

Noise and Track Sub-Committee

Meeting minutes from Wednesday 10th December 2025 at 2pm
Meeting held virtually on Microsoft Teams

Attendees			
Mr Martin Routledge		LLACC Chairman	
Mr David Charles		Bickerdike Allen Partners	
Mr John Wilkinson		PAIN and BMKALC (substitute)	
Mrs Nicole Prior		LLAOL Head of Flight Operations	
Mr Alex Carmen		LLAOL Flight Operations Analyst	
Ms Georgie Abbott		LLAOL Flight Ops Community Noise Executive	
Mrs Alice May		LLAOL Flight Ops Flight Operations Manager	
Mr David Gurtler		Luton Borough Council	
Mr Paul Donavon		Hertfordshire County Council	
Mr Nigel Green		STAQS	
Mr Antony Hatch		NATS	
Mr Andrew Lambourne		LADACAN	
Cllr Jane Timmis		Dacorum Borough Council	
Mr Ross Whear		Dacorum Borough Council	
1.0	Apologies for absence and substitution		Action
1.1	Mr Gordon Breeze - PAIN (substituted by John Wilkinson) Mrs Adriana Grigorean - LLAOL Community Noise Executive Mr Neil Bradford - LLAOL Head of Marketing & Communications Cllr Ed Moore – St Albans City and District Council Mrs Rachael Webb - BMKALC		
1.2	The Chairman welcomed members to the December meeting and reminded them of the protocols for the virtual meeting.		

2.0	Minutes and Matters Arising from 8th October Meeting	
2.1	<p>The draft minutes from the 8th October 2025 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 8th October 2025 meeting were approved for upload to the web site.</p>	Admin
2.2	<p>Matters arising that were not being discussed elsewhere under the agenda included:</p> <p>Item 2.2 - Item 3.4 Text re Potential Revision to Q1 Contours - LLAOL confirmed they would add text to the next Q1 QMR if required on the potential for the initial Q1 contours to alter to a limited extent.</p> <p>Item 2.2 – Item 3.4 A321neo Performance – LADACAN advised that there had not been a relevant response from the CAA to the submitted paper detailing the analysis of activity at Luton.</p> <p>Given also the lack of a response from Airbus, the possibility of contacting the engine manufacturers was discussed; however this was considered unlikely to yield results.</p> <p>While the lack of response was disappointing, it was noted that the Airport were allowing for the actual performance of the aircraft in their monitoring and were in compliance with their planning conditions.</p> <p>To build on the initial comparison of the measured performance of the aircraft with Pratt & Whitney (PW1000G) and CFM International (LEAP) engines it was requested a note be prepared comparing published certification data.</p> <p>Item 3.4 – ‘Unfamiliar’ pilots - In relation to Continuous Descent Approaches (CDA) there had been reference to pilots who were ‘unfamiliar’ with the airport. It was advised that while some pilots will not have flown into the Airport on many occasions, they would be following set procedures, were being monitored and that undertaking a CDA was a request not a rule.</p> <p>Item 3.4 – Complaint area breakdown - LLAOL had revised the presentation of complaints by area to assist in identifying those from the local area. This was welcomed by the committee.</p> <p>Item 5.1 – Helicopter Activity - Following an earlier concern from Peter’s Green the LLA Rotary-wing Aircraft briefing document had been included in the meeting papers. This was discussed by the committee. LLAOL and LADACAN agreed to discuss the specific concern further after the meeting.</p>	BAP LLAOL/ LADACAN
3.0	Quarterly Monitoring Report Q3 2025	
3.1	<p>Total passenger numbers had increased by 5% and total traffic movements by 2%. The total movements in the night period, 23.00-06.59, were 4% higher when</p>	

	<p>compared with the same quarter last year. The early morning, 06.00-06.59, movements were 17% higher than those in the same quarter last year.</p>	
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 (2025 Q3), there were no daytime or night time departures that registered at greater than 80 dB. Last year (2024 Q3), the comparable counts were one and zero.</p> <p>Members noted that the airlines had achieved CDA, for 95% of all arrivals; this was the same Q3 in 2024.</p> <p>There was one noise violation during the daytime and none during the night-time. LLAOL continued to work closely with the airlines to reduce violations.</p> <p>The night-time noise contour area had increased by 1.4% compared with the same quarter in 2024. It was noted that there were eighteen track violations in this quarter due to poor track keeping compared to fifteen in the same period in 2024</p> <p>The number of complaints had decreased from 1,939 in the last third quarter to 1,330 for the same period in 2025. The number of complainants was 87 down from 107 in 2024. The number of new complainants was 27, up from 23. Complaints regarding westerly operations formed the largest percentage of complaints.</p> <p>For this quarter, runway usage had been 75% 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 6,326 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 8,290 which was also below the limit of 9,650.</p>	
3.4	<p>The sub-committee discussed the QMR.</p> <p>The detailed breakdown of the reasons for go-arounds was noted, as was the reduction in the daytime noise violation limit for departures.</p> <p>The reduction in dispensations, from 28% to 19% of night activity, was acknowledged as a welcome improvement but concern remained over the amount. LLAOL advised on the engagement that had occurred with airlines and the level of scrutiny which they considered suitable.</p> <p>Regarding the noise monitoring system at the airport, LLAOL advised that NMT03 had been relocated further from the M1 motorway. There was then a discussion over the calibration of the system, the details of which are summarised below.</p> <p>In addition to the initial calibration of the noise monitoring system at the Airport, there were a series of ongoing checks including:</p>	

	<ul style="list-style-type: none"> • Daily system checks where a signal is automatically played into each monitor and the resulting measured levels compared against the expected values. If a difference greater than the tolerance was found then the situation would be investigated. • 6 monthly checks using a separate calibrator, which is itself calibrated in a laboratory each year. The calibrator is also used during investigations. • Annual calibration of the microphones in a laboratory which check they comply with the required standard, including in terms of their response to different frequencies. 	
4.0	Airport Updates	
<p>4.1</p> <p>4.2</p> <p>4.3</p> <p>4.4</p> <p>4.5</p>	<p>Community Noise Survey - LLAOL detailed the planned launch of a Community Noise Survey to run from late December until the end of February. The survey would be available on the Airport main website and also from the page on noise. The intention was to take a more balanced approach opposed to a purely negative one which would be the case if it were primarily complainants who completed the survey. Concern was raised regarding the approach that was being taken by LLAOL and that the survey would not have a high enough profile to get enough responses to capture the range of views required. It was suggested that although the Airport does not want solely negative responses to the survey, it would be more beneficial to them if they got responses that relate to the population that they are trying to pacify. These would be most engaged with how noise was managed at the Airport. LLAOL acknowledged the feedback and agreed to give it some consideration.</p> <p>LLAOL added that they would welcome the support of committee members in publicising the survey within their local communities and encourage people to respond.</p> <p>Noise Monitoring Schedule 2026 -LLAOL presented the noise monitoring schedule for 2026. It was confirmed that one of the locations proposed was Little Gransden, which is west of Cambridge.</p> <p>FLOPSC Feedback – Members were briefed on the recent FLOPSC meeting and a slide was presented to members at the meeting. A key point of discussion had been CDA.</p> <p>Airline Representation - It had been previously noted by the committee that the attendance of the easyJet Base Captain had been very valuable in the past and an airline representative would undoubtedly be beneficial. Interest in attending had been expressed by airlines with the March meeting a possibility. LLAOL agreed to follow this up.</p> <p>Flight Dispensation – It was felt by some that there was still an issue regarding dispensations albeit that improvement has been made recently. In 2025 25% of all dispensations were still based on passenger hardship which was felt to be excessive. Also, some of the reasons for dispensation did not warrant the dispensation being given and that more scrutiny should be applied. LLAOL</p>	<p>LLAOL</p> <p>Members</p> <p>LLAOL</p>

	updated members on the process that was being used and informed that they were confident with the dispensation process and believed that the airlines were working with them. They felt that all the dispensations were now genuine requests which were scrutinised at two levels within the business.	
5.0	Noise Action Plan Review	
5.1	The Chairman requested that any points for the NAP review were sent to the Chairman and Secretary by the end of 2025. These could then be considered by the Airport.	Members LLAOL
6.0	Any Other Business	
6.1	LLAOL highlighted the ongoing consultations related to UKADS. https://www.caa.co.uk/commercial-industry/airspace/airspace-modernisation/uk-airspace-design-service/autumn-2025-consultations/	
7.0	Dates of forthcoming Meetings in 2026 11 th March – 14.00hrs via Teams 10 th June - 14.00hrs via Teams 16 th September - 14.00hrs via Teams	