

Minutes

Meeting of Noise & Track Sub Committee

Monday 8 March 2010 – 14.00hrs Rushton House, London Luton Airport

Attendees

Mr M Routledge	- LLACC Chairman
Mr S Bailes	- Hertfordshire County Council
Mr A Burke	- NATS Terminal Control
Mr J Charles	- Bickerdike Allen Partners
Mr R Koukhoullis	- LLAO (GM Airfield Operations)
Mrs K Goodman	- LLAO (Airfield Environment Officer)
Mr R Hiscock	- Aylesbury Vale District Council
Mr P Hunt	- LADACAN (substitute)
Cllr B Lloyd	- Hertfordshire County Council
Cllr M Muir	- North Hertfordshire District Council
Mr M Nidd	- LLATVCC (substitute)
Cllr Dr I Reay	- Dacorum Borough Council
Ms W Rousell	- Luton Borough Council (Planning)
Mr N Thompson	- LLAO (Interim Ops Director)
Mr G Twiss	- PAIN
Mr S Turner	- Bureau Veritas (Consultant to LLAO)

1 Apologies for absence and substitution

1.1 Mr P Dawson	- NATS Luton
Dr J Davis	- LADACAN (substituted by Mr P Hunt)
Mr G Lachlan	- LLACC - BBGA Operator
Mr T Lee	- LLACC - Airline Operator
Cllr Sir B Stanier	- Aylesbury Vale District Council
Mr H Thomas	- easyJet
Mr B Webb	- LLATVCC (substituted by Mr M Nidd)

Action

2 Minutes and matters arising from NTSC meeting 14 December 2009

- | | | |
|-----|---|---------------|
| 2.1 | Confirmation was sought from members that the minutes reflected statement of fact of the previous meeting. | Agreed |
| 2.2 | Item 3.2 – KG informed that there were only a very small number of arrival movements through the night periods (approx 10) compared to daytime, so small changes seemed significant in percentage terms. Further analysis highlighted that a small number of aircraft were not achieving CDA (2 or 3 a night). Investigation will be carried out to see if any further improvement can be made. It was highlighted by NATS that over the past 3 years there has been much improvement in CDA compliance and they would expect further improvement moving forward. | LLAO |
| 2.3 | The Committee were advised that the Airport had placed a strong emphasis on CDA achievement in its new contract with NATS. | |

DRAFT

Action

2.4 Item 7.2 – It had been suggested that the new WHO Night Noise Guidelines should be considered by LLAO when reviewing their Night Noise Policy. LLAO confirmed that the guidelines had been considered.

2.5 Item 7.3 – LLAO informed that the Departure Code of Practice document was a UK wide Code of Practice hosted by the DfT and is an advisory document. LLAO confirmed that a local code of practice would be discussed at the next Flight Ops Committee Meeting to produce something more specific to Luton.

2.6 Item 7.4 – LLAO repeated their request for suggested locations for the new mobile Noise Monitor to be sited in the local community. Some Members agreed to bring forward suggestions outside of the meeting. **All to Note**

3. LLAO Quarterly Environment Report October, November, December 09

3.1 The Committee was briefed on the content of the Airfield Environment Report and noted the statistics within the report.

3.2 Movement numbers for the 4th Quarter of 2009 compared with the same period in 2008 continued to fall by 10% and passenger numbers were down by 8%.

3.3 The quarterly night movements had also reduced compared to the same period last year, there were on average 17 movements per night. Arriving aircraft accounted for 72% of the total night movements.

3.3 When referring to CDA adherence stats it was asked if a footnote could be used in future to clarify the reasons for differences between runway 08 and 26, based on interaction with Stansted traffic. LLAO agreed to add this to future reports. **LLAO**

3.4 Airlines achieved 82% adherence CDA during the period. Achievement was lower at night than during the day.

3.5 There were no day or night time violations for the period. The noise levels from the majority of departing aircraft fell between 70 and 76dB(A)

3.6 The change in the night time noise contour was noted, however it was accepted that comparisons would not be totally accurate due to the different noise contour methodology now being used (INM 7.0a).

3.7 It was requested that aircraft in the higher noise bands be identified within the report. LLAO agreed to add this data to future reports. **LLAO**

3.8 Members congratulated the airport for lowering the night noise violation limit within the new Night Noise Policy and suggested a further reduction would be appreciated.

3.9 Following a query from the Group, LLAO confirmed that the extended scheduling ban on QC4 aircraft type would be monitored by ACL. It was confirmed that all calculations were based on aircraft maximum permitted take-off weight.

3.10 LLAO confirmed that year on year similar numbers of complaints were being received. However, one person still continued to report high numbers of events.

3.11 Although, on average, there was only one helicopter rotation at Luton per day, during the quarter a small number of complaints about helicopters were still being received. However a number of the complaints were identified as being about non Luton helicopter traffic.

3.12 Night disturbance was reported in 32% of complaints.

3.13 It was noted that the night contour area had decreased by almost a third yet movements were only down by 10%. It was pointed out that changes in the fleet mix had lead to the further reduction in the night contour area.

3.14 A Member commented that whilst various suggestions for improving track keeping on westerly departures had been discussed at the last FLOPSC meeting no changes were yet apparent. The Airport commented that the suggestions had not yet been implemented but will be discussed further at the next meeting to find a solution to tighten track keeping without triggering an airspace change request. Such a request would result in a need for lengthy consultation (in accordance with CAP 725). The Chairman agreed to bring this up again at the next FLOPSC meeting and to stress the importance that the NTSC places on track keeping during the initial turn from RWY 26 and subsequently during westerly departures.

4. Noise Action Plan verbal update

4.1 LLAO informed that the Draft Noise Action Plan was submitted to DEFRA and DfT at the end of January 2010. The draft plan had incorporated, where possible and appropriate, feedback from the consultation process which ended on the 17th January 2010.

4.2 The main changes to the revised document included:

- A new section identifying the main aircraft noise problems outlined by LLACC and other respoodees
- Inclusion of financial information and estimated costs
- Action table extended to include a total of 55 actions
- A summary table of the views outlined by consultation respoodees and LLA responses to the issues raised was added as an appendix.
- A copy of the recently revised Night Noise Policy (issue 8) effective from 1st April 2010 added as an appendix.

The Airport confirmed that DfT and DEFRA did not expect the final version to be released to the public until they had reviewed the submission.

4.3 LLAO confirmed that details of consultation responses will be published following approval of the NAP from DfT/DEFRA.

5. NTSC Response to Night Noise Policy Issue 8

5.1 A copy of the draft NTSC response was issued with the papers for this meeting.

**Action
Chairman**

- 5.2** Discussions ensued regarding the response and the following comments were noted:

Item 3b – the Committee were disappointed that LLAO has decided not to incorporate QC Budget and Movements Limits but reluctantly accepted that the issued should be reassessed at a later date.

The Chairman agreed to make changes as discussed and send the response to LLAO.

6. Any Other Business

- 6.1** A Member had been lobbied about new flight paths and sought confirmation that no new flight paths were being introduced for westerly departures over south Luton. LLAO confirmed that there were no new departure routes.
- 6.2** A comment was raised that concerns over future airport capacity in the South East might result in LLA being required to shoulder more of the air traffic burden. Particularly if there were delays to planned expansion at Heathrow and elsewhere. It was suggested that the NTSC might like to consider its approach to such a requirement. It was agreed that this would be a worthy topic for future investigation and debate.

7. Date of Next Meeting

- 7.1** Monday 14th June 2010 at 14.00 – Rushton House

Admin