

**Minutes**
**Meeting of Noise & Track Sub Committee**
**5<sup>th</sup> June 2019**

<b>Attendees</b>		
Mr Martin Routledge		LLACC Chairman
Mr Jeff Charles		Bickerdike Allen Partners
Mr Andrew Lambourne		LADACAN
Mr Michael Nidd		LLATVCC
Cllr Roma Mills		St Albans District Council
Neil Thompson		LLAOL – Operations Director
Mr David Gurtler		LBC
Cllr D Bowater		Central Bedfordshire
Cllr Jane Timmis		Dacorum Borough Council
Mr Neil Bradford		LLAOL - Stakeholder Communications Manager,
Bradley Timmins		Airspace Performance Assessor
Alex Wong		Airspace Performance Assessor
Nicole Morris		Noise & Airspace Performance Manager
Alice Green		Community Noise Executive
David Healey		NATS
Mr Paul Donovan		Hertfordshire Officer
Cllr Annie Brewster JP		Hertfordshire County Council
Mr Neil Green		Aylesbury Vale District Council
<b>1.0</b>	<b>Apologies for absence and substitution</b>	<b>Action</b>
	Cllr Paul Irwin – Aylesbury Vale District Council Liga Spite – LLAOL Environment Manager Cllr Anne Wright - Buckinghamshire County Council Darl Sweetland - Buckinghamshire County Council Dougie Naismith - EasyJet David Godfrey – PAIN Steven Shearer - DHL	
<b>2.0</b>	<b>Minutes and Matters Arising from 20<sup>th</sup> March 2019</b>	
<b>2.1</b>	Minutes from 20 <sup>th</sup> march were review and agreed for publication.	
<b>2.2</b>	Item 3.8 – Would be discussed further at the next NTSC meeting – LLAOL informed that that further work was in progress over Certification of Noise Levels and QC Count.	
<b>2.3</b>	Item 4.1 – Departure Track Deviations – LLAOL advised that they were still studying some aircraft deviations from the published tracks; the effect of diversions around storm clouds and the effect of high winds were discussed.	
<b>2.4</b>	Item 4.3 – LLAOL confirmed that a new Community Noise Monitoring programme has now been issued and was available on the web site.	
<b>2.5</b>	Item 5.3 – LLAOL informed that investigations were ongoing regarding ground	

	noise, supposedly from the Airport, heard in Breachwood Green.	
<b>2.6</b>	Item 5.4 – A presentation would be given on Air Quality Monitoring at the next LLACC meeting in July.	
<b>3.0</b>	<b>LLAOL Quarterly Monitoring Report January to March 2019</b>	
<b>3.1</b>	<p>Total passenger numbers for the period had increased by 12% when compared with the same period in 2018. Total traffic movements had increased by 3.6%. Total movements in the night period (23.00hrs – 07.00hrs) had increased by 12% and the early morning (06.00 – 07.00) movements increased by 21% when comparing with the same period in 2018.</p> <p>The airlines achieved 90% Continuous Descent approaches for the period when compared with the same period in 2018.</p>	
<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 (2019 Q1) 7 daytime departures and no night-time departures were registered at greater than 80 dB and above compared to 12 and 0 in the same quarter last year.</p> <p>There were no noise violations during the daytime or night-time.</p> <p>Members again noted that the night noise contour area had increased.</p>	
<b>3.3</b>	The Airport had issued track violation fines, and in this quarter 11 aircraft departures were fined due to poor track keeping. It was noted that the majority of aircraft (99.5%) had flown on track.	
<b>3.4</b>	The number of complaints increased from 1310 in the first quarter 2018 to 2793 in the same period in 2019. The number of complainants was 111 in the first quarter of 2018, compared to 121 in 2019 and the number of new complainants was 34; in the same quarter in 2018 the number was 24. Complaints about westerly departures still formed the largest % of complaints.	
<b>3.5</b>	For this quarter, runway usage had been 87% westerly.	
<b>3.6</b>	<p>The early morning shoulder activity for the preceding 12 months had been 6,016 against a limit of 7,000.</p> <p>The night quota activity (23.30-06.00) for the preceding 12 month movements had been 8,524 against a limit of 9,650.</p>	
<b>3.7</b>	The Airport had held Public surgeries in Breachwood Green and South Luton and also met with resident groups; Stop low flights from Luton and the St Albans and District Air Traffic Working Group.	
<b>3.8</b>	Members discussed the reason why some aircraft flew off track and it was noted this was generally weather related. It was also noted that it was rare for ATC to take an aircraft off the noise preferential routing unless it was due to safety concerns. LLAOL gave further explanation on investigations of why an aircraft was off track and why it can take a few weeks to report back results.	

	<p>The Chairman suggested to add a 'what happens next' section when complaining on line so the Airport could give information and advice on what a complainant might expect. This could explain that it might take some time before a report/response is received and the reasons why. It was also suggested that an additional chart be added to the AMR giving information about off-track aircraft and any underlying causes.</p>	
<b>3.9</b>	<p>Some members suggested that there was a view that many people did not generally complain and that in St Albans it was felt that many of the complaints were that had been reported to Councillors were missing from the Airport's data. The Chairman suggested that if the Cllrs and the community groups that represented the St Albans area would like to collate their own figures on the number of complaints they receive regarding aircraft disturbance this could be used as a comparison against the number of complaints received by the airport.</p> <p>LLAOL informed that as part of the Noise Action Plan, there was an action for the Airport to conduct an independent survey of all the surrounding communities about people's perception of aircraft noise and if they were affected by it.</p>	
<b>4.0</b>	<b>Airport Updates</b>	
<b>4.1</b>	<p><b>Progress on Airspace Change Proposals</b></p> <p>RNAV 1. Procedures on the Runway 26 (MATCH) departures - LLAOL advised that they were still pushing to allow aircraft to fly up to 5000 ft initially, as opposed to 4000 ft currently, but had been delayed by the regulator in their work to allow this to take place.</p> <p>London Luton Airport Departures and Arrivals Future Airspace Strategy Implementation South (FASI-S) - LLAOL advised that the regulator had approved the Stage 1 "Design Principles" submission and having passed the first gateway the team would now develop design options for resolution in July 2020. Further meetings of the Focus Group would need to be held. The Chairman asked that the Airport gave good notice of such meetings as Councillors and others had busy lives but would want to give these matters their attention.</p> <p>Swanwick Airspace Improvement Package – Airspace Development 6 LLAOL informed that following discussion and agreeing the design principles a meeting of the Focus Group would now be planned for late June/early July. NATS reiterated the importance of the AD6 changes as these would improve flight safety; thus this was being treated as urgent. Within AD6 Stansted would retain access to the Lorel hold and Luton would get a new, dedicated hold. AD6 would also lift Luton's arrival routes to a higher level for longer and was generally thought to be of benefit to communities and the industry alike. The Chairman reinforced his earlier point about good notice of Focus Group meetings.</p>	
<b>4.2</b>	<p><b>Noise Management Plan Review</b></p> <p>LLAOL briefed on the current position of the review of the Noise Management Plan and asked for feedback from LLACC members on what sort of things they would like included in the review. Members noted that the review of the Airport's Noise Management Plan which is required by planning condition will be submitted to LBC by 1<sup>st</sup> July.</p>	

	<p>The updates currently suggested by LLAOL included:</p> <p>Q.C. Ratings to be extended to include a new category QC 0.125.  The dispensation process to be monitored.  Incentivisation to promote use of quietest aircraft  The noise violation limits (dB(A)) to be reduced from: by day the current 82 to 80 and for night from the current 80 to 79.</p> <p>Members were informed that at Stansted, where the limits were set by Central Government (DfT), the newly set limits were for daytime 89 dB(A), for night-time 84 dB(A).</p> <p>The updates were noted by NTSC, and it was requested by members and agreed by LLAOL to circulate to members the full draft review report.</p> <p>Members were advised that the next review of the Noise Management Plan would be 1<sup>st</sup> January 2021 and then every 5 years thereafter.</p>	LLAOL
<b>4.3</b>	<p><b>Annual Monitoring Report (2018)</b></p> <p>The recently published AMR included a comparison on page 30 of noise of correlated departure noise events, however, it did not clarify whether this related to daytime or night-time, LLAOL agreed to investigate</p> <p>Concern was also raised regarding the 2018 Q3 annual noise trend which appeared different to that shown in the AMR, LLAOL agreed to investigate.</p>	LLAOL  LLAOL
<b>5.</b>	<p><b>ICCAN Strategy Consultation</b></p> <p>The ICCAN document was briefly discussed and the Chairman asked if members had any comments could these be fed back to him by 14<sup>th</sup> June. He commented that he would be meeting with the ICCAN team the next day and again at the UK ACCs annual meeting the following week if members had any immediate concerns they wanted to raise. No comments arose.</p>	
<b>6.0</b>	<p><b>Any Other Business</b></p>	
<b>6.1</b>	<p>Heathrow Third Runway – The Committee were informed the action seeking a Judicial Review of Government’s policy supporting a third runway had been unsuccessful. The court did not evaluate the merits of the decision but advised there were no legal errors to justify a Review. The action parties were considering appeals to the court of Appeal, and then the Supreme Court.</p>	
<b>6.2</b>	<p>CAA Report 1766 Emerging Aircraft Technologies and their potential noise impacts - The report considered noise in the context of new electric, hybrid, and supersonic future aircraft, and drones, reviewing current research and the technical challenges ahead. Whether such aircraft would be quieter than current technology types awaits trials on test aircraft.</p>	
<b>6.3</b>	<p>CAA Report 1767 An Investigation into the influence of background ambient noise levels on attitudes to aircraft noise - The report noted that the level of annoyance reported due to aircraft noise remained very similar for all aircraft to background ambient noise level differences. By use of a more complex statistical analysis using logistic regression a weak but statistically-significant association between background ambient noise levels and the likelihood of being highly</p>	

	annoyed was found however. To fully understand the effect the need for a much longer study was suggested.	
<b>6.4</b>	CAP 1748 Noise Impact Survey of Responses - The report advised on the CAA's Survey carried out to help it locate and understand more about people's concerns on noise. After analysis of the 4,175 responses, the CAA advised that the three top aviation noise issues for CAA to focus on were: - "increasing numbers without be able to have a say" "aircraft flying lower than they should" and "early morning flights."	
<b>6.5</b>	New Chairman of LLAOL - LLA advised that Keith Ludeman has been appointed Chairman of London Luton Airport (LLA). As well as several other roles, Keith is currently Chairman of both HS1 and Bristol Water Plc.	
<b>6.6</b>	Complaint Analysis - Discussion occurred over the interpretation of complaint trends, and the need to ensure the complainant fully understood the analyses made by the Airport.	
<b>7.0</b>	<b>Date of Meetings in 2019</b>	
<b>7.1</b>	All Meeting will be held at Putteridge Bury Conference Centre 4 <sup>th</sup> September, 18 <sup>th</sup> December	