

**Minutes**

**Meeting of Noise & Track Sub Committee**

Monday 14 June 2010 – 14.00hrs Rushton House, London Luton Airport

**Attendees**

Mr M Routledge	- LLACC Chairman
Mr A Burke	- NATS Terminal Control
Mr J Charles	- Bickerdike Allen Partners
Mr P Dawson	- NATS Luton
Mrs K Goodman	- LLAO (Airfield Environment Officer)
Mr P Hunt	- LADACAN (substitute)
Mr T Lee	- LLACC - Airline Operator
Cllr B Lloyd	- Hertfordshire County Council
Mr R Monck	- 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**

Dr J Davis	- LADACAN (substituted by Mr P Hunt)
Mr R Hiscock	- Aylesbury Vale District Council
Cllr Sir B Stanier	- Aylesbury Vale District Council
Mr R Koukoulis	- LLAO (GM Airfield Operations)
Mr B Webb	- LLATVCC (substituted by Mr M Nidd)

**Action**

**2 Minutes and matters arising from NTSC meeting 8 March 2010**

**2.1** The draft minutes of the previous meeting were agreed as a true record and would be published as such.

**Admin**

**2.2** Item 2.6 – Noise Monitor locations – LLAO advised that receipt of the portable Noise Monitor was imminent and they would soon be ready to deploy the monitor at various locations; it is the intention to leave the monitor at a set location for approximately one month to ensure as much data is captured as possible. Tring and South Luton will both have monitoring carried out. An invitation was again given to attendees to nominate further secure locations.

**All**

**2.3** Item 3.3 – LLAO confirmed that a footnote had been added to the CDA adherence stats to clarify the reasons for differences between runway 08 and 26 based on interaction with Stansted traffic. However, NATS indicated that this was not a valid statement and LLAO therefore agreed to delete this.

**2.4** Item 3.7 – LLAO confirmed that the higher noise band aircraft are now

identified within the report.

- 2.5** Item 4 Noise Action Plan – LLAO informed that the DfT as yet have not finalised and adopted any of the Noise Action Plans. LLAO will be meeting with the DfT 21/6/10 to talk through Luton's plan and would report back at the next NTSC meeting. **LLAOL**

**3. LLAO Quarterly Environment Report for January, February, March**

- 3.1** Members noted the small increase in night activity despite the reduction in the overall activity for the same period last year. They questioned why night movements were up (albeit by one movement). LLAO explained that movement figures reflected the disruption that took place during January and February when the country and most of Europe were affected by snow, causing many flights to be cancelled or rescheduled.

- 3.2** It was questioned why the CAA airport statistics vary from the airport reports. The Committee was advised that the percentage figures may vary very slightly due to the CAA own interruption/categorisation of the figures which are provided by LLAO. .

- 3.3** Reference was made to the ad-hoc executive jet (MD87) that exceeded the night time noise levels on departure. It was questioned why the aircraft was allowed to depart at night. Whilst the aircraft was permitted to operate at that time, LLAO highlighted that the new NNP, which came into affect on the 1/4/10,now includes a scheduling ban at night on aircraft classified QC4 or above. However it was noted that this particular aircraft type could be classified either QC2 or QC4 depending on the engine variant.

- 3.4** The Sub-committee debated a number of possible improvements to quarterly reporting and in particular, the need to understand better the nature of night operations. LLAO agreed to review and rationalise certain tables such as potentially splitting table 2.1 into day and night and highlighting significant movements; to carry out further analysis of night time activity and produce a briefing note for the next meeting if appropriate. **LLAOL**

- 3.5** It was noted that CDA compliance continues to improve, with 85% of all arrivals being CDAs; however it was again questioned by members why CDA compliance was more difficult to achieve at night. NATS gave an explanation of the various options available to ATC controllers for arriving aircraft at night. ATC continue to work to improve CDA compliance.

- 3.6** Members requested additional information to include the aircraft operator as well as the aircraft type. **LLAOL**

- 3.7** Total passengers served decreased by 2%, total traffic movements decreased by 4%. This indicated some recovery from the 20% reduction that occurred in this quarter from 2008 to 2009.

- 3.8** The Committee noted that the noise monitor results show that the majority of departures still produced noise levels in the range 70-76 dB  $L_{Amax}$ . Of the 98 aircraft events producing departure noise levels greater than 80 dB(A), four aircraft types produced the majority of such departures, namely 26% by Airbus A300 aircraft, 26% by Boeing 737-800 aircraft, 18% by Boeing 757 aircraft, and 10% by the older Gulfstream executive jets.

- 3.9** The night-time noise contour area has decreased by 11%.
- 3.10** The number of complaints received was 107 compared to 97 for the same period last year, with the number of complainants increasing from 52 last year first quarter to 56 this year. The number of new complainants was 5. The number of events eliciting a complaint decreased from 260 to 198.
- 3.11** Complaints about helicopters reduced; approximately half of them related to helicopters not using the Airport, but simply transiting the airspace.
- 3.12** Questions were raised regarding the complaints received from Ashwell (30 events). The Committee was advised that information packs had been sent to the two complainants from Ashwell and agreed to look into their concerns again regarding any irregular unusual activity.
- 3.13** Complaints about westerly departures formed the largest % of complaints. (For this quarter westerly operations were 60%).
- 3.14** The majority of night complaints related to departing aircraft, primarily involving A300 cargo aircraft and turbo prop postal flights.
- 3.15** The Airport Environment Office continued to extend invitations to local residents to discuss concerns. The Airport during this quarter met the Environmental Health Manager of North Herts District Council, the LLACC Vice Chair, and met with Central Beds Council.
- 3.16** Members referred to the night movements by aircraft type and asked for a further explanation on the fleet mix and modal split and how it relates to the decrease in the noise contour. **LLAOL**

#### **4. Annual Monitoring Report 2009**

- 4.1** Copies of the AMR were given to all members present.
- 4.2** Members were advised to review the AMR 2009 report and send any questions to the LLACC administrator to allow a Q& A sheet to be compiled.

#### **5. RWY 26 Departure Track Keeping**

- 5.1** The Committee was advised that the last FLOPC meeting was postponed due to the volcanic ash problems that were being experienced during April. The Chairman informed that Rwy 26 Departure Track Keeping would be on the agenda for the meeting that is now scheduled for the 30th June 2010. It was explained that magnetic variation changes now meant that the SIDs as described would not exactly match the SID ground track and that all SID would need to be re-defined. This was a routine procedure necessary every 5 years or so. The Committee was advised that some trials on Brookmans Park departures would be conducted with aircraft flying at slower speeds to see if this improved track keeping – this would also be discussed at FLOPC.
- 5.2** Steve Patterson, the NATS Airspace Design Delivery Manager was introduced and he informed the NTSC that he was leading all development of airspace design for the London TMA.

**5.3** SP stated that in May 2010 several SID revisions were introduced at a number of airports including Luton. These related solely to vertical profile changes. All were simulated and introduced successfully except for the Luton 08 Compton 5C SID which now required slight vertical modification for safety reasons. A Compton 6C SID was proposed which shows a very slight environmental improvement on the 4C. All SIDs retain their existing track over the ground.

**6. Departure Code of Practice**

**6.1** The Committee was advised that a Departure Code of Practice was in development to complement the GA Pilot's Guide.

**6.2** The Committee noted that there was already a Standard Arrivals Code of Practice widely in use.

**7. Correspondence**

**7.1** The Committee noted the correspondence.

**8. Any Other Business**

**8.1** Departure slots – it was questioned how departure slots are meshed with NNP. The Committee was advised that ACL have full details of all LLAO's Policies and slots are allocated in exactly the same way as at the other London airports.

**8.2** Airport Economic Regulation Bill – The Committee was informed that the Queens speech will support the aviation industry. It was acknowledged that during delicate stages of negotiations it could be useful to have discussions to address the issues NTSC felt were important.

**9. Date of Next Meeting**

**9.1** Monday 6 September 2010 at 14.00 – Rushton House