



Minutes

Meeting of Noise & Track Sub Committee

Monday 10 March 2008 – 15.30hrs. Puttridge Bury

Attendees

Mr J Bailey	-	LLACC Chairman
Mr S Bailes	-	Hertfordshire County Council
Cllr R Berry	-	South Bedfordshire District Council
Mr A Burke	-	NATS
Mr J Charles	-	Bickerdike Allen & Partners
Mrs K Goodman	-	LLAO (Airfield Environment Officer)
Mr P Hunt	-	LADACAN (substitute)
Mr R Koller	-	Bedfordshire County 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 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)
Cllr Sir Beville Stanier - Aylesbury Vale District Council
Mr B Webb - LLATVCC (substituted by Mr M Nidd)
Mr R Hiscock - Aylesbury Vale District Council
Mr A Judge - LLAO Operations Director
Mr F Cusden - NATS

- 1.2 A comment was made that some members (generally non local authority members) find printing out their own copies of the agenda papers (part in colour) very time consuming and expensive. The NTSC were informed that it is the airports ambition not to send out hard copies of papers. The Chairman informed that in the future it was intended to publish papers on the LLACC web site. It was **agreed** to circulate documents electronically and have them projected on to a screen at the next NTSC meeting.

2 Minutes and matters arising from NTSC meeting 26 November 2007

- 2.1 Item 2ii. Departure Speed Trial. The Committee were informed that following the announcement by NATS of their proposed radical changes to Luton's departure routes the trial on departure speed restrictions has now been overtaken by the proposed TC North changes.
- 2.2 Item 2x and xi. Helicopters. Members were advised that any deviations from the new routes monitored by LLAOL would only apply to Luton destination helicopters (see also discussion under item 6).

- 2.3 Item 3iv para 4.1.5. Track keeping. Members were advised by LLAO that to compile a report on the number of aircraft that fly off track would be a very difficult process to automate and aircraft can be legitimately off-track for a variety of reasons. The Committee were still keen to establish the number off track infringements Luton have had and how many other occasions there have been which have gone unreported. Jeff Charles advised that Stansted Airport Consultative Committee are provided with all off-track information and that, with the TC North proposals, everyone will be looking at track keeping more closely.

The Chairman suggested that members visit the Airfield Environment Office to look at the system in use and to understand the processes in place.

It was **agreed** that the secretariat should arrange dates for all members of NTSC to be invited to the Airfield Environment Office for an overview of the monitoring system.

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- 2.4 Item 4iv and ix. CDA compliance. LLAO are continuing to work with NATS to achieve higher CDA compliance particularly during the night period. The Committee were advised that CDA day and night compliance breakdowns is something that is being progressed along with the reporting methodology. Trends and graphs are beginning to highlight an upward trend and performance reports are forwarded to the TC watches. It was suggested that NATS should work with those operators with poorer performance rates.

It was **agreed** that LLAO, with the help of NATS, will continue to monitor and report on CDA compliance and that hopefully an improvement in the trend will be seen over the next 12 months. The Committee was particularly interested to see a breakdown between day/night and summer/winter. **LLACC to note** that it appears easyJet have taken more interest in CDA at Luton since the last NTSC meeting.

LLAO

- 2.5 Item 5. ANASE. The Chairman confirmed that a letter had been sent informing the Aviation Minister of the concerns viewed by the LLACC. The reply had advised that future action is being considered by the DfT's Air Noise Monitoring Advisory Committee (ANMAC). The Chairman felt that the debate will continue and confirmed that the correspondence will be on the agenda for the main committee.
- 2.6 Item 6. Environmental Noise Directive. Following requests for the noise maps the Committee were advised that those for all airports can be found on the Defra website. LLAO informed that the Bureau Veritas presentation from the previous meeting has been emailed out to members.

The Committee were informed that Defra, with advice from the Airport Operators Association, have developed draft guidance for airport operators on the preparation on noise action plans. Defra will be consulting widely on the guidance and thus the preparation of action plans is still a long way off.

3 **LLAO Quarterly Environment Report – October; November December 2007**

- 3.1 At the last LLACC it was agreed that NTSC should be asked to look again at how they report on the Quarterly Environment Report. A new format of a summary of the Quarterly Environment Report has been produced by the LLACC Noise Advisor to aid and highlight areas of significant interest to members and to facilitate comments on them from NTSC to LLACC. It was hoped that the wording of the specific comments could be agreed at the meeting so as to overcome the suggestions previously made that NTSC minutes are not agreed by the time LLACC meets.

Comments were received from members regarding the summary indicating a concern that it might not provide adequate advice to the main committee. The Chairman noted the concerns raised but suggested the template should be used, and areas highlighted for the information of LLACC.

- 3.2 A comment was made that the complaints section of the LLAO website is not easily accessible. Members were invited to trial the section and give feedback at the next meeting. **All**
- 3.3 Members **suggested** that the airlines responsible for 0.1% of movements that register noise between 82 and 85>dB(A), as shown in the noise monitor results, be contacted to see if any action can be taken so they avoid registering within that band . **LLAO**
- 3.4 It was **agreed** that the report from NTSC (attached as Annex A), highlighting key information, should be submitted to LLACC for their consideration. **LLACC**
- 4 **Night time aircraft analysis**
- 4.1 LLACC had asked NTSC to look at night time noise and movements in more detail. LLAO agreed to prepare a report for the next meeting of NTSC. **LLAO**
- 5 **Aircraft tracks over Harpenden**
- 5.1 LLACC had asked NTSC to look at aircraft tracks over Harpenden. The Committee were advised by LLAO that a lot of time and work could be carried out on the analysis but as routes are likely to change within the next 12 months, it was **agreed** to advise LLACC that it did not seem worthwhile to progress the analysis at this time.
- 6 **Helicopter tracks over Harpenden** (included in the Quarterly Environment Report)
- 6.1 With the introduction of the new helicopter VPR's, and the introduction of a one way system depending on the runway in use, a steady reduction has been seen in the number of helicopters transiting Harpenden. It was **agreed** that these early improvements are welcome and that it would be worth monitoring the situation at intervals to check on further improvements. **LLAO**
- 6.2 It was reported that NATS are advising transiting helicopters to follow the VRP's but it is the pilots decision whether or not to follow that advice. NATS informed that at least 50% of helicopter traffic is transit and they cannot stop a VFR helicopter from transiting the Class D Luton controlled airspace.
- 6.3. It was further highlighted that there were probably only about 3 helicopters a day that arrive and leave LLA.
- 6.4 It was **agreed** that LLACC be advised of the welcome reduction in the number of helicopter movements over Harpenden as a result of the new helicopter procedures.
- 7 **Annual Noise Contours 2007**
- 7.1 The report from LLAO compared day time and night time contours for 2004 to 2007. The 57 dB(A) 2007 day time contour had increased by 4.6% (3% increase in movements) from 2006 and it was noted that there had been a relatively high percentage of westerly operations (around 84%). At night the 48dB(A) contour was 13.3% larger, based on a 12.9% increase in movements.
- 7.2 LLAO also reported the results of a study to compare INM 6.2a with INM 7.0. As had been expected, the INM 7.0 contours are generally larger as it provides a better representation of the propagation of noise from aircraft in flight. It was **noted** that the area of the 57 day time contour had increased by 1.61 Km² (15.31 to 16.92) and the 48 night time contour had increased by 3.79 Km² (33.09 to 36.88). LLAO will now use INM 7.0 for all 2008 contours.
- 7.3 As part of the calibration process for the annual contours and also following an earlier request from NTSC the actual routes flown by aircraft departing on runway 026 had been examined and the input to contours adjusted as it was found that some aircraft are travelling towards the northern side of the swathe. This has resulted in a small

increase in the contours and has been used in the summer 2007 contours and will be used for all 2008 contours.

- 7.4 LLAO advised that all noise contours for 2007 (i.e. day and night for both the quarterly reports and in the annual monitoring report) will use INM Version 6.2a and INM Version 7.0 will be used for all 2008 contours.

8 Mentmore Noise Monitoring

- 8.1 The Committee were advised that further noise monitoring was carried out at Mentmore in August 2007 for easterly arrivals. The results were similar to previous monitoring undertaken in July 2006, indicating that noise levels have not increased around the village.

9 Any Other Business

- 9.1 At the NATS TC North consultation presentation earlier in the day, NATS requested that any questions should be submitted from a central source rather than individually. The Chairman requested members to send any questions to the Noise Advisor for co-ordinating before sending to NATS in a hope that a response is received from NATS prior to the next LLACC meeting.

It was noted that population counts have not taken into account future planned development and that NATS are very specific that they will only use current data. It was **agreed** that the questions to be asked will need to raise this concern and provide relevant information that should be taken into account by NATS (and later by CAA). It was also **agreed** that some routes may need to be reviewed to take account of new urban proposals.

Action – The Chairman asked that all questions be sent to the Noise Advisor by 26 March for co-ordination and submission to NATS.

All

- 9.2 No other business was discussed and the meeting closed at 6.40pm.

10 Date of Next Meetings

- 10.1 Monday 16 June 2008 at 2.00pm.
Monday 15 September 2008 at 2.00pm.

NTSC report to LLACC
PERIOD: OCTOBER TO DECEMBER 2007

KEY FACTS

2007
CURRENT2006
PAST**TOTAL Aircraft Movements**

28,815 6% INCREASE

27,252

TOTAL Passenger Statistics

2,262,516 7% INCREASE

2,116,729

Runway Usage

Easterly 31% Westerly 69%

Easterly 15% Westerly 85%

Day/Night Ratio

Day 93% Night 7%

Day 94% Night 6%

Total Night Movements (23.00-07.00)

3116 28% INCREASE

2,435
N.B. Second phase of runway resurfacing was in progress**Departure Route Analysis % on Routes:**

Clacton 37%	Compton 41%	Olney 19%
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Clacton 33%	Compton 39%	Olney 22%
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Continuous Descent Achievement

RWY 08 90%	RWY 26 78%
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RWY 08 88%	RWY 26 75%
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Noise Monitor Results

Number of Departures >85 dB(A)

DAYTIME	0.1%
NIGHTTIME	0.0%

DAYTIME ⁽²⁾	≈ 0.4%
NIGHT-TIME ⁽²⁾	≈ 0.3%

[N.B.⁽²⁾ Previous year's report used different noise bands, i.e. 84-87, as opposed to 85-88]**Noise Violations**

DAYTIME	0
NIGHT-TIME	0

DAYTIME	0
NIGHT-TIME	0

Night-time Contour (48 dB L_{Aeq,8h})25.89 km² 22% INCREASE21.24 km²
N.B. Second phase of runway resurfacing was in progress[N.B. Planning Conditions: Action Level 60.6 km², Limit 85.0 km²]

**2007
CURRENT**

**2006
PAST**

Numbers of Complaints

170 42% DECREASE

295

Numbers of Complainants

78 47% DECREASE

147

Numbers of Events

1039 70% INCREASE

611

Source of Complaints

Helicopter Operations	31%
Westerly Departures	29%
Easterly Departures	10%
Westerly Arrivals	65%
Easterly Arrivals	6.5%

19%
27%
13%
4%
9%

Aircraft most complained about

Helicopters	31%
Cargo Aircraft	10%
Passenger Aircraft	15%
Private Aircraft	6%

25%
6%
18%
7%

Origin of Complainants (Locations with >5)

Locations
Harpenden
Luton
St Albans
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Locations
Harpenden
Luton
Flitton
Hitchin
Wheathampstead
Redbourn

NTSC Minute on this AER

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

- Total passengers served increased by 7%, in line with growth in recent quarters of 2007, traffic movements increased by 6%, albeit the runway resurfacing work depressed traffic levels in October to December last year.
- The total movements in the night period, 23.00-07.00, increased by 28%, albeit the runway resurfacing work depressed traffic levels in October to December last year.
- The airlines achieved in the period Continuous Descent Approaches, CDA, for 82% of all arrivals. 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 are working to improve achievement rates.
- The noise monitor results show an improvement from last year with less aircraft producing departure noise levels greater than 95 dB L_{Amax} . There were no noise violations.

- The night-time noise contour area has increased by 22%, albeit the runway resurfacing work depressed traffic levels in October to December last year.
- The number of complaints reduced from 295 last fourth quarter to 170 in the same period this year.
- The number of complainants reduced from 147 last fourth quarter to 78 this year.
- However the number of events eliciting a complaint rose from 611 to 1039.
- The complaints over helicopters formed the largest % of complaints. The Airport has put in place new arrangements for helicopters using the Airport to mitigate impact.
- The Airport Environment Office continues to discuss issues directly with local residents, and in this period met with residents from Flamstead, Hemel Hempstead, Rushden and Leighton Buzzard.

DRAFT

LLACC:NTSC