

Minutes

Meeting of Noise & Track Sub Committee via Teams 16th September 2020

	Attendees	
	Mr Martin Routledge	LLACC Chairman
	Mr Jeff Charles	Bickerdikey Allen Partners
	Mr Andrew Lambourne	LADACAN
	Mr Michael Nidd	LLATVCC
	Neil Thompson	LLAOL – Operations Director
	Nicole Morris	LLAOL - Noise and Airspace Performance Manager
	Mr David Gurtler	Luton Borough Council
	Ms Gemma Davis	Luton Borough Council
	Mr David Godfrey	PAIN
	Cllr Jane Timmins	Dacorum Borough Council
	Neil Bradford	LLAOL - Stakeholder Communications Manager,
	Alex Wong	Airspace Performance Assessor
	Alice Green	LLAOL – Community Noise Executive
	Cllr Anne Wight	Buckinghamshire Council
	Mr David Healey	NATS
	Mr Neil Green	Buckinghamshire Council
	Cllr Paul Clark	North Herts District Council
	Capt Dougie Naismith	EasyJet
	Cllr R Curthoys	St Albans City and District Council
1.0	Apologies for absence and substitution	Action
	Cllr David Bowater – Central Bedfordshire Council Mr Stephen Shearer – DHL Cllr Annie Brewster JP - Hertfordshire County Council Conner Sheffield – Buckinghamshire County Council	
1.1	The Chairman welcomed members to the meeting and briefed on the protocols for the virtual meeting.	
2.0	Minutes and Matters Arising from 20th June 2020	
2.1	<p>The minutes of the meeting were approved with 1 minor change:</p> <p>Item 3.5 para 1 to read - LLAOL referred to 4 new graphs which showed the noise levels by aircraft type from each of the noise monitors beneath the departure or arrival routes. The graphs show Runway 26 (now RWY 25) arrivals from noise monitor 1 and then the other three cover the departures (Runway 08 departures on NMT1 and Runway 26 departures on MNT2 and NMT3). The main things noted from these graphs was that the A320 NEOs were always the quietest over all of the noise monitors of the aircraft sampled; the A321NEO aircraft were lower than the A321 at NMT2 and MT3 on Westerly departures; and the A300 Cargo aircraft was typically the noisiest at each monitor. LLAOL asked for feedback regarding these graphs.</p>	

3.0	LLAOL Quarterly Monitoring Report	
3.1	<p>For Quarter 2, Members were advised that there had again been a decrease in passenger numbers by 97.7%; total aircraft movements by 89.7%; along with night movements and shoulder movements, this was due to the continued impact of COVID. The airlines achieved 79% CDA of all arrivals this was less when comparing with the same period in 2019. The reduction in CDA has been noticed across many airports around the country and was due to aircraft being given direct routings by NATS; however, whilst this was helpful it could sometimes disrupt planned descent distances to final approach. Consequently, some on-route levelling out can take place and thus the descent is no longer continuous. Following discussions between NATS and the Airport, CDA performance is now improving and is almost back to pre-covid levels.</p>	
3.3	<p>There were no day or night noise violations during the period and the night noise contour area had decreased by 82% as a result of reduced movements.</p> <p>There was only 1 track violation during the period due to poor track keeping.</p>	
3.4	<p>Overall, 525 complaints were received from 123 people, compared with 2748 from 292 respectively in 2019. The number of new complainants was 49; in the same quarter in 2019 the number was 114. Complaints about westerly departures still formed the largest % of complaints.</p> <p>LLAOL presented some track slides to give members a view of what had happened during the quarter and also informed that during the quarter there had been more aircraft given off airway routings than usual. Many of these were positioning flights to other airports and some were air worthiness check flights. There had also been a few RAF training flights which had generated many of the complaints received.</p>	
3.5	Runway usage was 56% westerly departures.	
3.6	<p>Members discussed the QMR, and their recent local experiences relating to the significant reduction in activity allowing aircraft to fly differently. For example, easterly departures had been continuing straight out over Stevenage; there had been more continuous climb outs; and relatively more test and training flights. Members asked if discussions could be had with NATS regarding straight vectoring and the disturbance it causes at the lower altitude. LLAOL referred to the Swanwick operating directions from Government which state that they are required to give aircraft expeditious routings, it was acknowledged that NATS needed to establish the correct balance between community disturbance and the Government's policies on expeditious routing. NATS gave further explanation and confirmed that they were totally engaged with Luton Airport, local ATC and NATS nationally.</p> <p>The Chairman stated that the NTSC had previously looked at the impact of continuous climb and the reduction in noise from a modelling perspective further down route such as in Redbourne; however, it had never been established whether or not there was an adverse impact in the early stages of departure when the aircraft would normally be levelling out and throttling back but are now maintaining power. The Noise advisor informed that the studies at Heathrow show that there is an affect i.e. it gets worse close in and there is a benefit further out, this has not yet</p>	

	<p>been considered at Luton, however the tests that Luton will be doing will hopefully give some information.</p> <p>It was also noted that aircraft seemed to be flying closer to Markyate rather than being in the centre of the departure swathe. LLAOL advised that aircraft were operating correctly and that a bit of cross-track dispersion had to be expected. However, once the latest navigation practice, RNP, is approved aircraft should fly very close to the centre track and the realistic swathe should reduce to 50 metres (this will be subject to approval of the airspace design process).</p>	
4.0	Airport Updates	
4.1	<p>Noise Monitoring Schedule - LLAOL advised on the planned deployment of noise monitors in the period September – December 2020 in 11 local settlements. The sub-committee agreed with the monitoring plan, which would also provide information on the effect where climb profiles have changed.</p> <p>It was intended that in September and October the schedule would be looking at Westerly routes and in November and December would cover Easterlies, but all would be subject to any local COVID mitigations or concerns.</p> <p>Members felt that this would be useful exercise.</p>	
4.2	<p>AD6 Update airspace change for arrivals - LLAOL advised that the Stage 3 submission submitted in August had been approved by the CAA, and the required public consultation would start virtually on October 19th this year and continue until 5th February. The Consultation Strategy and the full Options Appraisal were available on the CAA Portal. Discussion followed on the use of audio simulations to supplement the detailed technical information in order to assist general understanding of the noise impacts of the proposals.</p> <p>LLAOL informed that it will be a virtual consultation as they will not be able to hold face to face consultations. They will be hosting online Webinars using Teams and will also have a virtual Town Hall including videos and banners and for those who are not online will be issuing leaflets for targeted stakeholders along with press and social media advertising.</p> <p>LLAOL stated that they would be interested in receiving feedback (good or bad) on the virtual consultation because Luton will be first airport to conduct an airspace change process virtually and would like to understand how well this type of format works for other village hall type meetings in the future.</p> <p>Members informed that the main feedback regarding the draft material for initial comment was difficulty in understanding key information such as what is the noise impact was going to be on the ground from the different patterns. While recognising the highly technical nature of the detail, it was felt that the basics had to be set out in a clear and accessible way for the consultation to be effective.</p> <p>LLAOL gave further information on what is to be included in the virtual consultation, which would include videos explaining where the routes were going to be using maps and an interactive board with a postcode look up to help people see if the change would impact them and if so how. There would also be a library for those who wanted to access the technical information. LLAOL also stated that CAP 1616 is very specific on the noise metrics they must use. LLAOL have also been working very closely with the NATS Comms Team with an objective to try and reach as</p>	

	many people as possible and to strike the correct balance. Further discussion ensued on audio visualisation and its pros and cons if this were to be used.	
4.3	<p>Community Airspace Modernisation Working Group (CAMWG) - LLAOL advised that they were setting up a small working group with local volunteers ideally to represent communities north, south east and west of the airport to obtain views on airspace design.</p> <p>The purpose was to develop designs in conjunction with the people who live in the communities and discuss, how to present information in ways that communities understand; how to interact better with them; and how to ensure that any consultation material is understandable. This group would not replace the Focus groups already set up to consider the specific proposals. The Group would be set up soon, with the first item to settle their Terms of Reference.</p>	
5.0	Any Other Business	
5.1	<p>Initial Indication of Government's Policy on Aviation (Manston Airport) - It was noted that in July 2020, the Minister of State for Transport had overruled the advice from the appointed four independent examiners who recommended the DCO application, Ref:TR020002, to bring back into use Manston Airport was rejected. The application was to build a new cargo facility (with some passenger activity) to accommodate 10,000 cargo movements per year. Aircraft noise impact was found as weighing moderately against approval by the examiners, but the Minister found it was only of limited weight. The Minister concluded the proposed development would support the Government's Policy objective to make the UK one of the best-connected countries in the world and for the aviation sector to make a significant contribution to economic growth of the UK and comply with the Government's aviation policy that airports should make the best use of their existing capacity and runways, subject to environmental issues being addressed. A legal challenge over the approval has started.</p> <p>Stansted Airport -The owners of Stansted Airport are appealing against the decision by Uttlesford District Council to refuse expansion from 35 to 43 mppa, although advised by their officers and independent legal advisers that there were no grounds to refuse the application. This will necessitate a Public Inquiry set up by the Planning Inspectorate.</p> <p>Bristol Airport -This airport is also appealing against a decision, in this case by North Somerset District Council, to refuse permission for expansion from 10 to 12 mppa. The Council's planning officers recommended approval.</p>	
6.0	Date of Meetings in 2020	
6.1	18 th December 2020	