

## Noise and Track Sub-Committee

Meeting minutes from Wednesday 5<sup>th</sup> June 2024 at 2pm

Meeting held virtually on Microsoft Teams

	<b>Attendees</b>		
	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
	Mr Andrew Lambourne		LADACAN
	Mrs Alice May		LLAOL Flight Operations Manager
	Ms Adriana Grigorean		LLAOL Community Noise Executive
	Mrs Nicole Prior		LLAOL Head of Flight Operations
	Mr Neil Thompson		LLAOL Operations Director
	Mr David Gurtler		Luton Borough Council
	Mr Paul Donovan		Hertfordshire County Council
	Mr Gordon Breeze		PAIN
	Cllr Ed Moore		St Albans City and District Council
	Mr Nigel Green		STAQS
	Mr David Healey		NATS
<b>1.0</b>	<b>Apologies for absence and substitution</b>		<b>Action</b>
<b>1.1</b>	Cllr Chris Poll – Buckinghamshire Council Mr Neil Bradford - LLAOL Head of Marketing & Communications Ms Sophie Dekker - easyJet		
<b>1.2</b>	The Chairman welcomed members to the June 2024 meeting and the return of Nicole Prior the Head of Flight Operations.		



<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 Q1) six daytime departures and three night-time departures had been registered at greater than 80 dB. Last year (2022 Q4), the comparable counts were three and one.</p> <p>Members noted that the airlines had achieved Continuous Descent Approaches (CDA), for 92% of all arrivals; this was an improvement on the same quarter in 2023 (91%).</p> <p>There were two noise violations during the daytime and none during the night-time; all were fined accordingly. LLAOL informed that they continued to work closely with the operators to reduce violations.</p> <p>The night-time noise contour area had reduced by 5% compared with the same quarter in 2023. It was noted that there were eleven track violations in this quarter.</p> <p>The number of complaints had decreased from 3,340 in the last first quarter to 1,268 in the same period in 2024. The number of complainants was 64, down from 169 in 2023. The number of new complainants was 11, down from 73. The largest percentage of complaints related to westerly arrivals.</p> <p>For this quarter, runway usage had been 77% 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 5,604 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 9,218 which was close to the limit of 9,650.</p>	
<b>3.4</b>	<ul style="list-style-type: none"> <li>The sub-committee discussed the QMR. It was questioned if the reduction in night quota movements was due to flight dispensations. LLAOL agreed to investigate.</li> <li>Further discussion ensued regarding the night flight dispensations, with concern expressed over how many there had been. It was advised that dispensations were a feature of the quota count schemes at the designated airports, whose schemes were the basis for the one in place at Luton. The dispensations were also limited to the quota count period (23:30 to 05:59 hours), not the full night period. A request was made for the percentage of night flights given dispensations to be included in the QMR. LLAOL agreed to look at this.</li> <li>The number of track violations was queried and LLAOL confirmed that the number of track violations that had resulted in fines was 11, and that the figure of 13 in the QMR would be corrected.</li> <li>In relation to continuous descent approach (CDA), the relatively poor percentage performance of EL AL in the quarter was discussed. It was noted that because the airline operated only a few flights, a single non-CDA flight would noticeably affect the overall percentage performance. LLAOL advised that they remained in dialogue with the airline. The NATS representative advised that EL AL were treated no differently to other airlines and that they were not aware of why they would exhibit a different performance.</li> </ul>	<p><b>LLAOL</b></p> <p><b>LLAOL</b></p> <p><b>LLAOL</b></p>

	<ul style="list-style-type: none"> <li>In response to a question by the committee LLAOL advised that the movements detailed in the QMR by the B737 Max 8 were all operated by Ryanair.</li> <li>The relatively large confidence interval for the Boeing 737-900 shown on the charts in Section 4.3 of the QMR was questioned. It was clarified that this type did not operate in large numbers, which led to the larger confidence interval, but that it had been included in response to a committee request following concern over the noise of the type.</li> </ul>	
<b>4.0</b>	<b>Airport Updates</b>	
	<p><b>Summer 2024 Noise Restrictions</b> - LLAOL advised that in order to protect the summer contour period, restrictions on ad-hoc movements and on slots would be in place for summer 2024 and were much the same as those in place for summer 2023.</p> <p><b>Noise Insulation Scheme</b> - LLAOL detailed the process for seeking feedback from residents. This involved a customer satisfaction survey once the work was completed, and a subsequent feedback survey some two to three months after installation.</p> <p>LLAOL commented that the request to provide detailed information regarding feedback following installation was not practical at this stage as the number of responses was limited. However, they did advise that the responses that had been received were very positive.</p> <p><b>Noise Action Plan</b> - LLAOL advised that the draft Noise Action Plan had been approved by Defra and would be published; however, it remained a draft until there was a Minister to sign it off once the General Election had taken place.</p> <p><b>P19</b> - LBC advised that LLAOL had notified them that they were implementing the 19mppa permission (P19). This followed the successful discharge of three conditions, including an updated Noise Reduction Strategy. LBC advised that this had involved their consultant Suono*.</p> <p>LBC also advised that as a consequence of the General Election, there would be a delay to the decision on the DCO application and that the 4<sup>th</sup> October would be the earliest expected date.</p> <p><i>*Post meeting note: David Gurtler emailed the committee members on 7<sup>th</sup> June with further details including how to obtain documents related to the P19 implementation, including reports prepared by Suono in relation to the Noise Reduction Strategy.</i></p>	
<b>5.0</b>	<b>NTSC Projects</b>	
	<p>LADACAN updated on three projects:</p> <p><b>Wailing Noise on Arrivals</b></p> <p>it was advised that that data was still awaited from LLAOL.</p>	

	<p><b>Noise Abatement Departure Procedures</b></p> <p>it was advised that that data was still awaited from LLAOL.</p> <p><b>A321NEO Performance</b></p> <p>The project was focussed on the expected departure noise improvement of the Airbus A321NEO, a modernised type, when compared to the Airbus A321 which it replaces.</p> <p>LLAOL had provided detailed departure noise information for a range of aircraft, including both the Airbus A321 and Airbus A321NEO, for easterly departures. Information was being sought for westerly departures from LLAOL, and on stage lengths from BAP*. The latter were a way of characterising the length of flights which gave a measure of the fuel carried / weight of the aircraft on departure, and so influenced the power used on take-off and thus the noise produced.</p> <p>LADACAN detailed their analysis to date, which involved looking at the time histories of the noise as departures passed the monitor. These showed the noise level increasing as the aircraft approached, leading to the maximum noise when the aircraft was close by, before the noise level reduced as the aircraft moved away. The area under these time histories was the total noise of the event, or Sound Exposure Level (SEL).</p> <p>The LADACAN analysis had involved determining average time histories for various aircraft types and comparing common older types with the modernised types that replaced them.</p> <p>For the Airbus A320 and Airbus A320NEO the finding was a consistent reduction in noise from the modernised type throughout the event.</p> <p>For the Airbus A321 and Airbus A321NEO the finding was a reduction in noise from the modernised type although this was small when the maximum noise levels occurred.</p> <p>For the Boeing 737-800 and Boeing 737 Max 8 the finding was a reduction in noise from the modernised (Max) type throughout the event, but the reduction was larger as the aircraft approached the monitor than when it was heading away from it.</p> <p>The committee discussed the findings to date and thanked LADACAN for their work.</p> <p><i>*Post meeting note: BAP provided Stage Length data to LADACAN on 12 June.</i></p>	
<b>6.0</b>	<b>FLOPSC Feedback</b>	
	<p>The Chairman reported on the last Flight Operations Committee meeting noting that two of the base captains were not present.</p> <p>On the overall airspace reorganisation, FASI-S, the project was still awaiting input from Heathrow to progress. A single coordinating entity was to be created but this might be delayed because of the General Election.</p>	

	<p>In relation to the change to arrival routes, LLAOL had informed the FLOPSC that the Post Implementation Review (PIR) was to be uploaded to the Airspace Change portal shortly. There would then be a 28 day period for any comments, and then a period of 4 months before any decision by the CAA. This could be delayed further because of the General Election.</p> <p>In relation to Air Traffic Control on arrivals, speed control was discussed, and it was noted that the situation around different airports was not consistent which was a complication for airlines. Speed control requirements might be having an impact on arrivals noise levels.</p> <p>An airline also reported on their attempts to ensure they complied with the departure noise levels. They always utilised the full runway length and flew the NADP designed to minimise close-in noise. This was successful in most cases but there were still occasions when they were fined despite these consistent procedures.</p> <p>The Chairman noted that all the operators present took noise reduction very seriously and were very conscious of the need to comply with the procedures in place at LLA.</p>	
<b>7.0</b>	<b>Any Other Business</b>	
<b>7.1</b>	No other Business was discussed	
<b>7.0</b>	<b>Dates of forthcoming Meetings in 2024</b> 18 <sup>th</sup> September 24 11 <sup>th</sup> December 24	