

## Noise and Track Sub-Committee

Meeting minutes from Wednesday 15<sup>th</sup> March 2023 at 2pm

Meeting held virtually on Microsoft Teams

	<b>Attendees</b>		
	Mr Martin Routledge	LLACC Chairman	
	Mr David Charles	Bickerdike Allen Partners	
	Mrs Rachael Webb	BMKALC	
	Mr Nigel Green	STAQS	
	Cllr Jane Timmis	Dacorum Borough Council	
	Cllr Sharon Hollingsworth	St Albans City and District Council	
	Mr Andrew Lambourne	LADACAN	
	Cllr Annie Brewster	Hertfordshire County Council	
	Mrs Alice May	LLAOL Community Noise Executive	
	Mr Alex Wong	LLAOL Airspace Performance Assessor	
	Mrs Nicole Prior	LLAOL Noise and Airspace Performance Manager	
	Mr Neil Bradford	LLAOL Head of Marketing & Communications	
	Cllr Angela Bond	Buckinghamshire Council	
<b>1.0</b>	<b>Apologies for absence and substitution</b>		<b>Action</b>
<b>1.1</b>	Mr David Healey – NATS Mr Neil Thompson - LLAOL Mr Paul Donovan _ Hertfordshire County Council Cllr Ed Moore - St Albans City and District Council (sub Cllr Hollingsworth) Rupert Zierler – Buckinghamshire Council ( sub Cllr Angela Bond) Cllr Sam Collins – North Herts District Council Mr Gordon Breeze – PAIN Mr David Gurtler – Luton Borough Council		

<b>1.2</b>	The Chairman welcomed members to the March meeting and reminded members on the protocols for the virtual meeting.	
<b>2.0</b>	<b>Minutes and Matters Arising from 14<sup>th</sup> December 2022</b>	
<b>2.1</b>	The minutes of the meeting held on 14 <sup>th</sup> December 2022 were approved for publication.	
<b>2.2</b>	<p>Matters arising that were not being discussed under agenda items included:</p> <p>Airbus A321NEO Noise – LLAOL advised that they continue to push but still have not had a response from Airbus. The Flight Ops Team informed that they now have two new members in their team one of which will be responsible for airline engagement and will be liaising with the airlines and the CAA on a regular basis and that they hope to get a meeting set up with the CAA to discuss the issue in the near future. Members thanked the airport for the update.</p> <p>Noise Monitoring Programme - The progress of publishing the reports on past community monitoring was questioned. LLAOL advised that they were training new staff and intended to get the reporting up to date by the next NTSC meeting.</p> <p>Privacy Notice - LLAOL advised they were awaiting a response from their legal advisors on whether the language could be softened. It was queried whether the privacy notice could be moved so it only is presented when someone seeks to make a complaint.</p> <p>Regular Complainants - LLAOL advised that it was not a facility of the current software to separate out regular complainants, but they intended to tender for a new system later in the year. As an alternative it was suggested the existing graphs could be presented twice, one a scale showing all the results, the other a zoomed in scale which showed the data for the locations with lower numbers of complaints more clearly.</p> <p>NMT3 - LLAOL advised that their estates team had been asked to look at possible sites for the relocation of the monitor, given the concerns over the data from it due to the proximity to the M1. A potential upgrade of the whole monitoring system is also being considered, but will be a longer term project for the future.</p>	
<b>3.0</b>	<b>Quarterly Monitoring Report Q3 2022 (October to December 2022)</b>	
<b>3.1</b>	Total passenger numbers had increased by 74% and total traffic movements increased by 20%. The total movements in the night period, 23.00-06.59, increased by 41% from those for the fourth quarter last year. The early morning, 06.00-06.59, movements were more by 60% than those in the fourth quarter last year.	
<b>3.2</b>	<p>The noise monitor results showed the majority of departures still produced noise levels in the range 70-76 dB L<sub>Amax</sub>. In this period (2022 Q4) no daytime departures and no night-time departures were registered at greater than 80 dB. Last year (2021 Q4), the comparable counts were 3 and 0.</p> <p>There were no noise violations during the daytime or during the night-time The night-time noise contour area has decreased by 3% and the Airport had 8 track violations in this quarter due to poor track keeping.</p> <p>The number of complaints had increased from 1,108 in the last fourth quarter to 2,365 the same period in 2022. The number of complainants was 142 in the fourth quarter of</p>	

	<p>2022, up from 57 in the same period for 2021. The number of new complainants was 62, up from 12 in the same quarter in 2021 and complaints about westerly arrivals continues to form the largest % of complaints. For this quarter, runway usage was 80% 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 4,669 (limit 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 9,157 (limit 9,650).</p>	
<b>3.4</b>	<p>The sub-committee discussed the QMR and noted that, compared to 2021, passenger numbers were up by a greater proportion than movement numbers, indicating increased load factors. The increased activity represents around 80% of that in 2019</p> <p>It was queried why the CDA performance of EL AL was lower than the other passenger airlines. This was attributed to their relative infrequent use of the airport and so reduced familiarity with the operations.</p> <p>A question was raised regarding the spread of the traffic within the NPR near Redbourn. It was advised that the change of a waypoint which might address this was not practical.</p> <p>The forecast for 2023 was noted as containing approximately 3,000 more movements than occurred in 2019. Given this the compliance with the passenger cap was questioned. LLAOL advised that the monitoring of passengers numbers is an ongoing activity and that each airline has a limit re passengers.</p> <p>It was noted that the number of complaints in the QMR graphs did not match the text, and that Harpenden occurred in both graphs with different values. LLAOL advised they would review and correct the relevant information.</p> <p>It was requested that the table in section 1.4.1 of the QMR which gives the quota count for various aircraft types be updated to include the Airbus A321neo and the Boeing 737 Max8.</p> <p>The fleet composition shown in the graph in section 1.7 of the QMR was discussed. It was noted that the percentage of neo aircraft was 17%, which was not considered rapid progress by some. LLAOL advised that they changed their charges on 1<sup>st</sup> January, with higher charges for aircraft that do not meet the latest Chapter 14 standard. A preference for the graph to be in the earlier 'line' format was also expressed.</p>	
<b>4.0</b>	<b>Airport Updates</b>	
<b>4.1</b>	<p><b>AD6 PIR</b> - LLAOL presented an update on the PIR. The process has been extended until 22<sup>nd</sup> September 2023. LLA is working with NATS to understand the change in requirements from the CAA. LLA will also be holding a public surgery in Potton on Thursday 30<sup>th</sup> March, this will be supported by NATS. It was questioned whether someone from the area where the change in the distribution of flights has occurred could be included at NTSC.</p>	

<b>4.2</b>	<b>Summer 2023 Restrictions</b> - LLAOL presented the restrictions they will have in place for summer 2023. These are focussed on restricting activity at night and include restrictions on new and re-scheduled slots, and on aircraft types permitted to operate. There is a concern that delays will be significant this year, as advised by Eurocontrol, so LLAOL are also exploring the potential implementation of a curfew. LLAOL will monitor delays from when the schedule starts on the 26 <sup>th</sup> March and May to see if the delays are excessive as predicted by Eurocontrol before looking at the options of implementing a curfew. All restrictions that have been in place in previous years will continue to be in place for 2023. Further discussion ensued regarding potential impacts on all areas of the operations if curfews were implemented and displacement of aircraft for the following day.	
<b>4.3</b>	<b>Noise Action Plan – the way ahead</b> - LLAOL summarised their programme for the preparation of their next 5 year Noise Action Plan 2024 to 2028. Currently a draft is being prepared and LLAOL thanked those who had made comments. LLAOL are not planning a full public consultation, but will involve key stakeholders with an in person event on 23 <sup>rd</sup> May in Putteridge and the consultation closes on the 21 <sup>st</sup> June 2023 and will be submitted to DEFRA at the end of September 2023 for implementation on the 1 <sup>st</sup> January 2024. Once the plan has been submitted to DEFRA they will advise on when the Plan will be ready for publication giving the airport 28 Days to publish.	
<b>4.4</b>	<p><b>Full Length Runway Departure Trial</b> - LADACAN and LLAOL presented their tentative results and conclusions from the trial in early 2022. This concluded that the use of the full runway length does slightly reduce noise closer in. Thanks were expressed to Andrew and Nicole for their joint work on this.</p> <p>It was noted that the full use of the runway has operational consequences, such as the potential for increased holding by aircraft using the revised AD6 airspace. A mitigation would be the planned extension of the taxiway but the timescale for this is unknown.</p> <p>If changes are made albeit benefits are small these would be added up and transferred into the contours.</p> <p>The Chairman added it would be interesting to see what the airlines say as they did not enjoy operating using a full runway or back tracking.</p>	
<b>5.0</b>	<b>NTSC Future Business</b>	
	The future approach of NTSC was discussed and a suggestion made, that as with the Full Length Runway Departure Trial, a more collaborative approach was taken. This was welcomed by the committee and a number of potential projects were suggested including: AD6 PIR, a Noise Abatement Departure Procedure trial, the Airbus A321neo and working on data accuracy. The committee were requested to provide any further suggestions.	<b>All</b>
<b>6.0</b>	<b>Any Other Business</b>	
	LLAOL advised that the AMR is going to be incorporated within the Sustainability Report this year. This has been approved by LBC.	

	LLAOL advised that on 23 <sup>rd</sup> March NATS would be implementing an upper airspace change. This means references to COMPTON change to RODNI but there is no change to ground tracks.	
<b>7.0</b>	<b>Date of forthcoming Meetings in 2023</b>  14 <sup>th</sup> June 6 <sup>th</sup> September 13 <sup>th</sup> December	