

Minutes

Meeting of Noise & Track Sub Committee

Monday 1 December 2008 – 14.00hrs Putteridge Bury

Attendees

Mr J Bailey	- 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 R Hiscock	- Aylesbury Vale District Council
Mr P Hunt	- LADACAN (substitute)
Mr R Koller	- Bedfordshire County Council
Cllr B Lloyd	- Hertfordshire County Council
Mr R Monck	- Hertfordshire County Council (substitute)
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 P Swaisland	- Bedfordshire County Council
Mr N Thompson	- LLAO (Airspace & Airfield Environment Manager)
Mr S Turner	- Bureau Veritas (Consultant to LLAO)
Mr G Twiss	- PAIN

1 Apologies for absence and substitution

1.1 Dr J Davis	- LADACAN (substituted by Mr P Hunt)
Mr B Webb	- LLATVCC (substituted by Mr M Nidd)
Cllr R Berry	- South Bedfordshire District Council
Mr A Judge	- LLAO Operations Director
Mrs P Harris	- Committee Administrator
Cllr Sir B Stanier	- Aylesbury Vale District Council

Action

2 Minutes and matters arising from NTSC meeting 15 September 2008

- 2.1** Item 2.1 It was **noted** that work on the LLACC website was still in progress although for the first time the agenda and quarterly report had been uploaded onto the website prior to the meeting.
- 2.2** It was **agreed**, following discussion, that draft minutes (with a footnote DRAFT, to be approved at the next meeting on) be available to view on the LLACC website and replaced with the final copy, once approved.
- 2.3** Item 2.4 It was requested that this item be amended to reflect that arriving aircraft established on the ILS can be either side of the centreline due to the localiser transmitting either side of the centreline as a funnel that narrows closer to the runway.

LLACC Admin

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| | Action |
| 2.4 <u>Item 2.5</u> It was confirmed that there were no set arrival routes prior to aircraft intercepting the final approach flightpath and therefore potential track violations could not be automatically monitored by the Topsonic system in the same way as for departures. | |
| 2.5 <u>Item 4.2</u> The Chairman confirmed that he had sent a letter to NATS asking for a meeting to discuss the response to previous questions raised in relation to the TCN Consultation but that no response had yet been received. Peter Dawson, from NATS Luton, undertook to follow up this request. | PD |
| 2.6 <u>Item 4.2</u> Several members of the Committee reported attending a recent series of workshops held by the TC North team. These meetings were attended by invited representatives of County Councils, airports and the Chilterns Conservation Board. Discussions concentrated on obtaining further details of local constraints, such as AONBs and future development areas. Those that had attended advised that no new information with regard to LLACC's concerns had been introduced by the NATS team. | |
| 2.7 NTSC members were disappointed that LLACC had not been invited to be represented at this meeting but it was emphasised that this was a strategic meeting, giving local authorities an opportunity to provide relevant local area information and to suggest possible constraints to alternative options, which were taken away by NATS for further consideration. It was clarified, however, that in accordance to CAP 725 guidelines any revised proposals would be the subject of further consultation and that LLACC would be a consultee in this process. It was noted that the meeting in question was attended by a senior member of DAP, as an observer. | |
| 2.8 <u>Item 6.1</u> Information was provided of a commercial web site that provides data on delays but LLAO confirmed that the airport log both runway touch down and on-stand times for arrivals (as well as push-back and start of roll times for departures) and that punctuality data is produced in line with the criteria used for CAA statistics. | |
| 2.9 The Vice-Chairman requested that it be included in these minutes that he has never criticised the Committee Administrator in respect of NTSC or LLACC minutes. He stressed that he appreciated they were always a clear and balanced account of the meetings. | |
| 3 LLAO Quarterly Environment Report – July, August, September 2008 | |
| 3.1 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 |
| 3.2 It was noted that, although overall traffic movements had reduced by 2.5% (section 2), the number of passenger movements had increased by 2.6%. The continued improvement in the percentage of arrivals achieving a CDA was noted with pleasure. | |
| 3.3 With regard to aircraft noise levels (section 3), a request was made for a one-off report to identify any significant variation in maximum noise levels recorded by the single monitor to the east of the airport or the two monitors to the west. LLAO agreed to consider this. | LLAO |

3.4 A suggestion was made that the infringement level for departures should be lowered as no movements were recorded within the two bands below the infringement level. LLAOL explained this was because they encourage use of the quietest aircraft.

4 Night Noise Policy Review

4.1 Report by LLAOL

4.1.1 With regard to the Managing Director's statement concerning the night noise policy, the Chairman suggested that NTSC should welcome the fact that LLAO would take into account all comments made by the NTSC during the Master Planning process.

4.1.2 A lengthy debate took place concerning timescales for the discussion and preparation of suggestions from NTSC to be considered for inclusion in a revised night noise policy. Concern was expressed that the extension of the existing policy to March 2010, and its linkage to the Master Plan, could lead to no changes until a year or two after that. It was **agreed** that any comments be directed to the airport as soon as possible and that a special meeting be scheduled at the end of January for this purpose.

4.1.3 In the meantime the Chairman outlined, for consideration by LLACC, some comments that reflected the discussion and which could form the basis of a later submission of views. (Updated version attached as Annex B).

LLACC

4.2 Report by LADACAN

It was **agreed** to take this report forward to the special meeting.

4.3 Report by LLATVCC

It was **agreed** to take this report forward to the special meeting.

5 Report by LLAOL on the monitoring of Track Deviations

5.1 This paper had been prepared by LLAO, as requested, to summarise the manual process required after the Topsonic system automatically flags any track deviations. This process was outlined to NTSC members during the recent visits to the Airfield Environment Office.

5.2 It was emphasised by NATS that aircraft are only required to remain within the Noise Preferential Route (NPR) corridor until they reach 3,000ft during the day or 4,000ft at night, after which time they may be given revised vectors by Air Traffic Control.

5.3 With track compliance of 99.6% for the sample week in question, members asked for a comparison of track compliance statistics from other airports and the level of reporting to those Consultative Committees. It was **agreed** that Jeff Charles should obtain some comparative data in this respect and that the report be considered again at the next full meeting.

JC

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| | | Action |
| 5.4 | It was noted that all deviations are investigated and that there is a valid reason for most of them. The Committee asked for a similar report to be produced once a year to try to understand if the situation is improved by the time and effort devoted to it by LLAOL. | |
| 5.5 | Concern was expressed that the public find it difficult, at times, to understand why aircraft fly outside the published swathes, despite the Airport providing detailed information. | |
| 6 | Updated Report by Bureau Veritas on Noise Contour Production | |
| 6.1 | The LADACAN representative had a few small issues to raise with regard to the above report but agreed to discuss these with Stephen Turner outside the meeting. | |
| 7 | Report by Hertfordshire CC on the Stansted G1 decision | |
| 7.1 | Members noted the above paper which showed that the Inspector had recommended the use of a night noise contour control but that had been rejected by the Secretaries of State on the grounds that there is an established night noise regime at Stansted, set by the Secretary of State for Transport. Steve Bailes was thanked for this report. | |
| 8 | Any Other Business | |
| 8.1 | The Chairman advised that a special meeting to discuss and outline suggestions with regard to the Night Noise Policy will be scheduled for late January 2009 (date to be confirmed). | Chairman |
| 9. | Date of Next Meetings | |
| 9.1 | Tuesday 27 January 2009 at 2.00pm.
Monday 9 March 2009 at 2.00pm.
Monday 8 June 2009 at 2.00pm.
Monday 14 September 2009 at 2.00pm. | All |

LLACC NOISE AND TRACK SUB COMMITTEE REPORT TO LLACC ON AIRFIELD ENVIRONMENT REPORT

PERIOD: JULY TO SEPTEMBER 2008

KEY FACTS

**2008
CURRENT**

**2007
PAST**

TOTAL Aircraft Movements

32,434	2.5% DECREASE
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33,255

TOTAL Passenger Statistics

3,124,997	2.5% INCREASE
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3,048,605

Runway Usage

Easterly 24%	Westerly 76%
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Easterly 19%	Westerly 81%
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Day/Night Ratio

Day 90%	Night 10%
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Day 90%	Night 10%
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Total Night Movements (23.00-07.00)

4330	0.7% DECREASE
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4,360

Departure Route Analysis % on Routes:

Clacton 37%	Compton 47%	Olney 16%
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Clacton 34	Compton 48	Olney 18
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Continuous Descent Achievement: Daytime (Night-time)

RWY 08	RWY 26
93%	87%
(82%)	(77%)

RWY 08	RWY 26
90%	86%
(80%)	(68%)

Noise Monitor Results

Number of Departures	>85 dB(A)
DAYTIME	3
NIGHT-TIME	0

DAYTIME	12
NIGHT-TIME	0

Noise Violations

DAYTIME	0
NIGHT-TIME	0

DAYTIME	0
NIGHT-TIME	0

Night-time Contour (>48 dB L_{Aeq,8h})

37.9 km ²	3% INCREASE
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(32.78 km ²) ⁽¹⁾	36.7 km ²
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[N.B. Planning Conditions: Action Level 60.6 km², Limit 85.0 km²]

⁽¹⁾ 32.78 km² was computed using old prediction methodology

2008

2007

CURRENT

PAST

Numbers of Complaints

315	3% INCREASE
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307

Numbers of Complainants

203	19% INCREASE
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171

Numbers of Events

787	64% DECREASE
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1293

Source of Complaints

Helicopter Operations	9.5%
Westerly Departures	35%
Easterly Departures	17%
Westerly Arrivals	3%
Easterly Arrivals	15%

29%
28%
12%
9%
6%

Aircraft most complained about

Helicopters	10%
Cargo Aircraft	16%
Passenger Aircraft	25%
Private Aircraft	8%

29%
12%
16%
10%

Origin of Complainants (Locations with >5)

Locations
Harpenden
Luton
Caddington
Little Gaddesden
Whitwell

Locations
Harpenden
Luton
Flamstead
Markyate

NTSC Minute on this AER

The Committee noted the latest quarterly report, and discussed its contents and agreed that the following points should be reported to LLACC.

- Total passengers served increased by 2.5%, passenger traffic movements increased by 2.7%.
- Total aircraft movements reduced by 2.5%, due to a reduction in General Aviation activity.
- The total movements in the night period, 23.00-07.00 decreased by 0.7%.
- The airlines achieved in the period Continuous Descent Approaches, CDA, for 87% of all arrivals, whereas in last year's third quarter only 84% was achieved. The CDA achievements were greater for arrivals that approached from the west on to Runway 08, and were less at night than during the day on either runway. The Airport and NATS have been and are continuing to work to improve achievement rates. There has been some improvement with night-time CDA achievement, especially on RWY 26.
- The noise monitor results show an improvement from last year with less aircraft producing departure noise levels greater than 85 dB L_{Amax}. There were no noise violations.
- The noise monitoring data indicates that there were no aircraft producing noise levels during

daytime greater than 88 dB(A); that is all aircraft at least 6 dB(A) less than the Daytime Noise Violation Limit of 94 dB(A).

- The night-time noise contour area has increased by 3% from that for the similar period last year, and over the last five years by about 66%.
- The total number of complaints increased from 307 last third quarter to 315 in the same period this year.
- The number of complaints over night disturbance has increased from 67 last third quarter to 111 in the same period this year – an increase of 66%.
- The number of complainants increased from 171 last third quarter to 203 this year.
- However the number of events eliciting a complaint reduced from 1293 to 787.
- The complaints over helicopters which have formed the largest % of complaints has now reduced.
- The Airport Environment Office continues to discuss issues directly with local residents, and in this period met with residents from Pepperstock, Chiltern Countryside Group, St Albans, and members of LLACC and NTSC.

LUTON AIRPORT: Night Noise Policy

NTSC **agreed** that LLACC should be asked to note that:

- 1 The 1998 planning conditions specify an area limit of 85.0 km² for the maximum permitted 48 dBL_{Aeq8h} night time contour and require a noise reduction action plan to be implemented if the area exceeds 60.6 km². These are based on the 1984 actual and the 1999 predicted contours which were prepared by the CAA using the ANCON1a and ANCON2 methods respectively.
- 2 Since 1999 the contours shrank from 37.2 km² to 20.8 km² in 2004. Since then the contours have been growing and in 2007 covered 33.2 km² with a population count of 9,558.
- 3 Since 1984 the number of annual night movements has grown from 4,381 (of which 1,275 were over 16 tonnes) to 7,979 (4,827 over 16 tonnes) in 1999 and 10,290 (of which 8,508 were over 16 tonnes) in 2007. (NB. These figures are for the night period of 23.00 hrs until 06.00 hrs Mon-Sat and until 07.00 hrs on Sundays, as defined in the Night Noise Policy)
- 4 The existing night noise policy (known as Issue 7), which runs to 31 March 2009, does not seek to directly limit the number of movements but imposes financial penalties on any aircraft that exceeds 85dB(A) and includes the noise contour area limit mentioned above.
- 5 The Managing Director of LLA has said that, in the absence of a Master Plan, the current night policy will be extended to 31 March 2010. He has confirmed that in the meantime the Consultative Committee will be involved in the Master Planning process and also that LLA will take into account the comments that have been raised on night noise by NTSC.
- 6 NTSC also assume that LLACC will be consulted by LLA when a Noise Action Plan is being prepared, as required by the EU Environmental Noise Directive (END) 2002/49/EC.
- 7 NTSC, supported by LLACC, has in the past, expressed concern that the night noise climate is getting worse and has expressed the wish for action to be taken to limit the problem. This would be in line with the Airport's Community Engagement Strategy which gives a commitment to review "environmental penalties levied on aircraft" in 2008.
- 8 NTSC note the reluctance of LLA to vary the existing night noise policy whilst the Master Plan is still being formulated but will now urgently define the criteria that it considers should be recommended to LLACC as the basis of a new night noise policy to be introduced by LLA no later than 1 April 2010.
- 9 In order to progress this as quickly as possible NTSC will meet again at the end of January 2009 and will have reports available on the policy at other airports so as to consider appropriate night noise control mechanisms and levels that might be suitable at London Luton Airport, bearing in mind its location but also its important economic role.