

Minutes

Meeting of Noise & Track Sub Committee via Teams 9th June 2021

Attendees			
Mr Martin Routledge		LLACC Chairman	
Mr Jeff Charles		Bickerdike Allen Partners	
Mr Andrew Lambourne		LADACAN	
Mr Michael Nidd		LLATVCC	
Ms Nicole Morris		LLAOL - Noise and Airspace Performance Manager	
Mr David Gurtler		Luton Borough Council	
Cllr Jane Timmis		Dacorum Borough Council	
Mr Neil Bradford		LLAOL - Stakeholder Communications Manager,	
Mr Neil Green		Buckinghamshire County Council	
Cllr Paul Clark		North Herts District Council	
Cllr Annie Brewster		Hertfordshire County Council	
Mr Nigel Green		STAQS	
Mr Paul Donavan		Buckinghamshire County Council	
John Sharp		PAIN	
David Healey		NATS	
Andrew Harrison		Wizz Air	
Alex Wong		LLAOL - Airspace Performance Assessor	
Geoffrey Scantlebury		Wizz Air	
1.0	Apologies for absence and substitution		Action
	Neil Thompson - LLAOL Conner Sheffield – Buckinghamshire County Council David Godfrey – PAIN Cllr David Bowater – Central Bedfordshire Mr Dougie Naismith - easyJet		
1.1	The Chairman welcomed members to the June meeting and briefed on the protocols for the virtual meeting.		
2.0	Minutes and Matters Arising from 17th March Meeting		
2.1	The minutes of the meeting of 17 th March 2021 were approved.		
2.2	Action: ➤ Items 2.1 – Aircraft on the Match NPR not being vectored until passing the railway line near Redbourn – change had been made on the previous minutes. ➤ Straight out departures over Stevenage – these will now be reported with the reports on all departure routes.		

	<ul style="list-style-type: none"> ➤ Item 4.2 - LLAOL referred to post meeting note from DfT confirmed funding for Airspace Change and that they had also passed the Air Traffic Management Unmanned Aircraft Bill. ➤ Item 5.2. Airport Noise Contour Production note included in latest AMR. ➤ Items 2.2/5.3. Airbus A321 Neo Noise Performance. Discussion ensued with contributions from the Wizz Base Captain and his aircraft performance specialist. LLAOL advised that this was an on-going investigation with Airbus, the main aircraft operator (Wizz Air) and the Airports team. Further discussion included the possible influences of a relatively short runway; the different aircraft configurations, the flap selection; the delay in the speed increase/clean up due to the immediate departure turns; the airspace constraint stopping flying higher; and the different recommended landing speeds. ➤ The initial results presented in the QMR Q1 2020 suggested the need for 1000 samples for each aircraft studied as statistical best practise; this was challenged, and it was agreed to remove this caveat. 	
3.0	Quarterly Monitoring Report	
3.1	<p>LLAOL Quarterly Monitoring Report for January to March 2021 (1st Quarter 2021):</p> <p>Members noted that the ongoing Covid 19 Pandemic continued to impact heavily on the traffic for the first quarter in 2021.</p> <p>Compared with the same period last year, total passengers served had decreased by 89.4%, total traffic movements decreased by 77%; the total movements in the night period decreased by 71.1%; with the early morning (06.00-07.00) movements down by 81.4%.</p> <p>The limit on early morning shoulder activity (12-month movements): the total for the preceding 12 months had been 1,796 (limit 7,000). The limit on night quota activity 23.30-06.00 (12-month movements): total for preceding 12 months had been 3,403 (limit 9,650). The figures again reflected the impact of the ongoing pandemic.</p> <p>Airlines had achieved Continuous Descent Approaches (CDA) for 79% of all arrivals for the quarter compared with 88% for the same period in 2020.</p> <p>The noise monitor results had shown that most departures still produced levels in the range 70-76 dB L_{Amax}. There were no departures registering greater than 80 dB for the quarter; this was the same when comparing to last year.</p> <p>There were no noise violations during the daytime or during the night-time. The night-time noise contour area had decreased by 67.6%. There were two track violations in this quarter due to poor track keeping and 97.5% of aircraft flew on track after allowing for deviations for weather, traffic avoidance and those classed as violations.</p> <p>The number of complaints had decreased from 1,368 in the last first quarter to 1,075 in the same period in 2021. The number of complainants had been 54 in the first quarter of 2021 compared with 117 in 2020. The number of new complainants 13; in the same quarter in 2020 the number had been 20. Complaints about westerly departures still formed the largest % of complaints. It was again noted that the reduction in complaints correlated with the reduction in aircraft movements. LLAOL informed that 94% of the complaints came from 10 individuals of which 90% were from 2 people. LLAOL discussed with NTSC members the ongoing issue of</p>	

	<p>complaints being received from a repetitive complainant and suggested that the numbers be reported separately in the QMR to give more clarity of the data being received from other people, but these complaints would still remain in the total numbers and the number of complainants but would be removed from the other data areas to avoid skewing the data. LLAOL informed that they had tried everything to engage with the persons concerned but to no avail. NTSC members agreed with the proposal to separate complaint records from major repetitive complainants from general reports.</p> <p>For this quarter, runway usage was 63% Westerly operations, this was very different to last year's first quarter with westerly operations 90.5%.</p>	
3.2	<p>Discussion ensued regarding the QMR, particularly on the vectoring height on easterly departures (increase to 4,000ft); Vectoring for departing aircraft in the future would not be necessary with RNAV routes but would occur for arrivals; The possible inclusion of the ICCAN suggested table of "the most complained about aircraft movements" in subsequent QMRS was discussed. Members felt that it would be useful for it to be trialled; however, concern was expressed that the main community impact is due to regular over-flying not just occasional unusual aircraft movements.</p>	
4.0	Airport Updates	
4.1	<p>Luton Airport 19 mppa planning application - LBC advised that a revised ES Chapter 8 NOISE document and a Carbon Reduction Plan had been published on the 24th May 2021, and a public consultation had commenced. The closing date for the consultation was 2nd July 2021. To date there had been no firm date given for the all-important deciding meeting.</p>	
4.2	<p>AD6 New Arrival Arrangements – Following LLAOL extensive public consultation, numerous responses, and subsequent analysis of responses the following formal stages would be undertaken:</p> <ul style="list-style-type: none"> • 3D: Review of responses • 4A: Any changes to design • 4B: Final submission to CAA <p>NTSC members were informed that the final submission date was the 25th June; and that the CAA would then provide their response by September 2021. It was noted that if the design was approved the expected implementation would be no earlier than February 2022. The submission would recommend Option 1 (vectoring) for the final approaches rather than Option 2 (PNB transitions). Following several responses, Members were advised that work to consider changing the orientation of the hold; the hold location; and an attempt to increase the altitude of the hold from 8000ft to 9000ft at the base would be undertaken. There would also be changes to the upper airspace routes, mainly to reduce fuel usage and CO2 emissions, to be considered. LLAOL informed that they intended to submit the Stage 3 document imminently and this would be uploaded onto the Portal with an alert sent to stake holders (further details would be available on the Airspace website).</p>	
4.3	<p>FASI-S - Members were informed that the extensive re-organisation of flight paths in southern England was recommencing, following funding by Government through the "Air Traffic Management and Unmanned Aircraft Bill". This would help the</p>	

	<p>industry to develop and evaluate new flight routes to modernise airspace. LLAOL had obtained funding and approval to restart Airspace Change Proposals and would now work on Stage 2A Option development (completion November 2021) and then Stage 2B by March 2022. The main tasks for LLAOL were now to engage with ACOG and other airports to make sure all timescales and proposals were aligned. Members were advised that further dialogue with stakeholders would take place.</p>	
4.4	<p>NADP Trial – members were advised that the proposed trials had commenced on the effectiveness of the Noise Abatement Departure Procedures (NADP) used at London Luton Airport. The trial would last 3 months with the ability to extend if necessary and would involve two key operators, operating either Boeing 737 or Airbus A320 family types, on their westerly departures. NADP1 procedures were designed for close in noise reduction and should start on 1st July and the NADP2 procedure (designed for noise reduction at more distant locations) would start on 1st August, both were expected to run for a month. If there was a sustained period of easterly operations either trial may need to be extended.</p> <p>During the trial, seven noise monitors would be deployed, at locations from South Luton to Markyate and Flamstead. Their results (noise, air quality, and movement data) would be analysed towards the end of 2021; to identify benefits associated with certain NADP procedures.</p> <p>The trial data and analysis would be shared with the NTSC members and would allow LLAOL and NTSC to make a recommendation to operators as to which NADP procedure is preferred at Luton. Currently the main operators use an NADP2 type procedure for RWY26.</p> <p>LLAOL advised that they sought to keep separate the detailed studies on NADP and A321neo Noise, and so did not need Wizz Air to join the NADP study.</p> <p>An NTSC member offered their assistance to help when analysing the data.</p> <p><i>Chairman's note: following issues with the various noise monitors the start of the trial was slightly delayed.</i></p>	
5.0	Annual Monitoring Report 2020	
5.1	<p>Members were advised that the document was now available and would be discussed at LLACC meeting in July. The formal approval of the Report by the planning authority was discussed and clarification was given that the Report would be checked by the Luton Overview and Scrutiny Board on an annual basis.</p>	
6.0	Any Other Business	
6.1	<p>Stansted Airport Planning Application - It was reported that the decision following the Stansted Airport Inquiry had been issued, and that the applicant (airport owners) had obtained permission for their proposed increased activity. It was noted that the local authority were required to pay the airports' costs in full.</p>	
6.2	<p>Planning Decisions: Leeds Bradford/ Southampton - It was reported that for both these airports, where permission was about to be given by the relevant planning authorities, the secretary of State for Transport had requested delays to formalizing the approvals.</p>	

6.3	Future Aircraft for Luton Airport - It was noted that studies were on-going in to the use of hydrogen as a future fuel for EasyJet aircraft domestic flights. Mention was also made of the new airships, which had a very low carbon and noise footprint. Such were being developed in Bedford by Hybrid Air Vehicles Limited, e.g. the Airlander 10.	
6.4	LBC advised that members of LLACC/NTSC should have received a consultation notice from LBC regarding the amendments to the addendum of the noise chapter of the Environmental Statement for the 19mppa Application. Consultation would close on the 2 nd July. It was noted that as part of the package the Airport had submitted their Carbon Reduction Plan. If approval were to be granted for the 19mppa application, there would be a condition related to a Carbon Reduction Strategy.	
7.0	Date of forthcoming Meetings in 2021	
	<p>All meetings for the foreseeable future will be held via Teams</p> <p>8th September 2021 15th December 2021</p>	