

## Noise and Track Sub-Committee

Meeting minutes from Wednesday 11<sup>th</sup> December 2024 at 2pm  
Meeting held virtually on Microsoft Teams

	Attendees		
	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
	Ms Adriana Grigorean		LLAOL Community Noise Executive
	Mrs Nicole Prior		LLAOL Head of Flight Operations
	Mr Neil Bradford		LLAOL Head of Marketing & Communications
	Mr David Gurtler		Luton Borough Council
	Mr Gordon Breeze		PAIN
	Cllr Ed Moore		St Albans City and District Council
	Mr Nigel Green		STAQS
	Ms May Olivera Hackett		NATS
	Mr Andrew Lambourne		LADACAN
<b>1.0</b>	<b>Apologies for absence and substitution</b>		<b>Action</b>
<b>1.1</b>	Mr Antony Hatch – NATS – substituted by Ms May Olivera Hackett Mr Neil Thompson - LLAOL Chief Operations Officer Mark Hayward - easyJet		
<b>1.2</b>	The Chairman welcomed members to the December 2024 meeting. Members were reminded of the protocols for the virtual meeting.		
<b>2.0</b>	<b>Minutes and Matters Arising from 18<sup>th</sup> September 2024</b>		
<b>2.1</b>	The draft minutes from the 18 <sup>th</sup> September 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.		

	The minutes of the 18 <sup>th</sup> September meeting were approved for upload to the web site.	<b>Admin</b>
<b>2.2</b>	<p>Matters arising that were not being discussed elsewhere under the agenda included:</p> <p><b>June Meeting Item 3.4. Dispensations</b> - There was further discussion on dispensations and concern was expressed over how many there had been (28% of night movements in Q3), especially with the use of ‘passenger hardship’ as the justification (70% of dispensations in Q3). On a nightly basis, across the Quarter, these percentages equated to 9 dispensations, 6 of which were due to passenger hardship.</p> <p>The Committee sought further detail on the process for obtaining a dispensation; examples of those approved and those turned down; and a comparison with other airports.</p> <p>LLAOL advised that the process was set out in the Noise Management Plan (NMP) agreed with LBC as part of the S106 agreement. It started with the airline making an application to the Airport, the Airport then considered the justification against the criteria set out in the NMP and decided whether to give approval. The decision was then recorded and submitted to LBC so they could monitor the implementation of what was a planning condition. LLAOL had a presentation that was shared with airlines on the process which included points of challenge and what was expected from the airlines. LLAOL undertook to share this presentation with members.</p> <p>LLAOL also advised that they would provide examples of dispensation applications, including some that had been declined. Information separated between arrivals and departures could also be provided.</p> <p>Members were advised that Government guidance on dispensations had been updated since the current NMP had been agreed. A feature of the plan was regular review points, so the latest guidance should be considered at the next review in Summer 2025.</p> <p>It was also noted that the Designated Airports (Heathrow, Gatwick and Stansted) reported to the DFT and not to their Local Planning Authority therefore Planning Managers at Heathrow and Gatwick did not necessarily know about the implications of dispensing a flight.</p> <p>The effect of dispensations on the quota count was questioned. LLAOL agreed to look at this, although it was noted dispensations were an integral part of the quota count system.</p> <p>The latest Government guidance on dispensations was available from the link below.  <a href="https://www.gov.uk/government/publications/night-flight-dispensations/night-flight-dispensations">https://www.gov.uk/government/publications/night-flight-dispensations/night-flight-dispensations</a></p> <p><b>Item 3.4 QMR Accuracy</b> – LLAOL advised that following comments the QMR had been updated and reissued via the website.</p> <p><b>Item 3.4 Change in Departure Noise Levels</b> - Questions had been raised on the comparison of the distribution of individual departure noise levels from 2015 and 2024. LLAOL advised that at night the reduction in the proportion at 75 dB(A) was due to changes in fleet mix,</p>	<p><b>LLAOL</b></p> <p><b>LLAOL</b></p> <p><b>LLAOL</b></p>

	and that the greater number of results for 2015 than 2024 was due to NMT3 not picking up quieter types which were more common in 2024.	
<b>3.0</b>	<b>Quarterly Monitoring Report Q3 2024</b>	
<b>3.1</b>	Total passenger numbers had increased by 2% and total traffic movements by 3%. The total movements in the night period, 23.00-06.59, were 1% higher when compared with the same quarter last year. The early morning, 06.00-06.59, movements were very similar to those in the same quarter last year.	
<b>3.2</b>	<p>The noise monitor results showed most departures still produced noise levels in the range 70-76 dB L<sub>Amax</sub>. In this period (2024 Q3) one daytime departure and no night-time departures were registered at greater than 80 dB. Last year (2023 Q3), the comparable counts were five and zero.</p> <p>Members noted that the airlines had achieved Continuous Descent Approaches (CDA), for 95% of all arrivals; this was the same as the same quarter in 2023.</p> <p>There was one noise violation during the daytime and none during the night-time. LLAOL continued to work closely with the operators to reduce violations.</p> <p>The night-time noise contour area had increased by 6% when comparing with the same quarter in 2023. It was noted that there were fifteen track violations in this quarter due to poor track keeping.</p> <p>The number of complaints had decreased from 5,004 in the last third quarter to 1,939 for the same period in 2024. The number of complainants was 107, down from 319 in 2023. The number of new complainants was 23, down from 137. The largest percentage of complaints related to easterly departures.</p> <p>For this quarter, runway usage had been 73% westerly operations.</p>	
<b>3.3</b>	<p>Regarding the limit on early morning shoulder activity (12-month movements), the total for the preceding 12 months was 5,676 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 7,954 which was also below the limit of 9,650.</p>	
<b>3.4</b>	<p>The sub-committee discussed the QMR.</p> <p>Regarding CDA, LLAOL highlighted the improved performance of EI Al. LLAOL were now focussing on engagement with the private jet operators, in particular Harrods and Signature.</p> <p>The LLAOL QMR presentation included plots of the tracks taken by two go-arounds. For those using Runway 25 the standard procedure has the first turn to the south. This was to avoid conflict with departures.</p> <p>It was questioned why the information on go-arounds was not more widely available. NATS advised that there were several reasons for a go-around with some potentially relating to high category/emergency/military or police activity flights and details might be sensitive for National Defence etc. therefore there was a general policy limiting the sharing</p>	

	<p>of information about go-arounds with the general public. It was noted that go-arounds of commercial flights could be deduced from publicly available ADS-B data.</p> <p>LLAOL advised on their progress with increasing the proportion of new generation aircraft. This was through both their commercial team, when agreeing new contracts such as the recent one with Jet2, and through the introduction of a surcharge on aircraft that did not meet the latest Chapter 14 standard.</p> <p>The need to enter personal details each time when making a noise complaint was questioned. It was advised that although the auto response requested this, it did not need to be followed if the complainant was already on the system.</p> <p>LLAOL also advised that there had been an update to the Complaints Policy. This was to allow the team to focus on abnormal activity. Where a complaint was considered to relate to normal activity a standard response/pack would be sent. A concern was raised that this might lead to a complainant not getting a full answer.</p> <p>LLAOL advised that while the email address to send any complaint to had been changed a few years ago, the old address was still checked.</p> <p>Regarding the breakdown of complaints in Section 6.2 of the QMR, LLAOL advised that they were split by the reasons given by the complainant, so while many complaints are shown with a reason of 'Off-Track' this did not mean those aircraft were off the published routes.</p>	
<p><b>4.0</b></p>	<p><b>Airport Updates</b></p>	
<p><b>4.1</b></p> <p><b>4.2</b></p> <p><b>4.3</b></p> <p><b>4.4</b></p>	<p><b>Airspace and Noise Week</b> - LLAOL advised that they held an event from the 14<sup>th</sup> to 17<sup>th</sup> October 2024. It had been open to the public and designed for anyone interested in learning more about LLA operations. The event featured a range of topics and expert speakers. It was considered a worthwhile exercise both by those who attended and by LLAOL. Some members of the NTSC had attended sessions and found them very worthwhile. The Airport was thanked for its proactive engagement in setting up the event.</p> <p><b>Flight Operations Communication Strategy</b> – LLAOL presented their strategy which included looking at the scheduling and marketing of future events. They intended to build on the success of the Airspace &amp; Noise Week with a new outreach strategy which would include hosting two shorter Airspace &amp; Noise sessions, along with additional events throughout the year.</p> <p><b>Noise Monitoring Schedule 2025</b> - LLAOL presented their Noise Monitoring Strategy. The previous issue with mobile signal coverage in the Jersey Farm area was noted, and attempts would be made to find another suitable location for noise monitoring.</p> <p><b>South Luton – track comparisons</b> – LLAOL presented a summary of their analysis of the initial tracks by westerly departures. This was in response to concerns from residents in South Luton that aircraft were tracking further north than in the past.</p> <p>The analysis considered activity in May to July in each of 2016, 2019 and 2024. It utilised three 'gates' at points along the departure route. The location of these related to landmarks and had been agreed with residents.</p>	<p><b>LLAOL</b></p>

	<p>The analysis used radar data and found a close average for altitude and deviation between the 3 years compared. This did not support the residents' observations. The analysis found that more of the flights in 2024 were flying 'further south', so further from South Luton.</p> <p>The residents were now being asked to log individual flights that were particularly disturbing or that they considered were closer to them in order to see if a reason could be found for the difference in their perception to the findings of the analysis.</p> <p>The flight ops team thanked LADACAN for the work they had undertaken which had helped with this issue. Indeed, it was noted there had been good collaboration between the Airport, LADACAN, the residents of South Luton and LBC Councillors.</p>	
<b>5.0</b>	<b>NTSC Projects</b>	
<b>5.1</b>	Data requests had been made to LLAOL on several of these, which required the completion of NDAs. Once resolved the data would be shared.	<b>LLAOL</b>
<b>5.2</b>	Regarding the Airbus A321neo performance, LLAOL informed that they had chased the CAA again the previous week regarding the analysis of the data that had been sent to them. A response was awaited.	
<b>5.3</b>	Go-arounds - A review was planned in January 2025 on the 2024 annual performance.	<b>LLAOL</b>
<b>6.0</b>	<b>Any Other Business</b>	
<b>6.1</b>	<b>QMR</b> - PAIN had concerns about the QMR which they had shared with LLAOL separately. LLAOL informed that they had received the comments and were in the process of reviewing and would update in due course.	<b>LLAOL</b>
<b>6.2</b>	<b>LLA Website</b> - There had been significant changes made to the LLA website. While attempts had been made to preserve links some issues were noted leading to '404 errors'. The committee were requested to advise Neil Bradford if they come across issues so they can be rectified.	<b>NTSC</b>
<b>6.3</b>	<b>Jet2 Introduction</b> - LLAOL advised that Jet2 were due to launch operations from Luton Airport commencing on 1 <sup>st</sup> April 2025 to 17 Destinations across Western Europe. The airline planned to base two Airbus A321neo aircraft at the Airport.	
<b>6.4</b>	<b>DCO Applications</b> - A decision on the Luton DCO was due by 3 January 2025.  <i>Post meeting note: the Government have further extended the timescale with the new timeline for a decision by 3 April 2025. It was noted that a decision on the Gatwick DCO was due by 25 February 2025.</i>	
<b>7.0</b>	<b>Dates of forthcoming Meetings in 2025</b>  12 <sup>th</sup> March 2025 (Teams Meeting) 4 <sup>th</sup> June 2025 24 <sup>th</sup> September 2025 (this date has been changed from the originally published date) 10 <sup>th</sup> December 2025	