

**Minutes**

**Meeting of Noise & Track Sub Committee**

Monday 14 December 2009 – 14.00hrs Rushton House, London Luton Airport

**Attendees**

Mr M Routledge	- LLACC Chairman
Mr S Bailes	- Hertfordshire County Council
Mr J Charles	- Bickerdike Allen Partners
Mr P Dawson	- NATS Luton
Mr S Earles	- LLAO (GM Planning & CSR)
Mrs K Goodman	- LLAO (Airfield Environment Officer)
Mr R Hiscock	- Aylesbury Vale District Council
Mr P Hunt	- LADACAN (substitute)
Mr G Lachlan	- LLACC - BBGA Operator
Mr T Lee	- LLACC - Airline Operator
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 H Thomas	- easyJet
Mr G Twiss	- PAIN
Mr S Turner	- Bureau Veritas (Consultant to LLAO)

**1 Apologies for absence and substitution**

1.1 Mr A Burke	- NATS Terminal Control
Dr J Davis	- LADACAN (substituted by Mr P Hunt)
Cllr Sir B Stanier	- Aylesbury Vale District Council
Mr B Webb	- LLATVCC (substituted by Mr M Nidd)

**2 Minutes and matters arising from NTSC meeting 8 June 2009**

- 2.1** Confirmation was sought from members that the minutes reflected statement of fact of the previous meeting.
- 2.2** Item 2.3 – Members were updated on the Noise Contour Calibration study by Bureau Veritas. The study had discovered that the Summer 2008 contour area using the latest improved version of INM had changed slightly, in the worst case scenario by 1dB(A), as the settings used to describe the dispersion of movements around the track centre line had inadvertently reverted back to the default values. It was noted that the population estimate had increased significantly as the contour has moved slightly to the north into a more densely concentrated housing area. The daytime population exposed to greater than 63 dB L had increased from 86 to 896 and night time noise population exposed to greater than 54 dB L had increased from 2,393 to 3,584. Discussions ensued regarding the implications of comparing this latest information with previous information,

**Action**

**Agreed**

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and the importance of track keeping along with information published in the AMR. The Chairman reiterated the importance of have having the most accurate contour information and to note that more people are now affected.

- 2.3 Item 2.4 – LLAO were still waiting for the question from PH to formulate their response.
- 2.4 Item 4.6 – Covered under subsequent agenda item
- 2.5 Item 6.5 – Covered under subsequent agenda item
- 2.6 Item 7.1 – LLAO informed that works to replace ILS system has now been completed and that Category 3b ILS would soon be available.
- 2.7 The Minutes were agreed subject to any changes stated.

**3. LLAO Quarterly Environment Report July, August and September 2009**

- 3.1 The Committee were briefed on the content of the Airfield Environment Report and noted the statistics within the report. The report identified that Aircraft movements were down by 14% compared to the same period last year and passenger statistics were also down by 8% compared to the same period last year.
- 3.2 The Committee were advised that CDA compliance statistics continued to improve, however night time CDA performance still remains lower than day time. LLAO and NATS continue to work with airline operators to try and improve achievement rates. LLAO agreed to carryout an analysis for the next meeting to identify if airlines differ in compliance and whether a particular period of the night was distorting the overall performance figures.
- 3.3 Daytime noise levels remained consistent with the majority of departures falling in the lower bands between 70dB(A) and 76dB(A) with no violations. Night time noise levels were similarly the same as daytime with 1 violation; 4 departures during the daytime were recorded at levels above 85dB(A). Members recognised that bands remained empty during the day time period and suggested that noise penalty limits should be reduced. LLAO informed that they are committed to look at the day time levels in the NAP and at the Flight Operations Committee (FLOPC)
- 3.4 There had been a significant drop in complaints compared to the same period last year from 315 to 203. Members noted that the one individual in Harpenden continues to report a large number of events and these events are no longer included in statistics. However, complaints of general disturbance are still included and this individual is still included in the number of complainants.
- 3.5 The Committee noted the number of new complainants during the quarter was 27. It was further noted that 69% of complainants contacted the airport just once, having received a detailed response and an information pack.
- 3.6 From the 203 complaints registered during the quarter a total of 139 were clearly correlated to a specific aircraft type, with many complaints being of a general nature.

- 3.7 Complaints relating to helicopters had reduced for the period and NTSC congratulated NATS and LLAO on their efforts.
- 3.8 105 complaints were attributed to westerly departures, 67 were of a general nature, 27 related to specific aircraft following the Clacton/Dover/Detling route, 10 on the Compton route and 1 on the Olney route.
- 3.9 From the 25 complaints attributed to easterly departures, 3 were of a general nature 19 related to aircraft following the Compton route, 2 on the Clacton/Dover/Detling route and one on the Olney heading.
- 3.10 Members noted that Caddington appears to have a higher number of complaints this quarter than normal. LLA advised that the majority of these related to a small number of aircraft given revised vectors for reasons of weather avoidance during the early part of July.
- 3.8 It was **agreed** by members that the summary of key facts should continue to be submitted to LLACC for their consideration.

4. **Night Noise Policy Review**

- 4.1 The Committee were reminded that the current Night Noise Policy still remains in place up to 31st March 2010. However LLAO did advise that they were in the process of reviewing the Policy.
- 4.2 A number of areas for possible inclusion were outlined to members but it was stressed that these were awaiting LLAO Board Approval and would be discussed in full at a special Night Noise Policy Review Meeting to be held in January.

**Secretary's Note:** this has now been scheduled for the 25 January 2010.

**All to note**

5. **Draft Noise Action Plan Consultation Result**

- 5.1 LLAO updated members on the consultation responses received to date and reminded that the formal consultation continues up 17th January 2010.
- 5.2 LLAO informed that they had held a number of stakeholder meetings, primarily with local authorities (including officers and planners) and one community group (The Chiltern Countryside Group). One public exhibition had already been held on the morning of the last LLACC meeting with a further planned for the 4th January 2010.
- 5.3 Several requests have been made for the Executive Summary of the NAP via the website and LLAO thanked those who have already submitted their response.
- 5.4 The Committee discussed the 5 consultation questions raised in the Noise Action Plan and proposed responses. It was agreed that the Chairman should prepare a response for consideration by LLACC members.

**Chairman**

6. **Feedback from Flight Operations Committee (FLOPC)**

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- 6.1** The Chairman informed that he had recently attended a FLOPC meeting which had been well attended by the airline operators and NATS.
- 6.2** The Chairman highlighted some of the issues discussed, these included track-keeping on the Brookmans Park departure route and discussed the apparent difficulties on achieving the turn. There were many differences of opinion amongst the pilots on best way to achieve a good track record and many of those airline representatives present at the meeting were unaware that while they complied with the published departure instructions the resulting track was not always as depicted on the maps and was a cause of concern. The pilots all agreed that they would review and where possible, modify their operational methods to try and improve track keeping during this departure.
- 6.3** The Chairman informed that LLAO would be investigating for the FLOPC the night CDA performance by analysing hourly night performance. NTSC Members suggested that individual airline performances should also be considered. LLAO agreed that they could provide this information.
- 6.4** TC North Consultation – The Chairman advised that the TC North Consultation was on hold until at least September 2010. However in the meantime NATS plan to make a procedural change to the height restriction on the easterly departures (Brookmans Park only) to 5000ft from 4000ft, this will help people on the ground and will give a minor but welcome environmental benefit.
- 6.5** The Chairman informed that the whole attitude from the FLOPC was very positive and those present were reacting positively to the concerns of the communities being overflowed.

**LLAO**

**7. Any Other Business**

- 7.1** LLAO informed that they are currently looking to arrange an independent audit to be carried out on their Topsonic Noise and Track Keeping system some time in the New Year.
- 7.2** WHO New Night Noise Guidelines – The Committee were advised of a new publication issued by the World Health Organisation for New Night Noise guidelines. The guidelines suggest 55 dB L night. (Most airports use 55 dB L night for insulation purposes). It was suggested that the new guidelines should be considered in the ongoing review of the Night Noise Policy at Luton.
- 7.3** Departure Code of Practice – Stansted have issued an interim Departure Code of Practice which includes ground operations and taxiing in from the runway to Apron on one engine, helping to reduce environmental impact. LLAO informed that they will be developing their own Departure Code Practice for Luton.
- 7.4** LLAO advised that as part of their commitments for the Draft Noise Action Plan they are purchasing a new mobile Noise Monitor. The monitor can be sited for extended periods of time in locations agreed by LLACC and members were therefore asked to consider what locations would benefit from the monitoring.

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| <b>8.</b>  | <b>Date of Next Meeting</b>                    | <b>Action</b> |
| <b>8.1</b> | Monday 8th March 2010 at 14.00 – Rushton House | <b>Admin</b>  |