

Minutes
**Meeting of Noise & Track Sub Committee via Teams
16th March 2022**

Attendees			
Mr Martin Routledge		LLACC Chairman	
Cllr Annie Brewster		Hertfordshire County Council	
Mr Gordon Breeze		PAIN	
Mr David Charles		Bickerdike Allen Partners	
Cllr Chris Poll		Buckinghamshire Council	
Mr Nigel Green		STAQS	
Mr David Gurtler		Luton Borough Council	
Mr David Healey		NATS	
Mr Andrew Lambourne		LADACAN	
Cllr Mitchell		St Albans City and District Council	
Cllr Jane Timmis		Dacorum Borough Council	
Rachel Webb		Buckinghamshire and Milton Keynes Association of Parish Councils	
Mr Jeff Charles		Bickerdike Allen Partners	
Ms Nicole Prior		LLAOL - Noise and Airspace Performance Manager	
Mr Alex Wong		LLAOL - Airspace Performance Assessor	
Mr Neil Bradford		LLAOL - Head of Marketing & Communications	
1.0	Apologies for absence and substitution		Action
	Neil Thompson - LLAOL- Operations Director Alice Green - LLAOL – Community Noise Executive Mr Paul Donovan - Hertfordshire County Council Cllr David Bowater - Central Bedfordshire Connor Sheffield – Buckinghamshire Council David Godfrey – PAIN (substituted by Gordon Breeze) Capt Dougie Naismith - easyJet		
1.1	The Chairman welcomed members to the March meeting and reminded members on the protocols for the virtual meeting.		
1.2	The Chairman and members of the committee expressed their thanks to Jeff Charles, who was attending the start of the meeting, for all of his support and assistance over the past 26 years and wished him well deserved, long and happy retirement.		

2.0	Minutes and Matters Arising from 15th December Meeting	
2.1	The minutes of the meeting of 15 th December 2021 were approved, subject to revising the second sentence in the second paragraph of 4.4 to 'The Secretary of State decided not to call it in on 15th November.'	
2.2	<p>Matters arising from previous meeting:</p> <ul style="list-style-type: none"> Item 2.2. NADP Trial "Noise Abatement Departure Procedure." LLAOL advised that the trial was still planned for summer 2022, and that Wizz Air had agreed to be involved. A request was made from a member for involvement in the design of the trial. LLAOL agreed to recirculate the Project Plan for comment. Item 3.3. Noise Complaints Policy LLAOL advised that the proposed revised policy was not fully complete, and so they were still replying to all complaints. Once the proposed revised policy had been completed it would be circulated for comment before publishing. Item 3.4. Maintenance Flights LLAOL advised that they had added a FAQ to the website regarding maintenance flights. The time interval that led to a maintenance flight being required was discussed; it was noted the period varied by aircraft type and how the aircraft had been stored but was often around 28 days. Item 4.1. Steeper Approach Study LLAOL advised that the report on the findings had been published on the website. No further action was planned. Item 4.2. Noise Monitoring Schedule LLAOL updated the committee on the schedule and that the monitors were currently in South Luton and Hitchin; discussions were ongoing over a location in Whitwell. <p>A question was raised as to whether surface access information could be provided on a quarterly basis. It was considered that this might be better taken up by the Passenger Services Sub-Committee and that LLAOL would follow up.</p>	<p>LLAOL</p> <p>LLAOL</p>
3.0	Quarterly Monitoring Report Q4 2021 (October to December)	
3.1	<ul style="list-style-type: none"> LLAOL briefed members on the Q3 quarterly monitoring report. The total number of passengers served by the airport had increased by 220%, total traffic movements increased by 121%, compared to Q4 2020. Whilst the total movements in the night period, 23.00-07.00, increased by 105% from those for the fourth quarter last year. The early morning, 06.00-07.00, movements increased by 82% than those in the fourth quarter last year. With respect to the limit on early morning shoulder activity (12 month movements), the total for the preceding 12 months was 2,423 (limit 7,000). 	

	<ul style="list-style-type: none"> • With respect to the limit on night quota activity (23.30-06.00) (12 month movements), the total for the preceding 12 months was 3,479 (limit 9,650). • The Continuous Descent Approach (CDA) compliance for Q4 2021 was 89%, an improvement of 4% when comparing with the same period in 2020. • The noise monitor results showed the majority of departures still produced noise levels in the range 70-76 dB L_Amax. In this period (2021 Q4) three daytime departures and no night-time departures were registered at greater than 80 dB. Last year (2020 Q4), the comparable counts were 1 and 0. There were no noise violations during the night-time and three during the daytime. • LLAOL had nine track violations in this quarter due to poor track keeping. • The night-time noise contour area had increased by 71% and for this quarter, runway usage was 83% westerly operations. • The number of complaints had increased from 739 in last fourth quarter to 1,108 in the same period in 2021. The number of complainants was 57 in the fourth quarter of 2021 the same as the fourth quarter in 2020. The number of new complainants was 12. Complaints about westerly departures still formed the largest percentage of complaints. 	
3.2	The sub-committee discussed the QMR and considered the CDA achievement, though improving, was still below the target of 95%. One factor was that during the quarter around 25% of days were impacted by high winds which had made the use of CDA more challenging. It was also noted that Wizz Air were missing from the graph presenting the breakdown by airline.	
3.3	In response to a number of complaints from one individual the situation regarding go arounds was discussed. These are arrivals which abort their landing and climb back to typically 4,000 ft before being directed by air traffic control to undertake another approach. Go arounds can be triggered for a variety of reasons and at any stage of an approach. It was noted that from an ATC and flying perspective every approach on every runway ever is planned and briefed to be a go around, although in practice at Luton only around 0.7% of arrivals do so. This level was in line with comparable airports. Any go around was always tactically managed and so flight paths might look unusual.	
3.4	LLAOL advised they had spoken to the operator of the MD87 that generated two of the three noise violations in the quarter. They did not generate a violation in January but did in February so were being contacted again.	
3.5	It was noted that the Airbus A306 was missing from the graphs of departure noise levels by aircraft type, and that on arrival it showed a greater variance. LLAOL explained that this was due to the smaller number of movements by this type, with a cut off of 100 samples used for the graphs.	
4.0	Airport Updates	
4.1	Steeper approach study – Members were advised that LLAOL had been undertaking an investigation to assess if steeper approaches were possible at Luton, this was a target within the Airport's Noise Action Plan and Responsible	

	<p>Business Strategy. By changing the approach angle from 3 degrees to 3.2 degrees aircraft would stay higher for longer on final approach. Therefore, it was expected that a small noise reduction at a distance further away from the airport would be possible. Through engagement with NATS and airline operators, LLAOL had gathered feedback; this was presented to members. At Luton there were limitations due to the terrain and runway length compared to other airports. Feedback from five operators (making up 96% of total operations at Luton) was shown to members and this showed one operator supported the initiative whilst three others were strongly against the change. One operator made no comment. LLAOL advised that they would produce a report of the findings, and this would be published on the website, but their recommendation was not to implement steeper approaches as this might impact aircraft safety.</p>	LLAOL
4.2	<p>Noise Monitoring schedule – LLAOL presented the 2022 schedule to members for feedback. Members questioned what was needed for a suitable monitoring location. LLAOL advised that the site must be in a secure location (locked gate or fence), with outside power and a quiet area without road or other background noise. Members were asked if they knew of suitable sites to get in touch with LLAOL (Alice Green).</p> <p>Members asked if LLAOL now had spares for the noise monitors after the issues this year and it was confirmed that there were sufficient spares.</p> <p>One member asked if South Luton could appear twice - once for routine monitoring and once as part of the NADP trial, as the noise results from South Luton helped to feed into the contour modelling. LLAOL agreed to make this change.</p>	LLAOL
4.3	Airspace Change Update	
4.3.1	<p>AD 6 - LLAOL advised that implementation occurred on 24th February 2022. The Post Implementation Review (PIR) has been outlined by the CAA and was due to commence on 1st June 2022.</p> <p>Tracks flown since the implementation were presented. A request was made for the presentation of equivalent tracks from prior to the implementation for comparison. LLAOL agreed to include these.</p>	LLAOL
4.3.2	<p>FASI-South – LLAOL held stakeholder engagement sessions on Tuesday 22nd February 2022 to provide an update on the emerging options for further consideration.</p> <p>Following submission, the LLAOL Stage 2 documentation was now viewable on the Airspace Change Portal (https://airspacechange.caa.co.uk/PublicProposalArea?pid=109). The CAA would be assessing the Luton Stage 2 Gateway later in March.</p> <p>There were several further stages which meant that any deployment was unlikely to be earlier than 2027 and could be later.</p>	
4.4	Full Length Departures - LLAOL advised that they had recently commenced a trial where all departures were required to use the full length of the runway. It was intended to provide the committee with initial data from the trial at the next meeting.	LLAOL
4.5	Low Arrivals Noise Metric - LLAOL advised that the CAA had developed a low noise arrival metric, which was detailed in CAP 2302. This metric could be used in	

	addition to the proportion of movements achieving CDA and was for the element of the arrivals at over 10 nm from the threshold. Movements were given a rating of A, B, or C depending on their height in this region, with A for those that were the highest. LLAOL were looking into introducing the use of the metric over the next year.	
5.0	Any Other Business	
5.1	<u>Meeting Papers</u> The committee requested copies of the papers/slides for all agenda items in advance of the meeting as this would aid members in understanding the topic and allow them to raise any queries/comments they may have. LLAOL agreed to look into this.	LLAOL
5.2	<u>Airbus A321 NEO: NOISE</u> The NEO results for Q4 were noted; they still showed that the aircraft was not yet achieving the 4 dB departure noise reduction expected when compared with the CEO variant. The Airbus report on this performance issue was not yet available. The committee expressed their disappointment over the time being taken to get to the bottom of this important issue.	
5.3	<u>Noise Envelope Design Group (NEDG)</u> It was noted that as part of the Future Luton consultation there was a Noise Envelope Design Group mentioned. The Chairman explained this was separate too NTSC deliberations and indeed was not a LLAOL matter although in due course the operator would inherit the noise constraints set out in any consent. The NEDG had produced an interim report to the Luton Rising programme manager but and this was mentioned in Chapter 16 of the current consultation on the proposed development. There remained a number of outstanding actions for the NEDG before they could finalise their report but the final detailed report would be the intellectual property of Luton Rising and it would be their decision on how to put this in the public domain.	
5.4	<u>Role of LLACC Noise Advisor</u> With Jeff Charles stepping down the continued provision of support to LLACC by Bickerdike Allen Partners was discussed. This included the need to maintain independence from any other roles, which BAP would continue to do. It was also clarified that specific requests for BAP were to go through the Chairman as their remit was to support the Committee as a whole.	
6.0	Date of forthcoming Meetings in 2022	
	All meetings for the foreseeable future would be held via Teams <ul style="list-style-type: none"> • 8th June • 7th September • 14th December 	