

Noise and Track Sub-Committee

Meeting minutes from Wednesday 6th September 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
	Cllr Jane Timmis		Dacorum Borough Council
	Cllr Sharon Hollingsworth (sub)		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
	Ms Adriana Grigorean		LLAOL Community Noise Executive
	Mrs Nicole Prior		LLAOL Noise and Airspace Performance Manager
	Mr Neil Bradford		LLAOL Head of Marketing & Communications
	Mr David Gurtler		Luton Borough Council
	Ms Sindi Selmani		LLAOL Senior Public Affairs Executive
	Mr Paul Donovan		Hertfordshire County Council
	Mr Gordon Breeze		PAIN
	Mr David Healey		NATS
	Mr Nigel Green		STAQS
1.0	Apologies for absence and substitution		Action
1.1	Mr Neil Thompson – LLAOL Operations Director Cllr Ed Moore – St Albans City and District Council		

1.2	The Chairman welcomed members to the September meeting and reminded them on the protocols for the virtual meeting.	
2.0	Minutes and Matters Arising from 14th June 2023	
2.1	The minutes of the meeting held on 14 th June were approved for publication subject to an amendment to the apologies received.	ADMIN
2.2	<p>Matters arising that were not being discussed under the agenda included:</p> <ul style="list-style-type: none"> LADACAN enquired if a meeting had been set up with the CAA to discuss NEO Noise to which they could be invited. LLAOL advised that they had not yet heard back from the CAA. Item 2.2. Regular Complainants - LADACAN advised that they had provided an alternative format for the presentation of the complainant information. This was discussed further when the latest QMR was reviewed. Item 3.4. Arrivals and Departures Code of Practice - Following comments from FLOPC, an Arrivals Code of Practice and Departures Code of Practice had been published; a link had been provided on the meeting agenda. A discussion on these Codes was proposed for the next meeting. Item 3.4. Visualisation of Complaints - LLAOL advised they were looking at the practicalities of presenting the complainants' information on a map. Item 3.4 Reason for Complaint - LLAOL advised that they had revised the approach to entries under this heading in the latest report following the previous discussion. Item 6.0. NATS Radar Specialist - NATS confirmed that they would try and arrange for a Radar Specialist to attend at the next meeting. Item 7.0. Cessna Data from Harlington Survey - LLAOL advised that the greater noise levels from the Cessna aircraft were due to them being lower, and the relatively few aircraft results overall were due to the aircraft noise levels not being high enough to trigger the monitor. It was suggested by LADACAN that the number of results made the value of the survey extremely limited verging on worthless. Item 4.3 NTSC Projects – RW advised that she would be happy to take the lead on the Go Around Project and agreed to liaise with LLAOL to move forward. Item 4.4 It was felt that the wording around Passenger Hardship did not capture the members' feelings in that some felt that passenger hardship should not lead to a flight receiving dispensation from quota counts and movement caps. LLAOL advised that the Policy was now the same as other airports; it was based on the Designated Airport Policy. LLAOL gave more clarification around the policy wording. It was noted that LLAOL did have the final decision on whether passenger hardship was being endured. 	<p>LLAOL</p> <p>LLAOL</p> <p>NATS</p> <p>BMKALC</p>

3.0	Quarterly Monitoring Report Q2 2023 (April to June 2023)	
3.1	Total passenger numbers had increased by 19% and total traffic movements by 3%. The total movements in the night period, 23.00-06.59, increased by 3% compared with the second quarter last year. The early morning, 06.00-06.59, movements had increased by 15% 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 (2023 Q2) six daytime departures and no night-time departure were registered at greater than 80 dB. Last year (2022 Q2), the comparable counts were 0 and 0.</p> <p>The airlines had achieved Continuous Descent Approaches (CDA), for 94% of all arrivals, up on the same quarter in 2022 (93%) with Ryanair continuing to achieve 99% compliance.</p> <p>There were 7 noise violations during the daytime and one during the night-time; it was noted that most of the violations were by a commercial operator and Boeing aircraft.</p> <p>The night-time noise contour area increased by 8%.</p> <p>There were 11 track violations in this quarter due to poor track keeping.</p> <p>The number of complaints increased from 1,293 in the last second quarter to 5,329 in the same period in 2023. The number of complainants was 223 in the second quarter of 2023, down from 230 in 2022. The number of new complainants was 71, down from 114 in the same quarter in 2022. Most complaints related to westerly arrivals.</p> <p>For this quarter, runway usage had been 59% easterly/41% westerly operations.</p>	
3.3	<p>Regarding the limit on early morning shoulder activity (12-month movements), the total for the preceding 12 months was 5,046 (limit 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 8,951 (limit 9,650).</p>	
3.4	<p>Members discussed the QMR and the noise violations noting the 4 that were the same aircraft type. LLAOL advised that they were all the same operator, who operates a significant number of movements from the airport. Following the fines and discussion with LLAOL the operator was looking to undertake full length departures where possible. It was noted that there was no escalation process in fines to airlines for repeated violations.</p> <p>In relation to complaints, there was a suggestion to use a second axis for some of the graphs, one for the number of complaints, and one for the number of complainants as there was often a large difference between the two. This was noted by LLAOL for future use.</p> <p>On the number of complaints themselves it was noted that the numbers were considerable despite the ongoing modernisation of the aircraft fleet. LLAOL advised that</p>	LLAOL

	<p>they felt this was attributed primarily to the AD6 airspace change, and potentially also to the post implementation review which was ongoing. It was suggested that there might be a shift if the next quarter, on where the majority of complaints were coming from, once the AD6 airspace change PIR consultation came to an end.</p> <p>The change in the noise levels shown in Sections 4.1 and 4.2 was raised. Specifically, that the levels were generally higher in Q2 2023 than they were in Q2 2022. LLAOL advised that this was likely due to higher load factors in 2023 for the passenger aircraft, and their forming a greater proportion of the total movements compared to the generally quieter business jets.</p> <p>The noise certification data summarised in Section 1.4.1 was discussed. It was clarified that this data was from the official test undertaken when an aircraft type is certificated and that it considered the particulars of the specific aircraft such as the engines fitted. The data was also based on the aircraft always operating at the maximum certificated weight so was in effect a worse-case scenario.</p> <p>Following a request from the committee at a previous meeting the noise results from 2014 and 2023 were shared to compare the noise results prior to the 18m passenger planning consent. A comparison was done for Q2 and showed both day and night results. The results were reviewed by members, and it was advised that the summer results would be shared at the next meeting. Members asked if absolute numbers as well as percentages could be included for the next meeting.</p>	LLAOL
4.0	Airport Updates	
	<p>Noise Action Plan (2024-2028) - LLAOL updated the committee on the programme for the next Noise Action Plan (NAP). The consultation had closed on the 2nd July and the responses were now being integrated into the draft report and appendices. This would then be submitted to Defra for approval by the end of September. It was noted that if approved by Defra the NAP would be published in January 2024 and would be in place for the next 5 years.</p> <p>There was some discussion regarding the quota counts by aircraft types particularly for the NEOs. It was asked if the A321 NEO was correctly allocated in the QC and decibel band. It was advised that the table was showing the aircraft's certificated noise level which was produced when it was certificated; this was a requirement of the quota count scheme. The QC band was not produced on a day-to-day basis as it would vary due to how the aircraft was operated, its all-up weight and its destination, all of which was recorded separately. Further discussion ensued regarding the A321 NEO noise issue and how it should be treated in the quota count. It was noted that a Quota Count is a management tool rather than a reflection of the lived experience which is reported through the Noise Contours.</p> <p>Noise Comparison – 2014 to 2023 – As discussed under the AMR, LLAOL presented a comparison of recent noise monitor results against those from when the airport received permission to expand to 18 mppa. This showed a general reduction in the noise from a typical movement, both during the day and at night.</p>	

	<p>The committee noted the information and questioned if it would be possible to provide the information in terms of absolute number of movements.</p> <p>NTSC Projects - The next steps for making progress with the NTSC projects were discussed.</p> <p>Rachael Webb agreed to lead the Go-arounds project and Andrew Lambourne the NADP departure analysis project. LLAOL also agreed to send round a full list of the projects seeking further volunteers. (Post meeting note: LLAOL emailed the list on 8th September 2023 and advised that NATS have offered to be part of both the Go-around and the NADP departure analysis projects.)</p>	LLAOL
5.0	Annual Sustainability Report	
	It was agreed to consider this at the next LLACC meeting. It was request that comments on noise from members by 15 th October. It was noted that If there were a significant number of comments that it could be considered at the next NTSC meeting in December.	
6.0	Any Other Business	
	<p>The arrangements for dispensations and their number were discussed again. LLAOL advised that they selected flights for dispensation, in accordance with the policy approved by LBC, and submitted the flight details to LBC on a regular basis. The absolute number of dispensations was viewed as too high by representatives of the community groups. LLAOL advised that they had been in touch with other airports and had found they had a similar level of dispensations to Luton Airport.</p> <p>In response to a question LLAOL advised that nothing further was happening in relation to intersection departures at this time. Related to this, it was noted that the taxiway extension at the western end had been built, but there was no date for the construction at the eastern end.</p> <p>The Noise Control Scheme that had been in abeyance while the 19mppa application was considered was raised and LBC agreed to investigate its status.</p> <p>Interest was expressed in the Contour Reduction Strategy. It was noted that this will be needed whatever decision the Secretary of State makes on the 19mppa application.</p>	LBC
7.0	<p>Date of forthcoming Meetings in 2023</p> <p>13th December 2023</p>	