

Minutes

Meeting of Noise & Track Sub Committee 18th December 2019

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	
Mr David Gurtler		Luton Borough Council	
Mr David Godfrey		PAIN	
Cllr D Bowater		Central Bedfordshire	
Cllr Jane Timmis		Dacorum Borough Council	
Mr Neil Bradford		LLAOL - Stakeholder Communications Manager,	
Alex Wong		Airspace Performance Assessor	
Nicole Morris		LLAOL Noise & Airspace Performance Manager	
Alice Green		Community Noise Executive	
Cllr Annie Brewster JP		Hertfordshire County Council	
Cllr Anne Wight		Buckinghamshire County Council	
Mr David Healey		NATS	
Mr Neil Green		Aylesbury Vale District Council	
1.0	Apologies for absence and substitution		Action
	Cllr Paul Irwin – Aylesbury Vale District Council Liga Spite – LLAOL Environment Manager Darl Sweetland - Buckinghamshire County Council Dougie Naismith – EasyJet Paul Donovan - Herts CC		
2.0	Minutes and Matters Arising from 4th September 2019		
2.1	Minutes were agreed for publication following any changes listed.		
3.0	LLAOL Quarterly Monitoring Report July to September 2019		
3.1	<p>Total passenger numbers for the period had increased by 8.4% when compared with the same period in 2018. Total traffic movements increased by 4.8%. Total movements in the night period (23.00hrs – 07.00hrs) increased by 8.5% and the early morning (06.00 – 07.00) movements were fewer by 16 when compared with the same quarter in 2018.</p> <p>The airlines had achieved 93% Continuous Descent approaches for the period which was the same as in this period in 2018.</p>		
3.2	The noise monitor results showed the majority of departures still produced noise levels in the range 70-76 dB L _{Amax} . In this period (2019 Q3) 19 daytime		

	<p>departures and no night-time departures were registered at greater than 80 dB and above compared to 17 and 0 in the same quarter last year.</p> <p>There were no noise violations during the daytime or night-time.</p> <p>Some members expressed concern that again the night noise contour area had increased by 10%.</p>	
3.3	The Airport had issued track violation fines for the quarter (18 aircraft departures were fined due to poor track keeping). It was noted that the majority of aircraft flew on track.	
3.4	<p>The number of complaints had increased from 3,175 last third quarter to 4,593 in the same period in 2019; however the number of complainants was less at 381 opposed to 415. The number of new complainants was 138. In the same quarter in 2018 the number was 180.</p> <p>Members expressed concern over the increase in the Noise Contour when compared with the previous quarter.</p>	
3.5	For this quarter, runway usage was 76% westerly operations.	
3.6	<p>The limit on early morning shoulder activity (rolling 12 month movements), total for preceding 12 months was 6,194(limit 7,000). The limit on night quota activity (23.30-06.00) (12 month movements), total for preceding 12 months was 8,794 (limit 9,650).</p> <p>LLAOL advised that they continued to implement many restrictions including the banning of the noisier QC2 aircraft and GA traffic to ensure they continued to operate within the limits.</p>	
3.7	<p>Discussion ensued regarding the conflict between the use of the new quieter aircraft with increased passenger capacity and the need to contain passenger activity to 18mppa. LLAOL informed that they were managing the seat cap for next summer through the Airport Coordination Committee. It was highlighted by LBC that for planning purposes numbers are recorded against Commercial Passengers and that the airport declared passenger numbers to LBC on this basis, and had done so for many years, the resulting figure could not be directly compared with the total passenger figures provided to the CAA.</p> <p>It was noted that having a seat cap did not incentivise modernisation where quieter aircraft might not be used purely because their passenger capacity was too high.</p>	
3.8	The airport had held public surgeries in Harpenden and Stevenage. LLAOL had also given a presentation at the St Albans Parish Council Conference and had had discussions with North St. Albans and Sandridge residents.	
4.0	Airport Updates	
4.1	<p>FLOPSC Feedback - LLAOL reported on the recent meeting which involved useful interaction between pilots to achieve improvements. It was advised that:</p> <ul style="list-style-type: none"> the committee were content with the planned arrival route changes (AD6) 	

	<ul style="list-style-type: none"> the benefit of the new Foxtrot taxiway was to reduce delays. No effect on the use of intersection taxiways was envisaged. This taxiway would also be used as a drive through de-icing pad for aircraft and this initiative was working well. 	
4.2	<p>ACP Feedback</p> <ul style="list-style-type: none"> RWY 26 BPK RNP - LLAOL were still awaiting a response from the CAA on the MATCH route. <p>After receiving NATS feedback stating the latest designs had a high safety risk LLAOL had decided not to progress these within the ACP but to seek other solutions. LLAOL were still awaiting the outcome of the post implementation review (PIR) of the earlier change on this route which was linked to the latest ACP.</p> <p>Secretary's note: The PIR has now been published and LLAOL will implement the 2 recommendations:</p> <ul style="list-style-type: none"> LLAOL continue to engage with airlines and work collaboratively to identify whether track-keeping improvements within the NPR monitoring swathe can be achieved as necessary, particularly for the worst-performing airlines (as highlighted in Annex C). LLAOL engage further with NATS LTC Operations to determine whether any improvements can be realised. LLAOL and NATS TC Ops should agree that such arrangements are adequately formalised and adhered to, if any enhancements to the existing operational procedures are possible and achievable. <p>Consequently, LLAOL intend to keep the ACP live and see whether slight track adjustment might be used to enable climb to 5000 ft.</p> <ul style="list-style-type: none"> FASI-S - LLAOL advised they were proceeding with design work, but noted other airports were less advanced. This was critical as the input of all airports needed to be correlated. <p>The CAA had informed that LLAOL would not be allowed to progress to the Stage 2 Gateway until the Master Plan had been approved.</p> <p>LLAOL would organise an update workshop for the focus group and other stakeholders in early 2020. LLAOL advised that they were hopeful that the new airspace arrangements would be in place by 2024.</p> <p>Secretary's note: Airspace Change update meeting scheduled for 18 Feb 20.</p> <ul style="list-style-type: none"> AD6 - Arrival Routes without using Lorel and Abbott stacks. LLAOL advised this safety related matter was proceeding well, with appraisals of the options soon to be discussed. 	
4.3	<p>LLAOL Section 73 Application: 19/00428/EIA - LBC advised that a revised application had been received which included a lower Daytime contour area request with the limit reducing from 23.34 sq km to 21.4sq km. LLAOL had increased funding for noise insulation to £800k in 2020 and £900k in 2021 as</p>	

	part of their mitigation strategy. It was noted that the extra funds being offered by LLAOL were not conditional on the revised application being granted. The consultation period would now close on 8 th January 2020 and LBC would bring the matter to the Development Control Committee towards the end February. If a decision to approve were made then it would be referred to Central Government to confirm whether the decision should be called in or rest with LBC.	
4.4	<p>Noise Insulation Sub-Committee Feedback - LLAOL advised that the sub-committee met on the 26th November and prioritised 297 properties for noise insulation (this was line with LLAOL's new budget of £800,000 for 2020). This year, 118 properties have been contacted and for those who had responded positively works would commence in the New Year.</p> <p>LLAOL advised the sub-committee would probably meet twice in 2020, as more properties were now being treated.</p> <p>The Noise Insulation Administrator will be conducting surveys of those who are being insulated. Members requested that survey also includes some of the residents who have already been insulated.</p>	LLAOL
5.0	Any Other Business	
5.1	Discussion ensued regarding the labelling of table 1.7 in the QMR, the noise of the Airbus A321 neo aircraft and the complaint incident map given in the AMR but not in the QMR.	
5.2	LLAOL advised that Bradley Timmins, their Airspace Performance Assessor who was known to many of the NTSC members had left the airport's employment and was now a pilot for Laudamotion (part of Ryanair). Best wishes were conveyed for his future.	
6.0	Date of Meetings in 2020	
6.1	<p>All Meeting will be held at Putteridge Bury Conference Centre</p> <p>18th March 2020</p> <p>10th June 2020</p> <p>9th September 2020</p> <p>16th December 2020</p>	