

## Noise and Track Sub-Committee

Meeting minutes from Wednesday 14<sup>th</sup> December 2022 at 2pm

Meeting held virtually on Microsoft Teams

	<b>Attendees</b>		
	Mr Martin Routledge	LLACC Chairman	
	Mr Gordon Breeze	PAIN	
	Mr David Charles	Bickerdike Allen Partners	
	Mrs Rachael Webb	BMKALC	
	Mr Paul Donavon	Hertfordshire County Council	
	Mr Nigel Green	STAQS	
	Cllr Jane Timmis	Dacorum Borough Council	
	Cllr Sam Colins	North Herts District Council	
	Mr Andrew Lambourne	LADACAN	
	Cllr Annie Brewster	Hertfordshire County Council	
	Mr David Gurtler	Luton Borough Council	
	Mr Neil Thompson	LLAOL Operations Director	
	Mr Alex Wong	LLAOL Airspace Performance Assessor	
	Mrs Nicole Prior	LLAOL Noise and Airspace Performance Manager	
	Mr Neil Bradford	LLAOL Head of Marketing & Communications	
	Capt Dougie Naismith	easyJet	
<b>1.0</b>	<b>Apologies for absence and substitution</b>		<b>Action</b>
<b>1.1</b>	Mr Paul Healey – NATS Cllr David Bowater - Central Bedfordshire Mrs Alice May - LLAOL Cllr Andrew Wright – St Albans City and District Council Cllr Chris Poll – Buckinghamshire Council		

1.2	The Chairman welcomed members to the December meeting and reminded members on the protocols for the virtual meeting.	
<b>2.0</b>	<b>Minutes and Matters Arising from 7<sup>th</sup> September 2022</b>	
2.1	The minutes of the meeting held on 7 <sup>th</sup> September 2022 were approved for publication.	
2.2	<p>Matters arising that were not being discussed under agenda items included:</p> <p>Full Length Departures Trial - LLAOL advised that the reporting of this had been delayed.</p> <p>Airbus A321NEO Noise - The continued lack of any response from Airbus was discussed. LLAOL advised that they would follow up with the CAA and would also ask Wizz Air to make contact. It was stressed that LLAOL would continue to push and the more NEOs that are in use at Luton the better as they were still quieter than the CEOs.</p> <p>Concern was raised and discussion ensued regarding the level of noise reduction between the two variants. It was felt that this was not significant enough to be used to define A321 NEO as 'quieter' within the Airport's noise mitigation strategy. It was suggested that a letter should be written by LLACC to Airbus regarding the concerns raised. LLAOL stated that within the Airport's planning conditions they do not have to specify the quietness for aircraft and that the airport had an overall noise limit. Part of the Airport's strategy to meet their limit was to introduce the new generation aircraft such as NEOs and Maxis and noted that even fractions of percentage improvement do make a difference when looking at thousands of movements; every little benefit did make a difference to the noise contours. It was also noted that the new generation aircraft brought environmental benefits in emissions and fuel usage.</p> <p>It was also noted that compared to the same quarter in 2021 the proportion of NEO aircraft flown had reduced. This was attributed to the overall reduction in movements during 2021 with the airlines opting to use the newer aircraft rather than the older ones when meeting the reduced demand for flights. Now that activity had largely recovered both the NEO and older types were being used.</p> <p>Discussion ensued and included - Given the less than expected performance from the Airbus A321NEO it was queried how it was treated in reporting, for example in terms of Quota Count. <i>Post Meeting Note: The quota count for the aircraft is based on their published performance. This is the standard approach used at UK airports and is required by the controls at Luton. Although when operating at Luton the Airbus A321NEO is not showing the improvement expected, the quota counts used are derived from them operating at their maximum weight, so heavier than most if not all their flights from the Airport.</i></p> <p>Full Length Runway Trials – LLAOL advised that the trial had not progressed due to a variety of reasons in 2022. However, it was intended that they would be progressed further in 2023.</p> <p>Item 3.4. Regular Complainants - No update was provided by LLAOL on what further information could be provided on complaints, for example to separate out regular complainants.</p>	LLAOL

	Item 4.3. Quiet Areas - LLAOL had responded by email to queries related to positioning flights and the Noise Action Plan, which included one on quiet areas. The email had been circulated to the NTSC members.	
<b>3.0</b>	<b>Quarterly Monitoring Report Q3 2022 (July to September 2022)</b>	
<b>3.1</b>	Total passenger numbers had increased by 130% and total traffic movements increased by 61%. The total movements in the night period, 23.00-06.59, increased by 116% from those for the third quarter last year. The early morning, 06.00-06.59, movements were more by 35% than those in the third 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 <math>L_{Amax}</math>. In this period (2022 Q3) no daytime departures and no night-time departures were registered at greater than 80 dB. Last year (2021 Q3), the comparable counts were 3 and 0.</p> <p>There were no noise violations during the daytime and 1 during the night-time The night-time noise contour area had increased by 28% and the Airport had 19 track violations in this quarter due to poor track keeping.</p> <p>The number of complaints had increased from 1858 in the last third quarter to 6,179 in the same period in 2022. The number of complainants was 395 in the third quarter of 2022, up from 196 in 2021. The number of new complainants was 217, up from 78 in the same quarter in 2021 and complaints about westerly arrivals now formed the largest % of complaints. The increase was attributed to new areas being overflown as a result of the AD6 airspace change. For this quarter, runway usage was 68% 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 4,535 (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 8,287 (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.</p> <p>Track violations and the specific examples presented were discussed and it was advised that most violations were due to departures to the west making their initial turn late.</p> <p>The airlines Continuous Descent Approach performance was discussed and CDA was 94% of all arrivals, slightly up on the same quarter in 2021 (93%). The proportion of CDA achieved was reviewed. It was noted that overall usage was 1% below target. It was noted that most of the commercial operators achieve very good performance with Ryanair at 99%; Easyjet at 97% and WizzAir at 95%, as opposed to private operators who were not so familiar with Luton and thus achieving slightly lower percentages.</p> <p>Further discussion ensued regarding the number and distribution of complaints. It was suggested that the introduction of the AD6 airspace change was responsible for much of the increase in numbers due to a new and wider area being overflown. LLAOL had offered meetings to parties in the area and their local councillors had hand held monitors. It was noted that the aircraft were typically at 8,000 ft. It was suggest by</p>	

	<p>members that the feedback being received was that the aircraft were coming in at around 8000ft expecting to join the top of the stack, but because there was currently less traffic around, aircraft were being given a short cut by ATC. This meant they had to descend more rapidly than expected from 8,000ft to 4,000ft resulting in deploying spoilers/air brakes etc. which created more noise. LLAOL advised that the complaints relating to air brake noise had started to tail off.</p> <p><i>Post Meeting Note: The altitude-based priorities of the Government are: below 4,000 ft to limit and where possible reduce the total adverse effects on people; above 4,000 ft to below 7,000 ft minimising the impact of aviation noise in a manner consistent with the Government's overall policy on aviation noise; above 7,000 ft the reduction of CO<sub>2</sub> emissions as the minimising of noise is no longer the priority.</i></p> <p>There was suggestion by some members that it would be helpful to see the complaints without the those from the 10 individuals who made up 75% of the total number of complaints. LLAOL advised that their strategy for vexatious complaints was not to discount any.</p> <p>Concern was expressed over the privacy notice on the website that complainants had to agree to. LLAOL agreed to investigate and look at the wording.</p> <p>Summer Noise contours – LLAOL advised that they had submitted annual contours to the local authority. They had also submitted a forecast for 2023 as they were not expecting any slot waivers and hoped to be returning to a full flying programme. Monitoring would be ongoing to make sure the limits were not breached.</p>	LLAOL
<b>4.0</b>	<b>Airport Updates</b>	
<b>4.1</b>	<p><b>Noise Monitoring Programme</b> - LLAOL presented their 2023 noise monitoring programme for their portable and handheld monitors. This included locations overflowed by westerly operations and also those overflowed by easterly operations. Locations overflowed by westerly arrivals following the AD6 airspace change were also included. The timescale for the reporting of the 2022 noise monitoring was questioned. LLAOL advised that the reports for the surveys in South Luton, Hitchin, and Harlington were on the website, and the remaining surveys would be reported in the first quarter of 2023.</p>	LLAOL
<b>4.2</b>	<p><b>Noise Insulation Scheme Update</b> - LLAOL provided an update on the progress of the scheme in 2022 with 820 properties being contacted, 254 properties had accepted the scheme and 101 had had been completed. The scheme would continue for 2023 at the same rate as 2022.</p>	
<b>4.3</b>	<p><b>FLOPSC Feedback</b> - LLAOL provided an update on the last FLOPSC meeting in November. In the subsequent discussion it was advised that work regarding the FASI-S airspace reorganisation was underway with workshops with other airports ongoing. This was expected to progress to Stage 3 Consult (of CAP1616) in early 2023. Further discussions included – CDA; Noise and Track including need for arrivals Departures Code of Practice and information that can be sent to aircraft crews specific for Luton; AD6 including problems being experienced by some crews and PIR and feedback from airlines; Summer Noise Contours; and NAP including exploring further ideas for noise reduction.</p>	

<p><b>4.4</b></p>	<p><b>Noise Action Plan (NAP) the way ahead</b> - LLAOL advised the next Noise Action Plan (for 2024-2028) was currently being drafted and once an initial version was ready they would engage with LLACC, NTSC and FLOPSC Members. LLAOL advised that the NAP was required to be based on modelling of the noise in 2021 which had already been submitted to DEFRA.</p> <p>LLAOL stated that they would welcome suggestions for any additional or new actions that could be included. The Chairman added that the last time the NAP was drafted (4 years ago) a similar process was undertaken with internal consultation across LLACC and sub committees but resulted in very few responses. The Chairman stated that if the NAP is to be of value to the local communities this was the opportunity for LLACC/NTSC members to get engaged on behalf of their communities. It was also suggested that members look at other airports plans as Luton's NAP does 'stack up' well when compared with others.</p> <p>Members enquired if there was a timeline for feedback to the airport. LLAOL asked if all feedback can be received by the end of Q1 2023. Members asked if an agenda item can be included at the next NTSC meeting in March. The Chairman suggested if anyone had any individual views they would like to be included and discussed at the next meeting to send them through to the Flight Ops team by the end of February.</p>	<p><b>NTSC</b></p>
<p><b>5.0</b></p>	<p><b>LADACAN Presentation - Deficiencies in Noise Monitoring for Westerly Departures at LLA</b></p> <p>LADACAN presented a detailed review on the noise monitoring of westerly departures. This focussed on the monitor locations, which resulted in different angles of elevation to passing aircraft, and the presence of the M1 motorway near NMT03. The presentation slides are attached.</p> <p>LADACAN's analysis questioned whether or not the westerly monitors were providing an accurate enough picture of the noise situation in this area of the departure track and its impact on the overall noise contour and noise management effort. Overall, it was suggested that there was significant room for improvement in monitoring westerly departure noise.</p> <p>In the subsequent discussion it was clarified that the differences in the monitor locations were taken account of in the contour validation. This was done by comparing the predicted noise levels at each monitor location with the measured noise levels at that location. These predictions therefore allowed for the different locations.</p> <p>It was confirmed that NMT03 had a higher trigger than the other monitors. This was to avoid the measured noise levels at it being unduly affected by noise from the M1. The consequence of this was that some of the quieter noise events at the monitor were not recorded.</p> <p>It was noted that Luton fully complied with the noise monitoring regime required by the CAA under CAP2091 and the Local Planning Authority. The history behind the location used for NMT03 was discussed. This included seeking to have a gate with NMT02 through which departures would pass. The location also required mains power and a telephone line which would have limited potential locations. Nevertheless, the Airport agreed that</p>	<p><b>LLAOL</b></p>

	the locations were not ideal and agreed to consider the potential for relocating NTM3 or perhaps providing an additional monitor closer to the centreline together with another near Caddington to reflect easterly arrivals more accurately – for the reasons above this would not be straightforward.	
<b>6.0</b>	<b>Any Other Business</b>	
	Nothing further was raised.	
<b>7.0</b>	<b>Date of forthcoming Meetings in 2023</b> 15 <sup>th</sup> March 14 <sup>th</sup> June 6 <sup>th</sup> September 13 <sup>th</sup> December	

Attachment:

LADACAN Presentation – Deficiencies in Noise Monitoring of Westerly Departures at LLA.