally asked; their decision was awaited. The NADP trial would now be conducted in Summer 2022. LLAOL agreed to keep the action open as discussions with Wizz were ongoing.		LLAOL

	<p><i>Post meeting note: Wizz have now confirmed they will participate in the NADP trial.</i></p> <p>Item 3.1 - One member asked for clarification on the stakeholder engagement conducted as part of ACOG's masterplan. LLAOL confirmed that as part of the masterplan engagement ACOG had engaged with stakeholder groups listed in the Airspace Modernisation Strategy.</p> <p>Item 5.1 - The Quarterly monitoring report appendix showing all of the aircraft types regardless of the number of events and the comparison with 2019 data was still being produced and was included in the meeting pack.</p>	
3.0	Quarterly Monitoring Report Q3 2021	
3.1	<ul style="list-style-type: none"> • LLAOL briefed members on the Q3 quarterly monitoring report. • The total number of passengers served by the airport decreased by 0.2%, total traffic movements decreased by 4%, compared to Q3 2020. Whilst the total movements in the night period, 23.00-07.00, decreased by 22% from those for the third quarter last year. The early morning, 06.00-07.00, movements were fewer by 21% than those in the third quarter last year. • With respect to the limit on early morning shoulder activity (12 month movements), total for preceding 12 months was 1,825 (limit 7,000). • With respect to the limit on night quota activity (23.30-06.00) (12 month movements), total for preceding 12 months was 2,988 (limit 9,650). • The Continuous Descent Approach (CDA) compliance for Q3 2021 was 93%, similar to in the same quarter in 2020 (92%). LLAOL advised that the target for CDA would increase in January 2022 to 95%. • The noise monitor results show the majority of departures still produced noise levels in the range 70-76 dB L_{Amax}. In this period (2021 Q3) three daytime departures and no night-time departures were registered at greater than 80 dB. Last year (2020 Q3), the comparable counts were 1 and 0. The noise violations were all caused by the same aircraft type, LLAOL was liaising with the operator to reduce the noise from this aircraft. • LLAOL had seven track violations in this quarter due to poor track keeping; these were all by private operators. Other deviations were caused by weather and thunderstorm activity during the quarter. A member asked if the aircraft violating were RNAV equipped, it was confirmed that 97% of LLA's departures were RNAV equipped, but this could only be used on the westerly MATCH departure route. • The night-time noise contour area had decreased by 19%. For this quarter, runway usage was 60% westerly operations. • The number of complaints had increased from 1,858 last third quarter to 8,036 in the same period in 2021. The number of complainants was 196 in the third quarter of 2021 compared with 228 in 2020. The number of new 	

	complainants was 78; in the same quarter in 2020 the number was 84. Complaints about westerly departures still formed the largest % of complaints.	
3.2	LLAOL explained that had been made aware of a campaign to generate complaints during the quarter, in response to this LLAOL organised an online webinar together with STAQS and LADACAN; unfortunately, nobody from the general public attended this. LLAOL also organised a Public Surgery in Sandridge Village Hall which did have a good attendance.	
3.3	LLAOL explained that they were updating the noise complaints policy, for which complaints would only get responses if the disturbance was caused by an abnormal aircraft operation. Members questioned this approach and considered that new complainants should receive a response regardless. Members also asked for noise to be included in the abnormal operations, for example if the aircraft was exceptionally loud a response should be given. LLAOL considered this feedback and agreed to circulate the policy with members before publishing.	LLAOL
3.4	One member raised concern about maintenance flights and how safe these flights were. LLAOL explained that maintenance flights are only conducted during the daytime period and there were two main reasons for them. The first was if an aircraft had not been flown for a period of time - the aircraft had to be flown in a specific time frame to keep within its certification. The other reason was following certain engineering interventions, but this would not be a safety check of the aircraft but a check that the intervention had been successful. In this case, the aircraft would already be signed off as safe for flight by the ground engineers. Members discussed whether these flights could use the NPR rather than be instructed to leave the route. It was noted that in reality these flights followed the NPR to its conclusion and then directly routed to pick up the arrival route under air traffic control direction. It was agreed that LLAOL would create an FAQ to add to the website regarding maintenance flights.	LLAOL
4.0	Airport Updates	
4.1	Steeper approach study – Members were advised that LLAOL had been undertaking an investigation to assess if steeper approaches were possible at Luton, this was a target within the airports Noise Action Plan and Responsible Business Strategy. By changing the approach angle from 3 degrees to 3.2 degrees aircraft would stay higher for longer on final approach. Therefore, it was expected that a small noise reduction at a distance further away from the airport would be possible. Through engagement with NATS and airline operators, LLAOL had gathered feedback, this was presented to members. At Luton there were limitations due to the terrain and runway length compared to other airports. Feedback from five operators (making up 96% of total operations at Luton) was shown to members, this showed one operator supported the initiative whilst three other operators were strongly against the change. One operator made no comment. LLAOL advised that they would produce a report of the findings, and this would be published on the website, but their recommendation was not to implement steeper approaches as this was likely to impact aircraft safety.	LLAOL
4.2	Noise Monitoring schedule – LLAOL presented the 2022 schedule to members for feedback. Members questioned what was needed for a suitable monitoring location site. LLAOL advised that the site must be in a secure location (locked gate or fence), with outside power and a quiet area without road or other	

	<p>background noise. Members were asked if they knew of suitable sites to get in touch with LLAOL (Alice Green).</p> <p>Members asked if LLAOL now had spares for the noise monitors after the issues this year and it was confirmed that there were sufficient spares.</p> <p>One member asked if South Luton could appear twice - once for routine monitoring and once as part of the NADP trial, as the noise results from south Luton helped to feed into the contour modelling. LLAOL agreed to make this change</p>	LLAOL
4.3	Airspace Change Update	
4.4	<p>AD 6 - LLAOL advised that the AD6 arrivals airspace change proposal was submitted to the CAA on 25th June. The CAA conducted a public evidence session on 22nd September. This session allowed individuals to make a representation to the CAA, there were about 10 people that had made representation (both supporting and objecting) and a transcript was published on the CAA portal.</p> <p>The CAA had also published CAP 2233 where they assessed the Secretary of State call-in criteria against the AD6 proposal. The Secretary of State decided not to call in the on 15th November. Subsequently, the CAA approved the proposal on the 24th of November and therefore it will be implemented on 24th February 2022. All documents were available on the CAA Airspace change portal. The proposal was now in Stage 6 and would undergo a Post Implementation Review (PIR) 12 months after implementation.</p>	
4.5	<p>FASI – South - LLAOL advised that the FASI-South airspace change proposal had been restarted and work was ongoing. As part of the work feedback from stakeholders had been considered to create new designs; these were now undergoing a Design Principle Evaluation (DPE) and Initial Options Appraisal (IOA) which included some basic noise modelling. LLAOL would be inviting stakeholders to a session on 22nd February 2022 to update and show the Design Principle Evaluation and Initial Options Appraisal before submitting to the CAA in March 2022.</p> <p>LLAOL also advised that they had asked to be considered for an early deployment, this means there would be two deployments of any changes. This was still being considered as LLAOL did not want to wait for other airports to progress if benefits could be realised sooner without impacting other airports' plans.</p>	
4.6	Members asked if the NATS consultation for changing Compton to RODNI had been published. LLAOL confirmed that this had been consulted on as part of the LD1 (London Deployment 1) airspace change, which was sponsored by NATS.	
5.0	Any Other Business	
5.1	One member had some questions surrounding the 19mppa application and the numbers which were stated in the planning meeting. The Chairman explained that these were not appropriate for this forum at this stage of the planning process. The member was directed to the council website and the 89 documents (committee report) on there.	

5.2	It was noted that the owners of the Airport (previously London Luton Airport Ltd) had renamed their company as Luton Rising with effect from 18 November 2021.	
5.3	Members requested that their best wishes to the Administrator be recorded thanking her for all her hard work over several years and wishing her a speedy recovery.	
6.0	Date of forthcoming Meetings in 2022	
	<p>All meetings for the foreseeable future would be held via Teams</p> <ul style="list-style-type: none"> • 16th March • 8th June • 7th September • 14th December 	