LLACC LONDON LUTON AIRPORT CONSULTATIVE COMMITTEE

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Noise and Track Sub-Committee

Meeting minutes from Wednesday 10th June 2026 at 2pm
Meeting held virtually on Microsoft Teams

	Attendees			
	Mr Martin Routledge		LLACC Chairman	
	Mr David Charles		Bickerdike Allen Partners	
	Mrs Nicole Prior		LLAOL Head of Flight Operations	
	Mr Alex Carmen		LLAOL Flight Operations Analyst	
	Ms Georgie Abbott		LLAOL Flight Ops Community Noise Executive	
	Mrs Alice May		LLAOL Flight Ops Flight Operations Manager	
	Mr Neil Bradford		LLAOL Head of Marketing & Communications	
	Mr John Wilkinson		PAIN	
	Mr Gordon Breeze		PAIN	
	Mrs Rachael Webb		BMKALC	
	Mr John Hale		STAQS	
	Mr Antony Hatch		NATS	
	Mr Andrew Lambourne		LADACAN	
1.0	**Apologies for absence and substitution**			**Action**
1.1	Mr Neil Thompson – LLAOL Chief Operations Officer Cllr Jane Timmis – Dacorum Cllr Kevin Collins – Central Bedfordshire Borough Council Mr David Gurtler – Luton Borough Council Mr Nigel Green - STAQS			
1.2	The Chairman welcomed members to the June meeting and members were reminded of the protocols for a virtual meeting.			
2.0	**Minutes and Matters Arising from 11th March Meeting**			
2.1	The draft minutes from the March 2026 meeting had been circulated prior to the meeting for comments from members; these had been reviewed by the Chairman,			

	and an updated draft had been issued with the meeting papers for approval by members following a couple of further adjustments that were raised. The minutes of the 11th June meeting were approved to be uploaded to the website.	**Admin**
2.2	Matters arising that were not being discussed elsewhere under the agenda were: **Item 3.1 – NAP Review -** LADACAN advised they had reviewed the response from LLAOL to their comments and there was nothing further to add at this time. It was noted that the NAP review is required to be undertaken annually, and that the last review had taken a while, with the next review due to commence in September. The intention was to prioritise the next review to speed up the process. **Item 5.4 – Comparison of Distribution of Noise Levels -** LLAOL advised that they had updated the comparison in the committee report to use a 2019 baseline as agreed. **Item 5.4 – Aircraft Type Relative Differences -** It had been previously noted that the relative differences between different aircraft types were not wholly consistent between NMT02 and NMT03. LLAOL advised that some difference in the relative noise of the aircraft types at the monitors was not unexpected as the relative separations varied to an extent. This was caused by different climb rates, and variation in departure tracks. For example, a slower climbing type or one operating a longer sector may commence their initial left turn later when departing to the west. This would place the type further from NMT03 and closer to NMT02 than one that had turned earlier. It was further noted that during Q1 the NMT03 settings were being optimised after the relocation to record more of the quieter movements without picking up excessive numbers of non-aircraft events. **Item 7.2 – DCO Night Noise -** Updates to the analysis undertaken by PAIN on the potential size of the future night contour were presented. The analysis, which used linear regression and data from previous quarterly reports, found that with the proposed cap on night flights the DCO contour limits can be complied with if at least 50% of the flights were by new generation aircraft types. PAIN informed that they were happy to share the data if required. PAIN added that the findings were based on historic data and all the data used was contained in the Quarterly reports. A statistical technique known as linear regression was used to give predictions of the 48dB night-time contour areas. As input, this method used historic values of various different parameters such as the area enclosed by the said contour, the number of aircraft movements, numbers of passengers, and the percentage of New Generation aircraft. This information was fed into a multi-variable linear regression program, which then gave predictions that had been plotted on a graph provided. One of the predictions being the 48dB night contour area which was of interest to the majority of NTSC members.	

3.0	**Quarterly Report**	
3.1	Total passenger numbers had increased by 3% and total traffic movements decreased 1%. The total movements in the night period, 23.00-06.59, were 29% lower when compared with the same quarter last year. The early morning, 06.00-06.59, movements were7% higher than those in the same quarter last year.	
3.2	The noise monitor results showed most departures still produced noise levels in the range 70-76 dB L_{Amax}. In this period (Q1 2026), there were 16 daytime and 2 night-time departures registering greater than 80 dB. Last year (2025 Q1), the comparable counts were zero and zero. *Chairman's note – it was subsequently thought that the increase in movements exceeding 80dB was mainly down to the monitor being moved closer to the centreline of the departure route.* Members noted that the airlines had achieved CDA, for 92% of all arrivals. There were 14 noise violations during the daytime and zero during the night-time. LLAOL continued to work closely with the airlines to reduce violations. It was noted that the majority of the daytime violations were due to the limit being reduced on 1st January 2026 as only 4 exceeded the previous limit. The night-time noise contour area had decreased by 20% compared with the same quarter in 2025. It was noted that there were twelve track violations in this quarter due to poor track keeping compared to nine in the same period in 2025 The number of complaints had decreased from 586 in the last first quarter to 456 for the same period in 2025. The number of complainants was 23 down from 43 in 2025. The number of new complainants was 5. Complaints regarding arrivals on westerly operations formed the largest percentage of complaints. Members asked if the summary for the number of new complainants could be added back into the graph For this quarter, runway usage had been 69% westerly operations.	**LLAOL**
3.3	Regarding the limit on early morning shoulder activity (12-month movements), the total for the preceding 12 months was 6,530 which was below the limit of 7,000. With respect to the limit on night quota activity (23.30-06.00) (12-month movements), the total for the preceding 12 months was 6,743 which was also below the limit of 9,650.	
3.4	**The Sub-committee discussed the QMR.** In relation to go-arounds the most common cause was 'unstable'. This was taken from the report given by the pilot and could relate to a number of factors which could include weather conditions. NATS advised that during the quarter the runway resurfacing meant that there were no centreline lights for some of the quarter which would have affected visibility and led to some additional missed approaches. It was questioned if FLOPSC could give consideration to go-arounds.	

	It was noted that the most common type causing a departure noise limit exceedance was the Boeing 737-800. Over the last few years this type has been replaced by the 737 Max8, with there now being more movements of the newer type. The committee discussed the likely future development of the aircraft fleet at the airport. LLAOL informed that they continued to have discussions with the operators and in particular try and establish when their next generation aircraft are to be delivered. However, no specific dates have been given by the operators for significant fleet improvements. It was asked which was the next most common operator for the 737-800's LLAO advised that they were Jet 2 and Ryanair. In relation to dispensations, it was questioned why the 4th example on the QMR was put down to passenger hardship. LLAOL advised they would report back. Members thanked the airport for their report and explanations.	**LLAOL**
4.0	**Airport Updates**	
4.1	**Estate Agents Pack -** LLAOL advised on their progress in developing an Estate Agent Information Pack to provide local agents with clear and consistent information on LLA operations that could be passed on to potential buyers. This had involved engagement with local agents and was intended to be a single page of 'Key Highlights' that covered all airport operations. The next stage was to refine the content to ensure priority key information and guidance with regards to drones was included. The committee felt a pack was worthwhile and that it should highlight the importance of wind direction on the distribution of flights. The inclusion of links for further information was also highlighted, and as a minimum it was proposed to include links to both the noise page of the Airport's website and the Travis system.	
4.2	**Community Noise Survey -** LLAOL presented results of the survey based on the 184 responses received. Around half the respondents were not aware of the LLA flight paths when they moved to the area, and a similar proportion were not aware of the Airport's Noise Action Plan. This lack of knowledge was reflected in the rating of the Airport noise management measures with most respondents rating them as poor or not being aware of them. Most respondents were also not aware of LLAOL's Community Noise Events although they would like to be contacted about those in future. LLAOL advised they were working on promoting future events and will specifically contact those who expressed that preference. Future events will also be shaped by common themes, such as future airspace change, expressed by respondents. The committee discussed the responses. Some surprise was expressed at the low number of responses, particularly as LLAOL confirmed details of the survey were sent to those in the database of complainants in addition to more general promotion. It was suggested that participation in further surveys would be assisted by details of what changes / lessons learned arise as a result. LLAOL agreed see if more could be done to increase the numbers of responses from the Noise Survey.	**LLAOL**

4.3	**LNAM (Low Noise Arrival Metric) -** LLAOL advised changes to their LNAM study had been made following previous NTSC comments and that the final report was detailed on their website. The committee discussed the metric, and while it was accepted that the current system was unable to produce it, it was thought the raw data was available. It was noted that there was an issue with looking to use the metric to influence operations in the current airspace around LLA. The metric related to the arrival profile when the aircraft was over 10 nm from the airport. In the case of LLA, for the common wind direction, the relevant airspace was constrained by the interaction with traffic from other airports.	
5.0	**Any Other Business**	
5.1	LLAOL advised that they had attended an initial meeting with UKADS who would be leading on the future reorganisation of the airspace in the south-east. It was understood that the role of individual airports would be limited in this, but LLAOL would continue to stress the shared desire from all stakeholders that LLA be able to operate efficiently making best use of modern aircraft performance without undue restrictions. It was advised that FASI-South was now redundant and that UKADS would be looking at the airspace changes on the CAA Portal to see what they would be taking forward. Their plan was still to progress the LTMA airspace change which FASI-south was part of and will be speaking with all the individual airports involved.	
6.0	**Dates of forthcoming Meetings in 2026** 16th September - 14.00hrs via Teams 9th December – 14.00hrs at Percival House	