

Minutes

Meeting of Noise & Track Sub Committee via Teams 16th December 2020

	Attendees	
	Mr Martin Routledge	LLACC Chairman
	Mr Jeff Charles	Bickerdike Allen Partners
	Mr Andrew Lambourne	LADACAN
	Mr Michael Nidd	LLATVCC
	Neil Thompson	LLAOL – Operations Director
	Nicole Morris	LLAOL - Noise and Airspace Performance Manager
	Mr David Gurtler	Luton Borough Council
	Ms Gemma Davis	Luton Borough Council
	Cllr Jane Timmis	Dacorum Borough Council
	Mr Neil Bradford	LLAOL - Stakeholder Communications Manager,
	Cllr Anne Wight	Buckinghamshire County Council
	Mr David Newman	NATS (Sub)
	Mr Neil Green	Buckinghamshire County Council
	Cllr Paul Clark	North Herts District Council
	Cllr Annie Brewster	Hertfordshire County Council
	Mr Mathew Hadden	NATS Swanwick
	Mr Nigel Green	STAQS
	Mr Paul Donovan	Hertfordshire County Council
	Mr James Dontas	LLAOL (19mppa Project Manager)
1.0	Apologies for absence and substitution	Action
	Stephen Shearer – DHL Conner Sheffield – Buckinghamshire County Council David Godfrey – PAIN Alex Wong - Airspace Performance Assessor Alice Green - Community Noise Executive Dougie Naismith – EasyJet Cllr R Curthoys – St Albans City and District Council David Healey – NATS Cllr Bill Chapple – Buckinghamshire County Council	
1.1	The Chairman welcomed members to the meeting and briefed on the protocols for the virtual meeting.	
2.0	Minutes and Matters Arising from 16th September Meeting	
2.1	The minutes of the meeting of 16 th September 2020 were approved.	
2.2	Matters Arising: Item 3.6 - LLAOL had arranged for a short presentation by Martin Hadden (NATS) on vectoring to be covered later in the meeting.	

	<p>Item 3.6 - LLAOL reported that they still intended to carry out analysis of the benefit/disbenefit of an altered departure climb procedure out using the ongoing noise monitoring programme.</p> <p>Item 4.3 - LLAOL advised that the Community Airspace Modernisation Working Group (CAMWG) had held their initial meeting on 1st December to agree Terms of Reference.</p> <p>Item 5.1 – Other Airport planning applications – it was noted that:</p> <ul style="list-style-type: none"> • The Department of Transport had advised that it had agreed that the Secretary of State had not given adequate reasons in his Manston (approval) decision letter to enable the reader to understand why he disagreed with the Examining Authority Report on the issue of the need for the development of the Airport. The matter would now need to be re-examined. • The Stansted Airport appeal was to be subject of a Public Inquiry starting on 12 January 2021. • The Bristol Airport appeal was to be heard at a Public Inquiry scheduled for July 2021. 	
3.0	Airport General Update and quarterly Monitoring Report	
3.1	<p>LLAOL Quarterly Monitoring Report for July to September 2020 (third quarter 2020):</p> <p>Compared with the same period last year, total passengers served had decreased by 65.4%; total traffic movements decreased by 42.8%; the total movements in the night period decreased by 44%; with the early morning (06.00-07.00) movements down by 30.5%. Members were advised that all figures were down due to the ongoing pandemic but slightly less so than in Quarter 2.</p> <p>Regarding the limit on early morning shoulder activity (12-month movements), the total for the preceding 12 months had been 3,351 (limit 7,000). The limit on night quota activity - 23.30-06.00 (12-month movements), total for preceding 12 months had been 5,348 (limit 9,650). The figures again reflected the impact of the ongoing pandemic.</p> <p>Airlines had achieved Continuous Descent Approaches (CDA) for 92% of all arrivals for the quarter which was slightly less than in the same quarter in 2019 (94%).</p> <p>The noise monitor results had shown the majority of departures still produced levels in the range 70-76 dB L_{Amax}. There was one daytime departure and no night-time departures registering greater than 80 dB for the quarter compared to last year, when there had been 19 and zero.</p> <p>There had been one noise violation during the daytime and none during the night-time. The night-time noise contour area had decreased by 28%. There had been five track violations in this quarter due to poor track keeping and 52 investigations had been carried out on aircraft that had deviated off track (most of which had been due to weather avoidance and thunderstorms). All of the off-track fines issued had been to private aircraft. The noise violation at 81dB was also by a private aircraft.</p> <p>The number of complaints had decreased from 4,593 in the last third quarter to 1,858 in the same period in 2020. The number of complainants had been 228 in the third</p>	

	<p>quarter of 2020 compared with 381 in 2019. The number of new complainants had been 84; in the same quarter in 2019 the number had been 138. Complaints about westerly departures still formed the largest % of complaints. Members were advised that 75% of complaints had been received from 10 individuals. It was also noted that the reduction in complaints correlated with the reduction in aircraft movements. Aircraft noise and night flights were cited as the main cause for complaint.</p> <p>For this quarter, runway usage had been 75% westerly/25% easterly.</p>	
3.3	<p>The sub-committee discussed the QMR and how to mitigate the concerns of the most regular complainants without reaching any definitive conclusions. They then debated the width of the westerly departure swathe and its possible reduction. LLAOL advised that the effect of the use of RNP navigation would be to reduce the width of the swathe from 3kms to 2kms and advised that about 70% of Luton's aircraft now had the necessary sophisticated software to fly an RNP route. It was noted that not all communities agreed that greater concentration of flight paths was beneficial.</p> <p>LLAOL informed that in the Markyate area aircraft on the Compton route, which does not have RNP, could still be on track within the 3km corridor. Improving this route to RNP standards was being explored as part of the airspace change proposals. The Chairman sort clarification that under FASI everything would have to go to RNP – LLAOL stated that all routing would be RNP or RNAV.</p>	
3.4	LLAOL agreed to update the table under section 1.4.1 giving QC values against aircraft types.	LLAOL
3.5	The relative increase in the use of the larger aircraft such as the Airbus A321, was noted These types were 11% of all movements in Q3 2018 but 21% in Q3 2020.	
	Members questioned why, with a significant number of daytime flights being cancelled, the daytime slots were not being reallocated to reduce the number of flights in the shoulder period. LLAOL informed that airlines were still flying to an airline schedule with numerous other factors involved. Moving flights from the shoulder to later in the day would have an impact on the wider network.	
4.0	Noise Performance of Re-engined Airbus Aircraft A320neo/A321neo	
4.1	<p>LLAOL and LADACAN presented detailed analysis of the noise performance at the fixed monitors and further down the departure track of the A320NEO/A321NEO aircraft, both in terms of the average noise as a function of destinations served, and overall averages as determined by the community noise monitoring surveys. Members felt that the information provided was very useful information, and further work on the effect of re-engining the Airbus aircraft needed to be carried out.</p> <p>LLAOL stated that following the analysis they would continue to investigate further to understand the discrepancies apparent with aircraft routing to Budapest.</p>	LLAOL
4.2	LLAOL reported a separate theoretical noise contour study which indicated that smaller noise contours would have resulted if 18mppa had been carried by using fewer of the larger the A321NEO as opposed to the A320CEO.	
4.3	The reason why Heathrow was deriving greater benefit from the NEO variants of similar aircraft (in the British Airways fleet) was still not known although it was noted	

	that the benefit identified was still not as great as the pure certification modelling would suggest.	
5.0	AD6 New Arrival Arrangements Consultation and Airspace Change Update	
5.1	<p><u>AD6</u> - LLAOL advised that the consultation on the new arrival arrangements had received many responses; the coverage by local media had been considerable; and a further Webinar conference had been arranged just prior to the next LLACC. The consultation period opened on the 19th October would formally close on 5th February 2021 and was a 15 week consultation to cover the Christmas period. Over 1,000 responses had already been received but it was expected that most responses would be received within the last 2 weeks. The virtual exhibition had had a high number of users with over 6,000 unique users; this was significantly more than would have been expected in a normal Town Hall exhibition. The design videos were receiving the majority of the clicks along with the postcode look up tool.</p> <p>Much correspondence had been received regarding the holding stack location as part of the consultation. LLAOL had now designed a new infographic which was not available when the consultation was first launched to give more detail on how holds are used, why the location had been chosen and how high the hold would be with comparisons being given.</p> <p>LLAOL also informed that an abridged consultation document of around 30 pages had been created and was designed to sit between the full consultation document and the executive summary.</p> <p>LLAOL briefed on the extensive areas of media coverage that has been used to ensure full coverage of the consultation including local radio and TV.</p>	
	<p><u>FASI-S</u> - LLAOL advised that they were keen to restart their work on FASI-S (complete redesign of the existing airspace structure in Southern England) as soon as possible. Work had been paused elsewhere in April 2020 due to the pandemic, and it was noted that several other airports now wished to proceed. The overall programme management body was the Airspace Change Organisation Group (ACOG) who were aiming to develop a Master Plan by summer 2021 for possible approval by the CAA.</p> <p>LLAOL briefed further on the various processes that needed to be followed and on the various stages that other airports were at; few were as advanced in their processes as LLAOL.</p> <p>Some concern was raised by members regarding the potential for a further period of consultation sparked by the airport owners (LLAL/LBC) tabling a Development Consent Order (DCO) for a significant future expansion. There was a risk of considerable confusion between the impacts of the anticipated DCO and FASI-S potential improvements. The key issue for communities was the aspiration under FASI-S to get aircraft higher sooner and if this could be delivered then the impact of increased movements under the DCO application would be mitigated to some extent. The issue for those being consulted was that with two initiatives running concurrently it was difficult to reach a robust conclusion as to the likely future impact.</p> <p>LLAOL stated that it was inevitable that there would be some changes to due to the pandemic, particularly to the Airspace Change process timescales, as airports may not necessarily have the funds to progress at a fast pace. LLAOL stated that they would revert to airspace change Statement of Need and for Luton that was primarily</p>	

	to get aircraft higher sooner where possible; this would be the type of proposal LLAOL would be submitting as part of the process.	
6.0	Aircraft Vectoring Update from NATS Swanwick	
6.1	NATS described the need for continued use of radar vectoring to arrange suitable spacing between traffic and in accordance with NATS's role to improve aircraft efficiency with direct routing wherever safely possible. NATS mentioned that they are subject to financial pressures to achieve high efficiency in this manner. NATS also clarified that their controllers' screen displays did not show local towns and villages and that once aircraft were above the agreed level (in effect having climbed out of the noise preferential route (NPR)) the controller would tend to vector to achieve efficient flight for the aircraft either through direct routing or facilitating early climbing. Given the relatively quiet airspace at the moment, such direct routing has been more common recently.	LLAOL
6.2	Clarification was sought on the point at which an aircraft was considered to have been vectored – was it when the instruction was given or when it left the NPR. NATS confirmed that the instruction would not normally be given to an aircraft still inside the NPR; furthermore, on the MATCH route it would not normally be given before crossing the railway line near Redbourn even if it were above the NPR.	
6.3	NATS asked if they could be forwarded the data for the aircraft that were reported as continuing straight ahead over Stevenage.	
7.0	Planning Concerns – Noise Contour Reduction Strategy and 19mppa Application	
7.1	Noise Contour Reduction Strategy – LLAOL advised that they had received feedback on their submission to the Local Planning Authority and were working to respond to the matter of incentivising use of quieter aircraft based on a review of schemes at other airports. The intention was to have a scheme in place by April 2022.	
7.2	<p>19mppa Application – LLAOL briefed regarding the proposed changes being sought and the additional mitigation and controls. LLAOL informed that the detailed papers would be submitted to LBC week commencing 21st December, public consultation would commence once it had been validated by LBC. Concerns were raised by members on the commencement of a formal public consultation taking place during a pandemic affected Christmas period and urged the Airport to postpone until the New Year as it was felt that it was inappropriate to commence prior to Christmas. Members also questioned why a submission was taking place now, when there was no approved Master Plan for 19mppa. Members also sought information on the related increase in aircraft movements (day and night), and the need for 19mppa particularly in the current climate when there was much reduced activity.</p> <p>LLAOL stated that although current forecasts vary by large amounts, there was a need to get planning matters resolved well in advance.</p> <p><i>Chairman's note: The application to vary the planning conditions was eventually submitted on 11 Jan 21 as 21/00031/VARCON</i></p>	
8.0	<u>Any other Business</u>	

8.1	Quota Count (QC) Values – It was noted that studies at Heathrow, reported by the CAA in CAP 1869, had shown significant differences between the certification values (used for the Quota Count Limit) and measured operational levels for the A320neo.	
8.2	London Heathrow Expansion – Members were informed that plans for the third runway at Heathrow were probably back on as the Supreme Court had confirmed the Government’s strategy for Heathrow was legitimately based, as it relied on the climate change targets current at the time the strategy was stated. The earlier negative decision by the lower Court of Appeal was based on the later more stringent UK Climate targets.	
9.0	Date of Meetings in 2021	
	<p>All meetings for the foreseeable future will be held via Teams</p> <p>17th March 9th June 8th September 15th December</p>	