

Minutes

Meeting of Noise & Track Sub Committee

Monday 9 March 2009 – 14.00hrs Putteridge Bury

Attendees

Mr J Bailey	- LLACC Chairman
Mr S Bailes	- Hertfordshire County Council
Mr A Burke	- NATS Terminal Control
Mr J Charles	- Bickerdike Allen & Partners
Mr P Dawson	- NATS Luton
Mr S Earles	- LLAO (GM Planning & CSR)
Mr A Divney	- LLAO (Community Relations Executive)
Mrs K Goodman	- LLAO (Airfield Environment Officer)
Mr R Hiscock	- Aylesbury Vale District Council
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)
Cllr Sir B Stanier	- Aylesbury Vale District Council
Cllr P Swaisland	- Bedfordshire County Council
Mr N Thompson	- LLAO (GM Business Compliance & Fire)
Mr S Turner	- Bureau Veritas (Consultant to LLAO)
Mr G Twiss	- PAIN
Mr R Wood	- LADACAN (substitute)

1 Apologies for absence and substitution

1.1	Dr J Davis	- LADACAN (substituted by Mr R Wood)
	Mr B Webb	- LLATVCC (substituted by Mr M Nidd)
	Cllr D Rowlands	- Buckinghamshire County Council
	Mr A Judge	- LLAO Operations Director
	Mr R Koller	- Bedfordshire County Council

Action

- 1.2** Members were informed of the organisational changes within LLAO: Neil Thompson will be taking on a new role as General Manager: Business Compliance & Fire. As a result, noise and safeguarding matters will be subsumed into the Planning & Corporate Social Responsibility department, led by Simon Earles. Neil will continue to attend NTSC and LLACC meetings giving his support and expertise on specific areas.
- 1.3** NTSC Members thanked NT for his contribution and valued expertise that he has given the group.
- 1.4** The Chairman informed that following discussions with Glyn Jones, Simon Earles and the Vice Chair, it was felt that NTSC and LLACC meetings needed to be more efficient and effective so as to give clearer direction for all parties concerned.
- 1.5** The Chairman suggested that a draft set of NTSC minutes are unnecessary

for LLACC meetings but that Jeff Charles' current note on the Quarterly Environment report should be expanded to provide a note to LLACC on all agenda topics. The wording would need to be agreed by members during each meeting.

- 1.6 Some members disagreed and felt that the proposal would not work as some members of LLACC would feel that they would not be able to debate issues such as noise which have previously been debated at NTSC, nor have the opportunity to raise queries on the Environment Report.
- 1.7 There was agreement that it was important to make the main committee more effective and to ensure that the note from NTSC covers enough to avoid temptation to also have the draft minutes of NTSC considered by LLACC.
- 1.8 The Chairman reiterated that the role of the NTSC is to consider on its own initiative or by direction of the Consultative Committee any question in connection with the Airport affecting noise and flight paths; to act as an advisory body to the Consultative Committee on such matters; and to report to the Consultative Committee on their considerations and, where appropriate, to make recommendations. This does not require NTSC minutes themselves to go to LLACC.
- 1.9 Members eventually agreed that the note from NTSC not the minutes should be submitted to the next LLACC meeting and that the Quarterly Environmental Report would be an Annex to the LLACC agenda not a main agenda item. The Chairman agreed to send a letter of explanation to all LLACC members.

Chairman

2 Minutes and matters arising from NTSC meeting 1 December 2008

- 2.1 Item 2.5 – The Chairman informed that NATS had confirmed that they will be re-consulting on the TCN proposals, but have not yet accepted LLACC's invitation for a meeting.
- 2.2 Item 5.2 - Concerns were raised that minute 5.2 did not accurately reflect the NATS statement. NATS clarified that aircraft should remain on the SID, but ATC may vector the aircraft only after 3000ft during the day and 4000ft at night.
- 2.3 Annex B
 - Item 1 – should read: "if the area exceeds 60.6 km²".
 - Item 2 – should read: "Since 1999, contours shrank from 37.2 km² to 20.8 km² in 2004.

3. Minutes and matters arising from special NTSC (Night Noise Policy) meeting 27 January 2009

- 3.1 NTSC members suggested minor changes, below, to a proposed new night flying policy, with a view to it being recommended to LLACC.
- 3.2 Section A – Members agreed that the over-arching objective should be called an aim.
- 3.3 Section B – Bullet 1 to read "To reduce over time the overall noise at night."

- 3.4 Section B – Bullet 4 to read “To limit the future overall noise by appropriate methods.”
 - 3.5 Sections D, E and F – the word “will” to be changed to “should”.
 - 3.6 Section D (ii) – Amend to read “There should be a noise quota budget of (figure to be agreed with LLAOL based on 2008 level) to reduce by x% pa (figure to be agreed with LLAOL)”.
 - 3.7 Section D (iv) – Amend to read “Total annual movements should not be allowed to exceed current levels (2008) with no more than 1/300 (actual figure to be agreed with LLAOL) of this total permitted on any one night.”
 - 3.8 It was recognised by members that LLAOL will ultimately have the final decision on the Night Noise Policy and that NTSC/LLACC can only give recommendations. However members felt that LLAOL should acknowledge the recommendations proposed by the NTSC/LLACC and feedback on the reasons that any are not acceptable. It was agreed that the suggested policy should be the basis of discussions with LLAOL.
- 4 LLAO Quarterly Environment Report – October, November, December 2008**
- 4.1 It was **agreed** that the report from NTSC (attached as Annex A), highlighting key information, should be submitted to LLACC for their consideration once JC has updated it to reflect the discussion. **LLACC
JC**
 - 4.2 Members noted the reduction in aircraft movements during the period compared to last year. LLAO confirmed that this was due to easyJet reducing their aircraft movements although their passenger numbers remain fairly consistent and a drop in GA traffic year on year due to the economic down turn.
 - 4.3 Night time movements decreased by 18% during the period compared to the previous year. LLAO informed that the majority of night movements are arrivals between 23.00hrs and midnight. Members recognised that there was still significant provision within the current night contour to increase movements without reaching the limit of the contour area.
 - 4.4 Members requested totals for both day and night CDA compliance. **LLAO**
 - 4.5 Members pointed out that the ceiling for daytime noise limits is too high in that there are very few movements recorded in the three bands below the infringement level. LLAO stated that, because the fleet operating at Luton is now much quieter, aircraft very rarely exceed the noise violation limits. LLAO advised that the noise limits are similar to other airports, and in many cases more stringent.
 - 4.6 LLAO confirmed that they do not make adjustment for the location/height of the monitoring points at Luton.
 - 4.7 Questions were raised by members regarding complaints as LLAO have stopped logging the number of events reported by one serial complainant (up to 50 or 60 events a day are currently being received) as this was not giving a

true reflection on the number of events eliciting a complaint. The reported concerns are still counted as complaints of general disturbance and frequency and as such are still included in those statistics. LLAO agreed that this will be fully explained in the Quarterly Report..

Action
LLAO
(actioned)

- 4.8** Members noted that a large proportion of total complaints related to cargo and helicopter movements. JC to include explanation in his note. **JC**

5. Night Movements over the last 2 years

- 5.1** Comment was made that the report showed that, in both 2007 and 2008, 28 per cent of the movements during the 8-hour night period took place in the 6 hours of the week between 06:00 and 07:00, Monday to Saturday, and that a chart in the AMR shows that a large majority of these movements in 2007 were departures.

- 5.2 Chairman’s Post meeting note.** LADACAN has asked that a table be provided for LLACC to show the number of night movements in the night policy period (23.00 to 06.00 Monday – Saturday and to 07.00 on Sundays) over selected years and that there was a 35% increase from 2003 to 2007. The full data from 2001, taken from the Annual Monitoring Reports, is below.

2001	2002	2003	2004	2005	2006	2007	2008
9,838	7,883	7,602	7,741	9,423	8,719*	10,290	9,881

* runway closed for part of the night for several months

6. Variation in maximum noise levels recorded by LLAO

- 6.1** LLAO informed that analysis of flight track data highlighted very little variation in the altitude or noise levels of departing aircraft between runway 08 and 26. Small variations may occur due to aircraft type, load factor and meteorological conditions etc but only minimal differences were identified between east and west.

- 6.2** LLAO were asked to look at the noise bands to see if they can be broken down into east and west. LLAO agreed to review. **LLAO**

7. Monitoring Track Deviations

- 7.1** Questions were raised regarding the definitions of aircraft being off track: Those vectored away from the NPR by NATS; those deviating only slightly outside the swathe; those due to variances in barometric setting and those that are flagrantly off track.

- 7.2** The noise advisor informed that other airports take their information straight out of their Lockhart monitoring systems.

- 7.3** For Luton vectoring altitude remains 3000ft above mean sea level (AMSL) which is calculated by barometric pressure.

- 7.4** Members noted the comparative data and achievements from the other UK airports and that those figures are not strictly comparable with those for Luton.

8(i). Environment Noise Directive: Noise Action Plans

<p>8.1 It was noted that the guidance on Noise Action Plans from DEFRA should be available in late March. The guidance is likely to say that action plans are to be drawn up with Airport Consultative Committees, followed by a 16 week period of consultation before submission in November 2009. LLACC will need to decide how to take part in the process if invited to do so by LLAO.</p>	<p>Action LLACC</p>
<p>8(ii) Environment Noise Directive: Defra consultation on amendments</p>	
<p>8.2 Members were advised of the consultation and that the LLACC noise advisor will be preparing a draft response for LLACC to consider at its meeting in April, based on the series of questions posed, so as to respond to Defra by 11 May.</p>	<p>JC</p>
<p>8.3 Q1 (Identification of quiet areas) – Members were happy on the understanding that these will include consideration of nationally important quiet areas, e.g. the Chilterns, and other local quiet areas.</p> <p>Q2 (Consolidated noise maps) – Agreed as maps would have been meaningless.</p> <p>Q3 (Guidance on limit values) – Members would like the Secretary of State to give more guidance on limit values.</p> <p>Q4 (Other comments) – None.</p>	
<p>9. NATS Consultation on TC North</p>	
<p>9.1 The letter from NATS indicates a second consultation starting no earlier than July. Concerns were raised that this may again clash with the summer holiday period.</p>	<p>LLACC to note</p>
<p>10. Any Other Business</p>	
<p>10.1 Members were reminded of the organisational changes affecting Bedfordshire and that the membership of NTSC would need to be considered in the light of the creation of a new Central Bedfordshire Council. The Chairman advised that the new authorities had been approached over membership of LLACC but no reply had yet been received.</p>	<p>Secretary to chase</p>
<p>11. Date of Next Meetings</p>	
<p>11.1 Monday 8 June 2009 at 2.00pm. Monday 14 September 2009 at 2.00pm.</p>	<p>All</p>