

Noise and Track Sub-Committee

Meeting minutes from Wednesday 14th June 2023 at 2pm
Meeting held virtually on Microsoft Teams

	Attendees		
	Mr Martin Routledge	LLACC Chairman	
	Mr David Charles	Bickerdike Allen Partners	
	Mrs Rachael Webb	BMKALC	
	Capt D Naismith	easyJet	
	Cllr Jane Timmis	Dacorum Borough Council	
	Cllr Ed Moore	St Albans City and District Council	
	Mr Andrew Lambourne	LADACAN	
	Cllr Annie Brewster	Hertfordshire County Council	
	Mrs Alice May	LLAOL Community Noise Executive	
	Mr Alex Wong	LLAOL Airspace Performance Assessor	
	Mr Neil Thompson	LLAOL Operations Director	
	Mrs Nicole Prior	LLAOL Noise and Airspace Performance Manager	
	Mr Neil Bradford	LLAOL Head of Marketing & Communications	
	Mr David Gurtler	Luton Borough Council	
	Mr Paul Donovan	Hertfordshire County Council	
	Mr Gordon Breeze	PAIN	
	Mr Adrian Court	NATS (sub)	
	Cllr Stephen Ferguson	Huntingdon District Council	
	Cllr Poll	Buckinghamshire Council	
	Mr Andrew Wright	St Albans City and District Council	
	Mr Andrew Westlake	easyJet	

1.0	Apologies for absence and substitution	Action
1.1	Mr David Healey – NATS Mr Nigel Green – STAQS	
1.2	The Chairman welcomed members to the June meeting and reminded members on the protocols for the virtual meeting.	
2.0	Minutes and Matters Arising from 15th March 2023	
2.1	The minutes of the meeting held on 15 th March were approved for publication subject to a typo at item 5.0 'ADR PIR' should read 'AD6 PIR'.	
2.2	<p>Matters arising that were not being addressed under agenda items:</p> <ul style="list-style-type: none"> Item 2.2. Airbus A321NEO: Noise - LLAOL advised that they had met with the CAA and DfT to discuss the issue and had provided them with climb data. This did not suggest a difference to the older Airbus A321CEO. The CAA had provided some pointers to look at, and a further meeting with them was planned. It was suggested that the LEAP engine version, being operated at Gatwick, was quieter than the Pratt and Whitney version being operated at Luton. Item 2.2. Noise Monitoring Programme - The progress on publishing the reports on past community monitoring was questioned. LLAOL advised that they had published 6 reports (Dagnall, Harlington, Shefford, Staggenhoe, Markyate and Flamstead) since the last NTSC meeting, and they intended to get the remaining 3 reports out by the next NTSC meeting. One of the reports issued used Markyate as the identifier; however, an earlier survey at a slightly different location had also used this. LLAOL agreed to look at an alternative location identifier for the later survey to make it clear they were not at the same precise location. Item 2.2. Privacy Notice - LLAOL advised that the privacy notice had been amended and made less prominent on the website. Item 2.2. Regular Complainants - LLAOL advised that the format of the graphs had been revised. The revised format was discussed and LADACAN agreed to provide an alternative format for consideration. Item 2.2. NMT3 - LLAOL advised that the relocation of NMT3 was still being looked into. Item 3.2. Noise Monitor Results - It was questioned if the noise monitor results in the quarterly monitoring reports (QMR) could be compared to those from when the airport got their last permission. LLAOL agreed to look at what information was available and how comparable it was. Item 3.4. Complaints Graph - LLAOL had corrected the graphs of complaints in the QMR for 2022 Q4. Item 3.4. Table of Aircraft Types by Quota Count - LLAOL had updated the table in section 1.4.1 of the QMR. Item 4.1. Committee Member from Huntingdonshire District - In response to the suggestion a councillor from Huntingdonshire District had been invited to join NTSC and had accepted. 	<p>LADACAN</p> <p>LLAOL</p>

3.0	QMR - Q1 2023 (January to March 2023)	
3.1	Total passenger numbers had increased by 73% and total traffic movements by 30%. The total movements in the night period, 23.00-06.59, had increased by 37% compared with the first quarter last year. The early morning, 06.00-06.59, movements had increased by 23% on the same basis.	
3.2	<p>The noise monitor results showed most departures still produced noise levels in the range 70-76 dB L_{Amax}. In this period 3 daytime and 1 night-time departure had registered greater than 80 dB. Last year, the comparable counts were 1 and 0. Airlines had achieved continuous descent approaches (CDA) on 91% of arrivals this was an improvement from 88% in the same period of 2022.</p> <p>There had been 3 noise violations during the daytime and 3 during the night-time. The night-time noise contour area had increased by 25%. Thirty-nine track deviations had been investigated during the quarter; of these there were 14 confirmed track violations (4 in the nighttime period) and these had resulted in fines totalling £18,000.</p> <p>The number of complaints had increased from 839 in the last first quarter to 3,340 for the same quarter in 2023; there had been 169 complainants. The number of complainants was up from 91 from the same period for 2022. The number of new complainants was 73, up from 21 in the same quarter in 2022 the majority of the increase related to the AD6 implementation and westerly arrivals now formed the largest percentage of complaints.</p> <p>For this quarter, runway usage had been 76% westerly operations.</p>	
3.3	<p>Early morning shoulder activity (12-month movements). The total for the preceding 12 months had been 4,835 (limit 7,000).</p> <p>Night quota activity (23.30-06.00) (12-month movements). The total for the preceding 12 months was 9,608 (limit 9,650).</p>	
3.4	<p>Members discussed the QMR and noted that while some passenger airlines were achieving the CDA target of 95%, others were clearly below it. This included the two main business jet operators. LLAOL advised that they were actively engaging with the operators and through the Flight Operations Committee (FLOPC) had been working on an arrival and departures Code of Practice. This was nearing completion and once final comments had been received from FLOPC the Code of Practice would be shared with NTSC and LLACC members as well as being published on the airport website.</p> <p>The proximity of the night quota to its annual limit was discussed. LLAOL advised that they were monitoring the situation daily, and had introduced additional restrictions for this summer. The current running total also includes activity from last summer when there had been lots of flight delays. It was noted that on time performance had improved and LLAOL reiterated that Luton would not exceed their quota limits this summer.</p>	LLAOL

	<p>In relation to complaints, it was questioned if the complaints could be visualised by displaying them on a map of the area. LLAOL advised that this was not something the complaints system could do, but would keep the suggestion under review.</p> <p>There was also discussion over the entries under 'reason for complaint'. LLAOL agreed to look at revising this as the original purpose was now less relevant.</p> <p>It was suggested by a member that a more zoomed in chart would be helpful as the higher numbers tended to blot out the smaller numbers. LADACAN agreed to submit an example graphic to see if this could be achieved.</p>	<p>LLAOL</p> <p>LLAOL</p> <p>LADACAN</p>
4.0	Airport Updates	
4.1	<p>Noise Action Plan (2024-2028) - LLAOL briefed on their programme for the preparation of the next Noise Action Plan (NAP). The consultation was underway and due to end on 21st June. It was questioned if more time could be made available for responses. (Post meeting note: LLAOL extended the period for responses until 2nd July).</p> <p>It was noted that one of the items from the previous NAP, that relating to 'frequency of noise events' did not appear in the current draft. LLAOL agreed to follow this up. It was also clarified that details of the consultation and the responses received would be included in the updated draft of the NAP that would be submitted to Defra for approval. Once approved by DEFRA the NAP would be published (probably in January 2024).</p>	LLAOL
4.2	<p>Noise Insulation Scheme Update - LLAOL presented an update on the scheme. This included the number of properties that had been contacted and the number who had accepted having work done. In the year-to-date some 147 properties had been completed.</p> <p>The details of the insulation offer were discussed including the value per property having been increased from £3,000 to £3,800 together with loft insulation being a new option.</p> <p>To date recipients were evenly split between having works to either living rooms or bedrooms.</p> <p>Eligible properties were those that existed when the airport received planning consent to increase to 18 mppa and were now exposed to set noise levels. Properties at both ends of the runway had been offered insulation but now the focus was on those within in the LU1 postcode which had not yet been contacted. This included some who had been contacted in 2018 but who did not respond at that time. This approach might pick up properties where the ownership had changed. It was noted that the scheme was offered to the property owner not the resident; however, if a new resident approached the Airport this would be considered by the scheme's committee (the NISC). The scheme was not offered to homes built after 2014 as those homes should have been built to a higher standard of insulation.</p>	

4.3	<p>NTSC Projects - LLAOL presented the ideas for projects provided at the previous meeting, and those subsequently received.</p> <p>During a subsequent discussion three further ideas were presented:</p> <ul style="list-style-type: none"> - Mapping of noise complaints (as discussed at the meeting) - Arrival procedures/processes (including CDA) - Go arounds (which it was clarified are either crew or ATC initiated and for which there would be a record of the reasoning). <p>As a general point, it was considered that all the ideas had merit and the next step would be to consider which might be best to direct resources at in the first instance.</p>	
4.4	<p>Dispensations - LLAOL presented a summary of their dispensation policy which had been accepted by LBC. The policy was based on the S106 agreement with one additional reason to bring the policy in line with those at the designated airports (Heathrow, Gatwick and Stansted).</p> <p>Of note, flights subject to dispensation have not counted towards the movement limits at night or the quota count limit. However, their noise has been included in the production of the night noise contours.</p> <p>During June a major NATO exercise was occurring which meant that parts of German airspace would be closed at times during a 2-week period. This would cause some flights to route around Germany and take longer to arrive at their destination. This was expected to lead to several dispensations, and in this case, they would be discounted when noise contours were produced.</p> <p>During 2023 Q1 there were 143 dispensations, all in March. The reasons included weather disruption, passenger hardship and air traffic disruption. Some considered this level of dispensation to be too high and the definition of passenger hardship, which was set out in the policy was discussed.</p>	
5.0	FLOPSC Update	
	<p>The Chairman update the meeting on the recent FLOPSC meeting and noted that Signature Aviation had recently joined that committee to represent business aviation.</p> <p>Noise and Track performance and CDA numbers had been discussed. Other current topics of discussion had been the AD6 airspace change and the impact it was having on airlines and schedules; track keeping; single engine taxiing; APU usage; and the use of air brakes when slowing down. It was stated that single engine taxiing was generally used by arrivals but was less common for departures because of the configuration of the taxiways and pans at Luton. Aircraft with NEO engines took longer to go through the start-up process so were more likely to taxi-out on 2 engines. There was a different approach to APU usage between airlines with some seeking to run air-conditioning in the cabin prior to boarding and others only once the engines had started.</p>	

6.0	Easterly Descent Profiles	
	<p>LADACAN gave a presentation on their analysis of the profiles of arriving aircraft. This found that many easterly arrivals descended to approximately 5,000 ft and then flew level for up to 20 miles before descending again. This long level section did not occur in the profile for westerly arrivals and was present prior to the AD6 airspace change.</p> <p>It was also noted that the definition of a CDA used at Luton Airport differed from elsewhere.</p> <p>In the discussion that followed it was identified that, as well as Luton departures, flights from both Heathrow and London City airports crossed the area used by the Luton easterly arrivals. These other flights could be at heights as low as 6,000 ft. Therefore, to maintain the required separation the flights into Luton were often brought down to 5,000 ft. This also explained why the CDA definition used at Luton differed from that used by the CAA.</p> <p>The use of a long level section was not welcomed by the airlines, and was contrary to what pilots had been trained to do. The most effective option for improving the situation would be changes to the airspace around the airport, and if pressure could be applied to Government to progress it that would benefit everyone.</p> <p>In the interim it was proposed to look at what could be done within the current constraints and see if a 'radar specialist' from NATS could attend the next meeting.</p>	NATS
7.0	Any Other Business	
	<p>The CAA were conducting a survey of complaints handling procedures and were looking for community representatives to participate. Those interested in taking part should contact the Community Noise Team.</p> <p>LADACAN raised the issue of the procedures used by helicopters. It was intended that the NAP would include visual flight rules which would apply to helicopters.</p> <p>LLAOL advised that, with the agreement of LBC, the AMR had now been incorporated into the Sustainability Report and that the 2022 version would be issued by the end of the month. (Post meeting note: the Sustainability Report was published on 29th June 2023)</p> <p>The results for the Cessna business jets during the Harlington noise survey in June 2022 were questioned. LLAOL advised they would investigate.</p>	LLAOL
7.0	Date of forthcoming Meetings in 2023	
	<p>6th September</p> <p>13th December</p>	